

Use of ADA-Compliant Temporary Pedestrian Access Routes (TPAR) in Work Zones

Valley Metro Rail, Inc. is a non-profit, public corporation whose mission is to design, build and operate a 57 mile transit system throughout metropolitan Phoenix. The Valley Metro board, whose Arizona members include the cities of Phoenix, Mesa, Chandler and others, oversees the management of the agency.

The agency launched The Central Mesa Light Rail Extension construction project in July, 2012; completion is scheduled for late 2015. Cost is estimated at \$200 million, with funding provided by county and federal sources. The project will add 3.1 miles of transit service through downtown Mesa. Four stations will serve the Mesa extension, and the line will carry an estimated 5,000 passengers per day.

The project involves far more than laying a track. A new streetscape is being built along the extension to better serve drivers, pedestrians, light rail passengers and bicyclists. The project launched with the relocation of the underground utilities (water, gas and electric). Once the utilities were relocated, work began on street and sidewalk removal and replacement, track and station construction.

Though not part of the design/build plans, the City of Mesa specified that the project re-route pedestrian traffic in a safe manner. The city called for, in essence, Temporary Pedestrian Access Routes (TPAR), to replace existing pedestrian pathways. ADA-Compliant TPARs provide pedestrians with safer guidance and passage through construction.

Trafficade Work Zone Services, Prescott AZ, is the Maintenance of Traffic (MOT) provider for the Mesa project. Ron Jones, General Manager of Trafficade, knew City of Mesa would prefer ADA-compliant devices for safer pedestrian guidance through the construction.

Ron recommended Plastic Safety Systems' SafetyWall ADA-Compliant Pedestrian Longitudinal Channelizer for the project because of SafetyWall's quick installation and take-down time and the durability of the product.



SafetyWall ADA-Compliant Pedestrian Barricade serves here as an interlocking, pedestrian channelizer. SafetyWall features an upper surface that is smooth for hand-trailing, and a lower surface for walking canes.

Most importantly, SafetyWall provides 3 types of guidance through the work zone:

- visible guidance
- trailing a hand along the smooth, continuous upper surface
- tapping a walking device against the lower surface



SafetyWall ADA-Compliant Pedestrian Barricade provides accessible, detectable, continuous guidance for pedestrians throughout the work zone. Pedestrians will not inadvertently walk into the construction area.

Because SafetyWall is an interlocking channelizer, there are no gaps between devices, which could snag walking aids, or allow pedestrians to walk through to the construction side.

As the Mesa Extension project is so large, Ron dedicates a crew to the project full-time during construction hours. The pathways and lengths of the TPARs often change daily. Trafficate has had as many as 1,000 SafetyWall units

deployed throughout the project at any given time.

Ron reports that they have not received any complaints about the TPARs or SafetyWall longitudinal channelizers. Rather, Trafficate has received nothing but compliments about their pedestrian pathways.

Trafficate and SafetyWall will provide safer pedestrian guidance through the Mesa project until late 2015, when the project is scheduled to end.

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