VII. BICYCLE ACCESS

A. General Requirements

Bicycles may legally use both street and sidewalk, and need to be considered under both conditions. When work encroaches upon a bike lane, bike trail, shared lane, signed bike route or a road or sidewalk commonly used by bicyclists as identified on SDOT's "Seattle Bicycling Guide Map," an accessible, safe and clearly defined route shall be provided and maximum effort made to provide a convenient bicycle way separate from active work areas. The Contractor shall not force a cyclist into an unsafe condition, such as grating, debris, or an abrupt stop within moving traffic as part of traffic control. Bicycle lanes and other identified bicycle routes shall be kept free of obstructions. If bicyclists cannot be accommodated through the work area with facilities comparable to pre-construction conditions, bicycle detours shall be considered.

Closing a bike lane requires the same signage and traffic control as a motor vehicle use lane. Proposals to close a bike lane shall demonstrate that impacts cannot be reasonably avoided through alternative construction methods, that the facility cannot be reasonably relocated through reassignment of vehicle lanes or other existing facilities, that the duration and extent of impacts has been minimized, and that an adequate detour has been provided. The Contractor shall seek to safely accommodate bicycles through the work area and avoid installing "Bicyclists dismount" signs at the closure of a bicycle lane to the extent possible, but shall use advance signage that the bicycle lane is closed at a place where the cyclist can modify their route when necessary..

Bicycle trails, such as the Burke Gilman Trail, need to have proper signing and traffic control equipment. A bicycle trail should be maintained at a minimum of 8'. If this width cannot be provided, flagging and/or an approved detour route shall be required.

B. Work Area Accommodation

The Contractor shall accommodate bicyclists in work areas as follows:

1. The Contractor shall provide safe and protected bicycle access into, through and out of the work area, including proper channelization and signage.

2. The Contractor shall ensure construction equipment, including signs and barricades, do not obstruct the bicycle way.

3. When steel plates are necessary on the bicycle way, the Contractor shall follow the requirements of Section II E. 6.

4. When exposed utility manholes or lids are necessary, the Contractor shall follow the requirements of Section II E. 7.

5. When roadway grindings occur as part of a pavement rehabilitation project, the Contractor shall ensure the roadway surfaces are frequently cleaned or swept to minimize exposure to bicyclists.

6. For pavement or utility replacement projects, the Contractor shall avoid or minimize asphalt or concrete seam exposures (especially longitudinal seam formation) to bicyclists.

7. For vehicle lanes which continue through the work area the Contractor shall provide advance warning to bicyclists and motorists of any transition into and out of the travel lanes, and allow sufficient lane width to accommodate both.

8. For vehicles lanes which continue through the work area the Contractor shall consider auto travel speed, grade, pavement condition, length of work area, lighting, and sight distance to determine if lane widths are sufficient to accommodate both motorists and bicyclists.

9. The Contractor will avoid requiring bicyclists to dismount their bicycles while traversing a work area, whenever feasible, and will provide advance notice to bicyclists regarding alternate routes when bicycling through the work area cannot be safely accommodated.

C. Bicycle Facility Closures, Detours and Alternate Routes

If the Engineer determines that temporarily closing a bicycle facility traversing the work area is required for the safety of bicyclists, such closure requires the same level of signage and traffic control design considerations as when a motor vehicle lane is closed. The Contractor shall include a bicycle facility closure and detour plan in the proposed traffic control plan for review and approval by the Engineer before closing any bicycle facility. Approved signs, markings, and traffic control shall be used when a detour is required.

Determination to close a bicycle facility and to provide a well-signed detour route will include consideration of the needs of all bicyclists who use the bicycle facility under normal conditions, including daily commuters as well as recreational and novice bicyclists. The conditions to be considered to close a bicycle facility and provide an alternate route include:

1. Removal or reduction of existing auto and/or bicycle lanes through the work area and the ability to effectively transition bicyclists into and out of auto traffic;

2. Auto and bicycle travel speeds;

3. Grades;

4. Significant amount or frequency of pavement grindings, potholes, or utility lids;

5. Length and duration of work area; and

6. Lighting and sight distance.

The Engineer may determine that bicycle safety is adequate to maintain bicycle access through the work area but may require additional bicycle alternate routes.

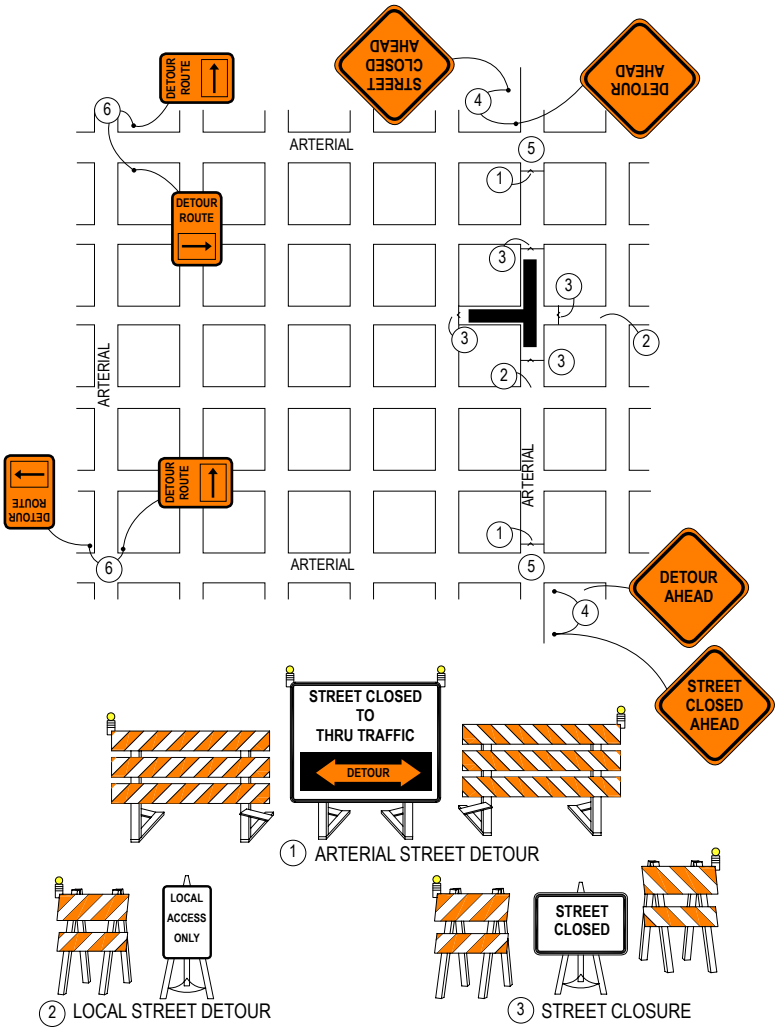
The following shall be considered in the development of a bicycle detour or alternate route:

1. The bicycle detour or alternate route should parallel the existing bicycle facility impacted by the work area and minimize detour distance to the extent possible.

2. The bicycle detour or alternate route shall be maintained and regularly monitored (clear of debris and signs maintained) during the course of construction.

3. Adequate signage shall be used in advance of each approach to the bicycle detour or alternate route, and shall be posted at least 5 days in advance of the closure.

4. Where bicycle detours or alternate routes are expected to create a significant change in bicycle volumes on a detour or alternate route, appropriate directional and warning signage for bicyclists and motor vehicles shall be considered.



4 ADVANCE WARNING SIGNS SHALL BE USED ON ALL ARTERIAL STREETS

5 TURN MOVEMENT RESTRICTIONS SHALL BE USED AS DIRECTED BY TRAFFIC ENGINEER

6 DETOUR GUIDE SIGNING TO NEXT ARTERIAL STREET SHALL BE DESIGNED BY TRAFFIC ENGINEER

FULL ROADWAY CLOSURE
TYPICAL DETOUR PLAN

(Figure VII - 1)