



BICYCLE TRAFFIC

1. Bicycle traffic shall be accommodated on all public streets either within bicycle lanes where existing or in vehicular travel lanes.
2. Where bicycle lanes are not present, provide a shared vehicle lane as wide as physically feasible.
3. When travel lanes are restricted to less than 14-foot in width warning signage (W11-1/W16-1 combination - Bicycle warning symbol with SHARE THE ROAD plaque) shall be placed warning motor vehicle operators of the presence of bicycles in the roadway.
4. If the disruption occurs in a bicycle lanes over a short distance (approximately 500 feet or less), bicyclists should be routed to share a motor vehicle lane.
5. On projects where the disruption occurs over a longer distance (more than 500 feet), and on busy roadways, a temporary bicycle lane or wide outside lane (at least 14 foot wide) should be provided. If that is not feasible, provide access, including ramps if necessary, for bicyclists to have the option of using sidewalks, except within zones where sidewalk bicycle riding is prohibited by the City.

6. Steel plates:

When steel plates are used in the travel way warning signage (Warning Steel Plates Ahead) shall be placed at least 50 feet in advance.

Steel plates shall be set so there is no vertical lip over 1/4 inch between the plate and adjacent pavement. This shall be accomplished in one of the following ways:

- a. Recessing the plate so that the top of the plate matches adjacent pavement (with no lip over 1/4 inch).
- b. Providing bituminous concrete lip painted reflective orange to provide a smooth transition slope up from existing pavement to top of plate.

Non-slip surface steel plates are preferred for use, and must be used where plates are in an intersection or within a crosswalk.

7. Raised castings: Where raised castings are present after cold planing and/or in anticipation of final paving, provide the following:

- a. Advance warning signs saying: “Caution – Raised Castings Ahead.”
 - b. Spray paint reflective fluorescent orange the raised portions of the castings.
8. Cold planing and pavement installation: Where cold planing or the installation of pavement in lifts results in vertical joints greater than 1/4 inch, provide temporary bituminous concrete lip painted reflective orange to provide a smooth transition slope between the pavement layers.
9. When the roadway or travel lanes narrow due to construction, advance warning signs should be placed at least 20 feet in advance.
10. Narrow cuts that are parallel with the direction of travel create an extreme hazard for cyclists, whose tires could get caught. These should never be made and left in an area where bicyclists will be traveling. If necessary, they should be blocked off and cyclists routed around the hazard. When performing advance pavement cutting for trenching or other roadway excavation, use only saw cutting (approximately 1/4 inch or narrower).
11. Debris should be swept to maintain a reasonably clear riding surface in the bicycle lanes or, where there are no bicycle lanes, the outer 5 or 6 feet of roadway. Promptly remove gravel, debris, litter, sand, stone, and other obstructions from bicycle lanes and travel lanes.
12. Advance construction signs shall not be placed in bicycle lanes and shall not otherwise obstruct bicyclists’ path.
13. Temporary ramps for site access ramps. The creation of ramps in the roadway is not permitted unless being created in an area that is otherwise used by on-street parking.
14. Restore pavement markings for bike lanes within 2 weeks of paving.