

Add on pages - Item 4

RTC 1/5/12

**From:** bikerick [mailto:bikerick@att.net]  
**Sent:** Wednesday, January 04, 2012 8:02 AM  
**To:** info@sccrtc.org  
**Subject:** SCCRTC Meeting 1/5/12 Items 4 & 5

Dear Commissioners:

Please include some bicycle detours in your approval of the construction and support services for the Highway One auxiliary lane project. Last March I first asked if the Bicycle Committee could see the auxiliary lane plans. We were not allowed to until Caltrans could approve them. When staff finally shared them with us we discovered that the detour plans (for the 6 to 8 month period when the La Fonda Avenue bridge is closed) were unsafe and illegal for cyclists – as they direct traffic to the freeway on and off ramps at Morrissey Boulevard. Not having an adequate detour for cyclists violates the spirit if not the requirements of the Manual on Uniform Traffic Control – Part 6 Temporary Traffic Control. The adopted Environmental Assessment for the project indicates that the mitigation is either a student shuttle or a temporary bicycle/pedestrian bridge. Unfortunately, you have chosen the shuttle which is in only in service for a limited amount of time as opposed to a bridge which would be available to cyclists all of the time.

After learning of these plans, the Bicycle Committee drafted and sent to your staff "Recommendations for Route 1 Soquel/ Morrissey Auxiliary Lane Project" for accommodating cyclists through the area during construction (previously in your packet and attached again to this email). Given that the RTC has been supportive of new bicycle projects, it is ironic that this-RTC sponsored project will impede bicycling during its construction period. As you take action to move forward on the auxiliary lanes, please endorse these measures or comparable ones to accommodate cyclists. Thank you.

Rick Hyman

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Thank you for your comments. They will be made available to the Commission for their review.

Please visit the SCCRTC website at [www.sccrtc.org](http://www.sccrtc.org) for information on the Commission and its activities.

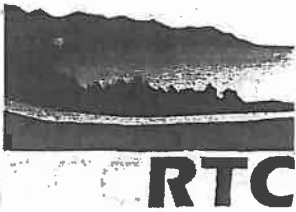
Thank you again.



**Cathy Judd**, Administrative Assistant II  
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# Memo

To: Kim Shultz, RTC Senior Transportation Planner  
  
Highway 1 Soquel/Morrissey Auxiliary Lanes Project Transportation Management Plan Implementation Team

From: Cory Caletti, RTC Senior Transportation Planner/Bicycle Coordinator

Date: 8/30/2011

Re: Bicycle Committee recommendations for accommodations for bicyclists as part of the Highway 1 Auxiliary Lane Project

Enclosed please find the RTC Bicycle Committee's recommendations for bicycle and pedestrian accommodations during construction of the Highway 1 Soquel/Morrissey Auxiliary Lane Project as well as associated long term improvements as mandated by state law for all new or improvement projects.

As background, the RTC's Bicycle Committee serves to advise the RTC and its member agencies on proposed bicycle policies, programs, projects, plans, funding applications, and legislation. The Bicycle Committee, at their August 8<sup>th</sup>, 2011 meeting, reviewed and endorsed recommendations from their Technical Subcommittee regarding improvements and accommodation for bicyclists as part of the Highway 1 Soquel/Morrissey Auxiliary Lane Project. The enclosed recommendations include detours and other safety measures during construction as well as long term improvements to serve non-motorized travelers. The full Bicycle Committee requested that the recommendations be forwarded to the project team and be considered for implementation.

Should you have any questions regarding the enclosed recommendations, please contact Cory Caletti, staff to the RTC's Bicycle Committee. The Committee appreciates your efforts to promote bicycling by providing safe and convenient facilities for all user types and abilities.

Sincerely,

Cory Caletti, on behalf of the RTC Bicycle Committee

cc: Santa Cruz County Regional Transportation Commission  
Santa Cruz County Regional Transportation Commission's Bicycle Committee

16b-1

## RECOMMENDATIONS FOR ROUTE 1 SOQUEL/MORRISSEY AUXILLIARY LANE PROJECT:

1. In order to install the new bridge, the existing bridge has to be removed and that portion of La Fonda Avenue has to be closed for a period of time. This will present a hardship for cyclists wishing to travel in the area. We understand that there is only one set of detour plans. Directing westbound cyclists to follow the same detour plans as for motor vehicles will present a tremendous inconvenience. Furthermore, cyclists can not use the same detour as motor vehicles as it involves traveling on the freeway on-ramp where cyclists are prohibited. Some local cyclists may be familiar with short-cuts but other cyclists will not. Therefore, we recommend that separate detour routes be prepared for cyclists and publicized to groups out of the area that may be touring in town:

a. Proposed cyclist detour route from the southeast: La Fonda Avenue to pathway between La Fonda and Park Way at Santa Cruz Adult School to Park Way to Roxas Street to Pacheco Avenue to Fairmont Avenue to Morrissey Boulevard.

b. Proposed cyclist detour route from the east: Soquel Drive to Paul Sweet Road to Brookwood Drive to Prospect Heights. Brookwood Drive is currently one-way eastbound. There have been various unsuccessful proposals to open this road to westbound cyclists. If it can not be opened to westbound cyclists permanently, then for the duration of the detour Brookwood should be signalized at each end of its one-way section. This would allow approaching westbound cyclists to push a button to activate the signal – giving the westbound cyclist a green light and eastbound vehicles a stop. Signalizing one-way segments during construction is commonly employed.

2. In order to make these detours functional and in the spirit of complying with complete streets and greenhouse gas reduction legislation, we recommend that the following improvements be made:

- improve the pathway between La Fonda and Park Way at the Santa Cruz Adult School
- curb cut at Park Way and pathway;
- curb cut widened at northwest corner of Fairmont Avenue to Morrissey Boulevard;
- bike lanes on Goss Avenue (Branciforte to Gilbert), Gilbert Lane, Rooney Street and Morrissey Boulevard (Park Way to Prospect Heights) – these are all in Santa Cruz City's *2008 Bicycle Transportation Plan*;
- southbound bike lane on La Fonda Avenue south of the new Highway One bridge (which we welcome will have bike lanes) – this is in Santa Cruz City's *2008 Bicycle Transportation Plan*;
- traffic signals in the area sensitized and timed to detect and accommodate cyclists (e.g., Fairmount and Morrissey; La Fonda and Soquel; Paul Sweet and La Fonda) – the law requires that all new or improvement projects include upgrades to traffic signals to actuate for bicycles.

In order to provide for bike lanes on Rooney Street the proposed sidewalk addition needs to be setback.

3. We understand that a shuttle will be provided to transport students to school if construction work extends into the school season. We recommend that the shuttle be able to carry bicycles. Some students' schedules may not be accommodated by the shuttle in both directions, but they could take it one way and then ride the other way.

4. The construction activities and detours may create congestion in the area, especially around Harbor High School, resulting in motor vehicles possibly being in bike lanes. While parking in bike lanes is prohibited, "No Stopping" signs should be installed like the ones by Westlake School. Dropping off and picking up students likely will coincide with the greatest cycling traffic.

5. Finally, we request that the enclosed "Recommended Guidelines to Protect the Safety of Bicyclists, Pedestrians and Disabled Travelers during Road Construction" be followed to ensure safe and convenient non-motorized travel during the project's construction.

Attachment 1: Recommended Guidelines to Protect Bicyclists during Road Construction

# COMMUNITY TRAFFIC SAFETY COALITION

## Recommended Guidelines to Protect the Safety of Bicyclists, Pedestrians, and Disabled Travelers during Road Const



As stated in the California MUTCD (2003 Edition with Revisions Number 1 and 2 Incorporated, December 2007), “The needs and control of all road users (motorists, bicyclists, and pedestrians within the highway, including persons with disabilities in accordance with the Americans with Disabilities Act of 1990 (ADA) Title II, Paragraph 35.130) through a TTC zone shall be an essential part of highway construction, utility work, maintenance operations, and the management of traffic incidents.”

### THE PROBLEM

There are three general situations which impact bicyclists, pedestrians, and disabled travelers:

1. Work in the *bikeway*\* or *walkway* which forces bicyclists or pedestrians to compete with motor vehicles in a narrow car lane.
2. Work which is not in the *bikeway* or *walkway* but which puts equipment, debris, or warning signs in the *bikeway* or *walkway*.
3. Work which blocks the direction of travel without a clear, safe, and convenient detour for cyclists, pedestrians, or wheelchair travelers.

In addition, please be aware of these specific hazards for bicyclists, pedestrians, and disabled travelers.

#### Hazards to Bicyclists

- Signs, equipment, or debris in the *bikeway*.
- *Bikeway* blocked without advance warning.
- Rough pavement or gravel without advance warning.
- Poor pavement transitions, especially when parallel to the line of travel (eg: metal plate edges or pavement removal/resurface areas which are not tapered).
- Inadequate time to pass through a signalized one-lane, two-way traffic control.

#### Hazards to Pedestrians

- Blocked or hazardous *walkway* which is not marked in a way that is visible in advance, especially at night.
- Alternate route or detour which is not negotiable by wheelchairs, strollers, carts, etc.

#### Special Hazards to Visually Impaired Pedestrians

- Blocked or hazardous *walkway* without a barrier which is solid enough to be discernible by guide dog or cane.

#### Special Hazards to Wheelchair Travelers

- Signs, equipment, or debris partially blocking the *walkway*.
- Sidewalk blocked with no curb cut or ramp to exit sidewalk, or advance warning to exit at a prior curb cut.
- Rough pavement, grooves, or gravel without advance warning. Rocks of 3” diameter or greater are especially hazardous because they may cause the wheelchair to stop abruptly and eject the occupant

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\* For the purposes of these guidelines, “*bikeway*” will be used to refer to where bicyclists usually travel on a given road, including painted bike lanes, paved shoulders, the right side of a wide travel lane, or the center of a narrow travel lane if there is no bike lane or shoulder. “*Walkway*” will be used to refer to sidewalks, shoulders, and paths where pedestrians and wheelchairs travel.

## THE SOLUTION

The California MUTCD (Section 5-01-2) includes these “fundamental principles” for bicyclists and pedestrians in construction and maintenance work zones:

1. Bicycle and pedestrian “movement should be disrupted as little as practicable”.
2. “Pedestrians and bicyclists should be provided with access and passage through, or around, the temporary traffic control zone at all times.”
3. Bicyclists and pedestrians “should be guided in a clear and positive manner while approaching and space traversing the temporary traffic control zone.”

In addition, please consider the following specific safety and access measures.

### Detours

- When construction blocks the *bikeway*, accommodations should be made for bicyclists if they are made for motor vehicles, including safe and well marked detours for cyclists when needed. In some situations when motor vehicles are detoured, a safe corridor can be left open for bicyclists. If not possible, post “End Bike Lane” and “Share the Road” (or “Merge Left”) caution signs to encourage cyclists to merge into the through lane. Rather than directing bicyclists to walk their bikes in pedestrian zones, try to provide a rideable alternative.
- If construction or signs must block the *walkway*, establish safe, well-signed detours for pedestrians which are accessible for wheelchairs, strollers, carts, etc.
- When one-lane, two-way traffic control is done by temporary traffic signals, timing should accommodate bicyclists, who will be slower than motor vehicles especially in the uphill direction. Consider push button signals for bicyclists or special bicycle loops, if practical.
- Barriers should include a portion low enough and solid enough to be easily discernible by a cane, guide dog, or child. If necessary, use flaggers to guide pedestrians.

### Signs

- Whenever possible, construction warning signs should be placed out of the *bikeway* and *walkway*, so that the sign itself is not a barrier for bicyclists for wheelchair travelers. Remove construction signs promptly when construction pauses or ends.
- Any construction or sign which blocks the *bikeway* should have sufficient sight distance, including night-time visibility, to allow cyclists time to merge safely into the car lane. Use “End Bike Lane” and “Share the Road” signs.
- Any construction or sign which blocks the *walkway* should have prior warning to allow wheelchairs time to exit the walkway at a prior curb cut.
- For all construction where the *bikeway* or *walkway* is blocked or the lane narrows, post “Share the Road” caution signs to warn motorists to slow down and watch for bicyclists and pedestrians.

### Pavement Surface

- Temporary pavement or metal plates installed during construction should have cold mix asphalt tapered at the edges for bicyclist, pedestrian and wheelchair safety. When locating metal plates, avoid placing edges in the middle of the *bikeway*. Debris in the *bikeway* or *walkway* should be cleared at the end of each workday.
- If no smooth surface is available for bicyclists, pedestrians, or wheelchairs, post signs warning “Rough Surface” or “Uneven Pavement” at the beginning of the work area. Keep signs posted at the end of the workday. Use reflective signage on barricades with flashers for night safety.
- Prior to “sign off” on projects, verify that the pavement in the *bikeway* and *walkway* is even. Overlay should be smoothed at drainage grates, manholes, and gutter pan, and after narrow trenching in the *bikeway*.