Pedestrian Safety Work Group
*(A subcommittee of the RTC’s Elderly & Disabled Transportation Advisory Committee)*

Santa Cruz Regional Transportation Commission
1523 Pacific Avenue, Santa Cruz, CA

*Agenda – Thursday, August 30, 2018 @ 2:00 pm to 4:00 pm*

1. Introductions

2. Additions or Deletions to the agenda

3. Review April 26, 2018 Meeting Notes
   (postponed to this meeting – no quorum at May 24 meeting)

4. Review May 24, 2018 Meeting Notes

5. Pedestrian Hazard Reporting System

6. Construction Guidelines

7. Cruz511 Outreach and Messaging

8. Next Meeting Date (September 27, 2018) & Topics
   - Sidewalk Maintenance FAQ
Attendees: Veronica Elsea (Chair), Grace Blakeslee, John Daugherty, Joanna Edmonds, Cara Lamb, Jon Bailiff

1. **Introductions**

2. **Additions or deletions to the agenda**

3. **Received Notes from 3/20/18 meeting**
   
   Jon Bailiff made a motion to amend minutes to reflect an action item deferring distribution of the bicycle pedestrian brochure. John Daugherty seconded the motion with the amendment to include time when called to order and when adjourned. Cara Lamb, John Daugherty, Jon Bailiff, and Veronica Elsea voted aye to carry motion.

4. **Reviewed Pedestrian Hazard Reports**
   
   Jon Bailiff made a motion that RTC staff explore possibilities for improving functionality (follow up and responsiveness of responsible agency) and accessibility of pedestrian and bicycle hazard reports short-term and long-term. Cara Lamb seconded the motion. Veronica Elsea, Cara Lamb, and Jon Bailiff voted aye to pass motion. John Daugherty was not present for this motion.

5. **Discussed Pedestrian/Bicycle Brochure outreach**

   Jon Bailiff made a motion to request that RTC staff bring information to the next meeting about what projects are currently underway that address bicycle and pedestrian safety in Santa Cruz County. John Daugherty seconded the motion. Cara Lamb, Veronica Elsea, Jon Bailiff, and John Daugherty voted aye to pass the motion.

6. **Pedestrian Safety Workgroup Work Program**

   Workgroup members discussed possible areas to focus on over the next year, such as the Safe Paths of Travel and Sidewalk Maintenance reports.

7. **Reviewed Action items**

   - Schedule meetings for remainder of 2018
   - Feedback about improvements to hazard reporting system
   - Information regarding the RTC’s bicycle and pedestrian safety efforts
   - Review Safe Paths of Travel and Sidewalk Maintenance reports

8. **Next Meeting Dates & Topics**

   I:\PEDESTR\WorkGroup\2018\18-0426-mtgnotes.docx
Attendees: Veronica Elsea (Chair), Grace Blakeslee, John Daugherty, Joanna Edmonds

1. Introductions

2. Additions or deletions to the agenda
   
   *None*

3. Received Notes from 4/26/18 meeting
   
   Notes will be considered at the next meeting due to lack of quorum.

4. Pedestrian Hazard Reporting System
   
   RTC staff will meet with local jurisdictions to discuss the hazard reporting system and to get input about possible improvements to the system.

5. Safe Paths of Travel Report
   
   The Pedestrian Safety Work Group will consider this item in November and provide input to local jurisdictions about priority projects to be considered for Measure D funding and for inclusion in local jurisdictions capital improvement plan, if appropriate.

6. Sidewalk Maintenance Report
   
   The Pedestrian Safety Work Group will discuss the Sidewalk Maintenance Report at the next meeting.

7. Bicycle and Pedestrian Safety Report
   
   Workgroup members requested feedback from Cruz511 staff about where elderly and disabled pedestrian safety messaging can be included in Cruz511 outreach efforts.

8. Brochure Outreach
   
   *No update*

9. Next Meeting Dates & Topics
   
   - Next Meeting- July 26, 2018
   - Pedestrian Hazard Reporting System
   - Sidewalk Maintenance Report
   - Elderly and Disabled Pedestrian Safety Messaging
<table>
<thead>
<tr>
<th>Date</th>
<th>First Name</th>
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<th>Location</th>
<th>Cross Street</th>
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<th>Response</th>
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<tbody>
<tr>
<td>08/22/18</td>
<td>Teresa</td>
<td>Aquino</td>
<td>1930 Ocean St Ext</td>
<td>Graham Hill Rd</td>
<td>Santa Cruz</td>
<td>Ped: Lack of wheelchair access, Sidewalk too narrow, No crosswalk or striping</td>
<td>Teresa is really concerned about what is going to happen to this section of road. There is going to be a new sidewalk and Teresa is concerned because there will be no bike lane, so crosswalks, and no stop sign there and feels like it is going to be extremely dangerous for everyone especially someone in a wheelchair. She would like someone to contact her so that she could express her concerns.</td>
<td>Jim Burr</td>
<td>06/24/18</td>
<td></td>
</tr>
<tr>
<td>08/22/18</td>
<td>Richard</td>
<td>Stover</td>
<td>2565 Mission St</td>
<td>Swift St</td>
<td>Santa Cruz</td>
<td>Ped: damaged/missing sidewalk</td>
<td>PG&amp;E removed the sidewalk more than a month ago to replace the utility pole. It would be good if the sidewalk is fixed before the rains begin. There is a patch of missing sidewalk around a utility pole cable anchor position. This is not visible in the photo. Utility pole ID number: 1202434547 Also, the PG&amp;E truck leaked a large amount of oil which has flowed along a stretch of the street gutter in this location. If this is not cleaned up it will be washed into the Bay when the rains come.</td>
<td>Jim Burr</td>
<td>08/22/18</td>
<td></td>
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<tr>
<td>08/10/18</td>
<td>Debbie</td>
<td>Bulger</td>
<td>623 California St</td>
<td>Rigg St</td>
<td>Santa Cruz</td>
<td>Ped: Vegetation blocking sidewalk</td>
<td>Sidewalk blocked with vegetation at California and Rigg in Santa Cruz. Address of house is 623 California Street. It is on Rigg sidewalk. Tree branches hang down over sidewalk. See photo. Tree is on Rigg.</td>
<td>Jim Burr</td>
<td>06/13/18</td>
<td></td>
</tr>
<tr>
<td>08/10/18</td>
<td>Richard</td>
<td>Stover</td>
<td>201 Berthshire Ave</td>
<td>Glover St</td>
<td>Santa Cruz</td>
<td>Ped: Jump bikes blocking sidewalk</td>
<td>Lack of wheelchair access, JUMP electric bikes. This was from yesterday. Our neighbors in wheelchairs can get through here. There should be a way to charge riders extra if they block the sidewalk. The bike numbers are visible in the photo. This is a re-submission with the photo cropped to be below the maximum file size.</td>
<td>Claire Fleischer, Jump bikes support</td>
<td>08/08/18</td>
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<td>08/08/18</td>
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<tr>
<td>08/10/18</td>
<td>Richard</td>
<td>Stover</td>
<td>1212 Laurel St</td>
<td>Mission St</td>
<td>Santa Cruz</td>
<td>Ped: Jump bikes blocking sidewalk</td>
<td>Laurel St. sidewalk at 1st house past the Food Bin. Lack of wheelchair access, JUMP electric bikes. You can see the bike number in the photo.</td>
<td>Claire Fleischer, Jump bikes support</td>
<td>08/08/18</td>
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<tr>
<td>08/07/18</td>
<td>Michael</td>
<td>Lewis</td>
<td>East Cliff Dr 5th Ave</td>
<td>5th Ave</td>
<td>Santa Cruz</td>
<td>Ped: Bike racks on sidewalk, lack of bike signs</td>
<td>There are two intersecting problems at the Twin Lakes Beach project. 1) Bike racks are placed in several places on the sidewalk, encouraging bicyclists to ride their bicycles on the sidewalk. There are no signs directing bicyclists to not ride on the sidewalk and to ride in the marked bike lanes. 2) The bike lane coming from 7th avenue stops abruptly at the approach to the roundabout, leaving bicyclists unsure of how to proceed. The bike lane starts again on th opposite side of the roundabout. 3) There are no signs directing bicycle traffic through the harbor to Eaton Street and the bridge across the harbor. As a result, bicyclists ride on the busy sidewalk instead of the bike lane. When they reach Eaton, they continue across the bridge on the very narrow sidewalk rather than crossing Eaton to proceed in the bike lane. This problem has gone on for years, and planners refused to acknowledge this in plans for the Twin Lakes Beach project and the proposed seismic retrofit of the harbor bridge.</td>
<td>County DPW</td>
<td>08/08/18</td>
<td></td>
</tr>
<tr>
<td>07/11/18</td>
<td>Brett</td>
<td>Garrett</td>
<td>817 California Street</td>
<td></td>
<td>Santa Cruz</td>
<td>damaged sidewalk, lack of wheelchair access</td>
<td>Severe damage to sidewalk. Trip hazard. I don't think a wheelchair could get through.</td>
<td>James Burr</td>
<td>07/12/18</td>
<td></td>
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Hazard Reports
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<tr>
<th>Date</th>
<th>First Name</th>
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<tbody>
<tr>
<td>06/29/18</td>
<td>Camryn</td>
<td>Swift</td>
<td>Trout Gulch</td>
<td>Aptos St.</td>
<td>Aptos</td>
<td>Pedestrian Crossing Hazard</td>
<td>Crosswalk is dangerous for pedestrians crossing from the Bayview Hotel side of Trout Gulch towards Aptos St. A number of older, women shoppers from the popular Carolina’s thrift store cross over the street to Jet Set Bohemian and then return. The difficulty is that traffic stops at the intersection and the crosswalk is set some distance back. Cars stop in or obscure part of the crosswalk, or are stopped in such a way that the signal light that gives permission to cross is difficult to see. Cars coming out of Aptos Street are also apt to swing into the crosswalk in an attempt to get into position to go through the intersection. They are focused on the intersection and NOT on people in the crosswalk. Also, when a big truck or van is at the intersection, heading from Trout Gulch left or straight across Soquel Drive, the size of the vehicle blocks the view of other cars that are headed north on Trout Gulch. Unless a pedestrian is extremely alert, they could be hit by a car accelerating through, because they are hidden from view.</td>
<td>DPW</td>
<td>06/29/18</td>
<td></td>
</tr>
<tr>
<td>06/18/18</td>
<td>Kevin</td>
<td>Sullivan</td>
<td>Marina Ave</td>
<td>Aptos</td>
<td>Lighting Problem</td>
<td>Street Lamp out</td>
<td>On 6/29/2018 DPW Replied: I will be forwarding your report to Public Works Transportation / Traffic division along with sending this to Public Works Design division for their attention and reply.</td>
<td>DPW</td>
<td>06/18/18</td>
<td></td>
</tr>
<tr>
<td>06/17/18</td>
<td>Virginia</td>
<td>Vaquero</td>
<td>Ocean St</td>
<td>Water</td>
<td>Santa Cruz</td>
<td>Signal Light not functioning</td>
<td>Walk signal is not functioning. Red light does not light up when button is pushed. In addition the button feels weird like it doesn’t go in.</td>
<td>Jim Burr</td>
<td>06/17/18</td>
<td></td>
</tr>
<tr>
<td>05/07/18</td>
<td>Ryan</td>
<td>Moroney</td>
<td>Soquel Ave</td>
<td>Trout Gulch</td>
<td>APTOS</td>
<td>Debris on shoulder</td>
<td>The APTOS Village project appears to be creating a lot of debris along Trout Gulch and Soquel. The Contractor should clear the sidewalk before debris weekly at minimum as part of BMPs. In addition a lot of debris (glass, gravel, etc.) has built up along Soquel Drive along entire north bound commuter route (Aptos to Santa Cruz) and needs to be street sweep.</td>
<td>County DPW</td>
<td>05/07/18</td>
<td></td>
</tr>
<tr>
<td>05/06/18</td>
<td>Shelley</td>
<td>Hatch</td>
<td>Soquel Avenue</td>
<td>Branciforte</td>
<td>Santa Cruz</td>
<td>Vehicles or objects blocking the sidewalk</td>
<td>The new bike rental hub in front of the Bayview empty lot on Soquel is a hazard. The bikes are not in as of today, May 11th, and it is already impeding pedestrians. When the bikes are added to the (10 -17 bikes) the amount of sidewalk that will be unusable will be hard to even imagine. That is because the city’s plan allowed the company to put the rack directly in the path.</td>
<td>Jim Burr</td>
<td>05/07/18</td>
<td></td>
</tr>
<tr>
<td>05/05/18</td>
<td>Ryn Stein</td>
<td>Ocean St</td>
<td>Soquel</td>
<td>Santa Cruz</td>
<td>Traffic signal problem</td>
<td>Button to cross soquel doesn’t seem to be working.</td>
<td>Jim Burr</td>
<td>05/07/18</td>
<td></td>
<td></td>
</tr>
<tr>
<td>05/04/18</td>
<td>Pamela</td>
<td>Silough</td>
<td>Dakota Avenue</td>
<td>Ocean St</td>
<td>Santa Cruz</td>
<td>Rough pavement of pathways</td>
<td>The pedestrian ramp at the (Parathon Hotel) corner of Dakota &amp; Ocean St, needs into the crosswalk into a sidewalk at the ramp. This causes the pedestrian's view to get stuck in it while they are trying to be mindful of cars and bikes coming and going from Dakota street. This needs at least a temporary filler to flatten it out.</td>
<td>Jim Burr</td>
<td>05/07/18</td>
<td></td>
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<tr>
<td>5/29/2018</td>
<td>Sue Fitchen</td>
<td>Highland Ave</td>
<td>Highland</td>
<td>Santa Cruz</td>
<td>Plant overgrowth or interference</td>
<td>Location Concrete stairs and path heading from Highland Avenue, Santa Cruz 95060 (before the switch back) to Highland Avenue after the road switch back. Many walkers and bikers use this path which has been there for over 40 years. The need to the path is due to NOT keep rose bushes, trees, and other plants from growing over the path.</td>
<td>Jim Burr</td>
<td>5/29/2018</td>
<td></td>
<td></td>
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<tr>
<td>5/21/2017</td>
<td>Robert Esposto</td>
<td>Speckle Dr. E</td>
<td>Aptos</td>
<td>Plant overgrowth or interference</td>
<td>Ground Ivy and trees branches force pedestrian and bike traffic into car lane on a blind curve. Very dangerous with the combo of fast drivers, slow walkers in car lanes and blind curve. Needs trimming maintenance to reclaim road shoulder</td>
<td>County DPW</td>
<td>5/22/2018</td>
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<tr>
<td>5/17/2016</td>
<td>Melissa</td>
<td>McCuslon</td>
<td>El Rancho</td>
<td>Cartemona</td>
<td>County of Santa Cruz</td>
<td>Plant overgrowth or interference</td>
<td>Tall grass on the shoulder of the road inhibits walking or riding on the shoulder and requires pedestrians and bicyclists to walk/side in the traffic lanes. There is plenty of shoulder there for both if it were cleaned up between Cartemona and Pasatiempo ramp. Several pedestrians walk this section of road daily.</td>
<td>DPW &amp; Jim Burr</td>
<td>5/17/2018</td>
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<tr>
<td>04/27/18</td>
<td>Cecilia</td>
<td>Carrió</td>
<td>Bay St</td>
<td>Santa Cruz</td>
<td>No crosswalk or striping, Other</td>
<td>No crosswalk markings. Cars speed up and down at all hours. No safe way to cross, side walk present in this area. Stretch between King St and Iowa Dr gives drivers incentive to go over the speed limit. I believe a roundabout would make this a safer street to cross because cars speed up and down Bay St on a daily bases. Both pedestrians and cyclists have to wait to safely the cross street to avoid being run over by a speeding car.</td>
<td>Jim Burr</td>
<td>04/27/18</td>
<td></td>
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<td>04/05/18</td>
<td>Pamela</td>
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<td>Dakota Avenue</td>
<td>Ocean St</td>
<td>Santa Cruz</td>
<td>Rough pavement of pathways</td>
<td>The pedestrian ramp at the (Parathon Hotel) corner of Dakota &amp; Ocean St, needs into the crosswalk into a sidewalk at the ramp. This causes the pedestrian's view to get stuck in it while they are trying to be mindful of cars and bikes coming and going from Dakota street. This needs at least a temporary filler to flatten it out.</td>
<td>Jim Burr</td>
<td>05/07/18</td>
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On 5/12/2018 Jim stated: This issue forwards your report to the appropriate crew for repair. They will add this to their workplan for evaluation and prioritize it with other needs across the City. If City, we will trim, if private, letter to trim will be sent.

On 5/23/2018 DPW Replied: I am in receipt of your issue regarding the County of right of way. I will be forwarding your report to out to our Brommer maintenance yard (831) 477-3999 and our Encroachment division of Public Works. Thank you for taking the time to report this issue.
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<tbody>
<tr>
<td>4/26/2018</td>
<td>Veronica</td>
<td>Elsea</td>
<td>River Street</td>
<td>Pacific Ave</td>
<td>Santa Cruz</td>
<td>Traffic Signal Problem</td>
<td>Audible pedestrian signal not functioning. Makes it almost impossible to figure out when to cross River Street, given how short the light is as well as ongoing construction in the area.</td>
<td>Amelia Conlon/Jim Burr</td>
<td>4/26/2018</td>
<td></td>
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<tr>
<td>4/26/2018</td>
<td>Brianna</td>
<td>Goodman</td>
<td>Emmett St</td>
<td>Mission St</td>
<td>Santa Cruz</td>
<td>Other Dangerous Crosswalk</td>
<td>Vehicles on Mission do not stop for pedestrians, and the vehicles are usually speeding. Drivers make eye contact and then SPEED UP in an attempt to make it through the Mission/Hwy 1 stop light up ahead. This crosswalk needs a “state law yield to peds within crosswalk” or maybe ped activated flashing lights. This crosswalk is right next to a school.</td>
<td>Amelia Conlon/Jim Burr</td>
<td>4/26/2018</td>
<td></td>
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<tr>
<td>4/25/2018</td>
<td>Michael</td>
<td>Ulwelling</td>
<td>Mount Hermon Rd</td>
<td>Hwy 17</td>
<td>Scotts Valley</td>
<td>Lack of sidewalk/striping/crosswalk</td>
<td>There is a pedestrian crosswalk on the overpass itself, but none approaching or exiting the overpass. In order to gain access to the overpass, the pedestrian must climb over or around guard rails and then to walk in the roadway as cars exit or enter the freeway. Very dangerous. I am unable to pinpoint the location because the map does not show the intersection of Hwy 17 and Mount Hermon Road.</td>
<td>Trish McGrath, Frank Alvarez, Jessica Kahn</td>
<td>4/25/2018</td>
<td></td>
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<tr>
<td>4/18/2018</td>
<td>Christopher</td>
<td>Centanni</td>
<td>3050 Dover Dr</td>
<td>Soquel</td>
<td>Soquel</td>
<td>Debris on sidewalk, lack of sidewalk</td>
<td>Residents at the Woodland Senior Apts. have blocked off the dirt sidewalk with planters, causing pedestrians to have to walk onto the street to reach Soquel Drive or walk up Dover Drive. Someone could easily get hit by a car making a right onto Dover Drive. I’m a frequent walker of this route and never had any issues until yesterday. 4/18. Clearly, the dirt sidewalk continues almost all the way up Dover Drive so it’s odd to think this section of the sidewalk can be blocked and/or considered private.</td>
<td>County DPW</td>
<td>4/23/2018</td>
<td></td>
</tr>
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</table>

4/24/2018 DPW replied: I am in receipt of your issue regarding the planter encroachments on Dover Drive. I will be forwarding your request to our Encroachment/Permits division of Public Works. Thank you for taking the time to report this issue. On 5/17/2018 Kristine Conley: This pathway is outside of the public right-of-way, on private property, and therefore is not something that the County of Santa Cruz Public Works would maintain. I spoke with the property managers at Woodland Senior Apartments, they have decided to restrict access due to the increased amount of non-resident foot traffic and trespassing from the pathway onto residents private property.
Recommended Guidelines to Protect the Safety of Bicyclists and Pedestrians, Including Those with Disabilities During Road Construction, Maintenance or Encroachment

As stated in the California MUTCD 2012 Edition, “The needs and control of all road users (motorists, bicyclists, and pedestrians within the highway, or on private roads open to public travel, including persons with disabilities in accordance with the Americans with Disabilities Act of 1990 (ADA)) through a temporary traffic control (TTC) zone shall be an essential part of highway construction, utility work, maintenance operations, and the management of traffic incidents.”

THE PROBLEMS

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

1. Work in the bikeway or walkway that 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 that 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 (e.g. metal plate edges or pavement removal/resurface areas which are not tapered).
- Inadequate time to pass through a signalized traffic control.

Hazards to All Pedestrians (including those who are visually impaired or use mobility equipment)
- Blocked/hazardous walkway that is not marked in a way that is visible in advance, especially at night.
- Alternate route or detour that is not negotiable by pedestrians using wheelchairs, strollers, carts, etc.
- Blocked/hazardous walkway without a barrier that is solid enough to be discernible by guide dog or cane.
- Signs, equipment, or debris partially blocking the walkway or encroaching on minimum clearance envelope of 4 feet wide by 7 feet tall.
- Sidewalk blocked with no curb cut or ramp to exit or advance warning to exit at a prior curb cut.
- Rough pavement, grooves, or gravel without advance warning. Rocks of 3 inch diameter or greater are especially hazardous as they may cause a wheelchair to stop abruptly and eject the occupant.

* For the purposes of these guidelines, “bikeway” will be used to refer to the space usually used by bicyclists for travel within a given right-of-way, 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, including people using wheelchairs, usually travel.
THE SOLUTIONS
The CA MUTCD follows these “fundamental principles” for bicyclists and pedestrians in TTC zones:
1. Bicycle and pedestrian “movement should be disrupted as little as practicable”
2. “Bicyclists and pedestrians, including those with disabilities, should be provided with access and reasonably safe passage through the TTC zone.”
3. “Motorists, bicyclists, and pedestrians should be guided in a clear and positive manner while approaching and traversing TTC zones and incident sites.”

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 motorists, including safe and well-marked detours when needed. When motorists are detoured, try finding a safe corridor that may be left open for bicyclists. If not possible, post “End Bike Lane” and “Bikes May Use Full Lane” (BMUFL) signs to encourage cyclists to merge into the travel lane. Rather than directing bicyclists to walk their bikes, try to provide a rideable alternative.
- If construction or signs must block the walkway, establish safe, well-signed detours for pedestrians that are accessible for pedestrians using wheelchairs, strollers, carts, etc.
- When traffic control is conducted using temporary traffic signals, timing should accommodate bicyclists, who will be slower than motor vehicles, especially in the uphill direction. Consider push button signals or special bicycle loop detectors for bicyclists, if practical.
- Barriers should have 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 in a clear, calm manner.
- For long-term duration projects, the chevron-style “shared roadway bicycle marking” (sharrow) may be used along detours with on-street parking and inadequate lane width.

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, pedestrians, or wheelchair travelers. Remove construction signs promptly when construction pauses or ends.
- Any construction or sign that blocks the bikeway should have sufficient sight distance, including nighttime visibility, to allow cyclists time to merge safely into the travel lane. Use “End Bike Lane” and “BMUFL” signs appropriately.
- Any construction or sign which blocks the walkway should have prior warning to allow pedestrians and wheelchair travelers time to exit the walkway at a prior curb cut.
- For all construction where the bikeway or walkway is blocked or narrows, post appropriate caution signs to warn motorists to slow down and watch for bicyclists and pedestrians.

Pavement Surface
- Temporary pavement or metal plates installed during TTC zones should have cold mix asphalt tapered at the edges for bicyclist, pedestrian and wheelchair traveler safety. Avoid placing metal plate 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 wheelchair travelers, 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.