

VII. BICYCLE ACCESS

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, or a road or sidewalk commonly used by bicyclists, as identified on Seattle Transportation's "Seattle Bicycling Guide Map", a maximum effort must be made to provide and maintain a safe, clearly defined and convenient bicycle way separate from the work area. Closing a bike lane requires the signage and traffic control as does a motor vehicle use lane. The contractor shall not force a cyclist into an unsafe condition, such as grating, uneven pavement, debris, or an abrupt stop within moving traffic, as part of his traffic control. The contractor shall not install "Bicyclists dismount " signs at the closure of a bike lane, but shall use advance signage that the bike lane is closed at a place where the cyclist can modify their route if need be. Bike lanes and other identified bike routes, notably sidewalks on bridges, shall be kept free of obstructions. If this is not possible, safe access shall be provided within the existing moving lanes, with proper advanced warning of the bike lane or route closure.

Bike trails, notably Burke Gilman Trail, need to have proper signing and traffic control equipment used. A bike trail shall be maintained at a minimum of 8', and if this width cannot be provided, flagging and/or an approved detour route shall be required.