



Tailgate Topic Review

[PP 04/16/2017 - 04/29/2017] Pedestrian Safety/Traffic Control

The 2015 Tailgate Safety Topic for Vehicle Traffic Control was split into two sections for 2016; Vehicle Traffic Control and Bicycle/Pedestrian Safety/Traffic Control. City of Los Angeles has adopted VISION ZERO as its traffic safety policy with objectives of a 20% reduction in traffic deaths by 2017 and all traffic deaths by 2025.

Section 9B.06 Bicycles May Use Full Lane Sign (R4-11)

Option:

01 The Bicycles "May Use Full Lane" (R4-11) sign (see [Figure 9B-2](#)) may be used on roadways where no bicycle lanes or adjacent shoulders usable by bicyclists are present and where travel lanes are too narrow for bicyclists and motor vehicles to operate side by side.

02 The Bicycles May Use Full Lane sign may be used in locations where it is important to inform road users that bicyclists might occupy the travel lane.

03 [Section 9C.07](#) describes a Shared Lane Marking that may be used in addition to or instead of the Bicycles May Use Full Lane sign to inform road users that bicyclists might occupy the travel lane.



Work Area Traffic Control Handbook

10 • PEDESTRIAN CONSIDERATIONS

When the activity site encroaches upon a sidewalk, walkway or crosswalk area, special consideration must be given to pedestrian safety. Pedestrians shall be provided advance warning if they are detoured away from the activity site. If pedestrians are allowed to pass through or around the activity site, they shall be provided a safe path and shall not be led into direct conflict with the work activities or vehicular traffic.

Advance notification of sidewalk closures shall be provided. It must be recognized that pedestrians are reluctant to retrace their steps to a prior intersection for a crossing or to add distance or out-of-the-way travel to a destination.

Protective barricades, fencing, handrails and bridges, together with warning and guidance devices and signs, shall be utilized so that the passageway for pedestrians, especially visually impaired and other physically disabled persons is safe and well defined.

Wooden railing, fencing and similar systems placed immediately adjacent to motor vehicle traffic shall not be used as substitutes for crashworthy temporary traffic barriers. Tape, rope, or plastic chains strung between devices are not detectable, do not comply with the design standards, and should not be used as a control for pedestrian movements.



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All pedestrian routes shall meet the American with Disabilities Act (ADA) requirements. The pedestrian pathway should be 5 feet wide and shall be 80 inches high and may be reduced to 4 feet wide if a 5-foot long, 5-foot wide passing area is provided every 200 feet. The pedestrian pathway surface shall be paved and shall have no vertical displacements greater than 1/2 inch. Any vertical displacements greater than 1/2 inch shall be ramped at a 12:1 slope. ADA compliant pedestrian barriers shall be provided along high risk areas.

At locations where adjacent alternate walkways cannot be provided, devices shall be installed at the limits of the activity and in advance of the closure at the nearest crosswalk or intersection.

11. BICYCLE CONSIDERATIONS

When performing an activity on any roadway, attention should be directed to the probability of encountering bicycle traffic. Roadways adjacent to activity sites, particularly shoulders or parking lanes, must be kept free of obstructions or other hazards to bicyclists.

When performing work on roadways designated as a bike route or where separate bike lanes are present, special attention shall be given to bicyclists.

There are several considerations in planning for bicyclists in TTC zones:

- a) A travel route that replicates the most desirable characteristics of a wide paved shoulder or bikeway through or around the traffic control zone is desirable for bicyclists.
- b) If the traffic control zone interrupts the continuity of an existing bikeway system, warning signs directing bicyclists through or around the zone shall be placed in advance of the activity site.
- c) Unless a separate bike path through or around the traffic control zone is provided, adequate roadway lane width to allow bicyclists and motor vehicles to travel side by side through or around the zone is desirable.
- d) Bicyclists should not be led into direct conflicts with mainline traffic, work site vehicles, or equipment moving through or around the traffic control zone.

Bicycle routes shall not have any perpendicular vertical displacement greater than 1/2 inch or parallel vertical displacement greater than 3/8 inch. Any vertical displacement greater than the above shall be ramped at 4: 1. There shall be no parallel or skewed gap or slot in the pavement greater than 1/2 inch.

The following attachment; **CALTRANS A Guide to Reconstructing Intersections** is a good tool for BCA inspectors to use for the effectiveness of their TCP or TTC for their project.