



# DEPARTMENT OF TRANSPORTATION POLICY

Policy No. 705

Supersedes: 1.4091

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<b>SUBJECT: Accommodating Pedestrian and Bicycle Traffic During Construction</b>	Effective Date: 01-03-2000	Commissioner Approval: James Weinstein  Sponsor Approval: Pippa Woods  Contact Telephone #: 530-8062
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## I. PURPOSE

To establish a Policy in regard to accommodating pedestrian and bicycle traffic during construction.

## II. DEFINITIONS

N.A.

## III. POLICY

The Department is committed to increasing pedestrian and bicycle travel options by routinely integrating bicycle and pedestrian accommodations into transportation systems, and by promoting walking and bicycling as preferred travel modes for short trips. Under the Department's current procedures, bicycle and pedestrian needs and opportunities, (current and future), and the means by which those needs and opportunities are to be incorporated into projects, are identified during the planning and scoping phases of project development.

The Department's general bicycle and pedestrian policy obligates the Department to provide safe access for bicycle and pedestrian traffic during the construction phase of our capital improvements; however, it is recognized that construction related activities present an inconvenience and an impediment to the maintenance of traffic for all modes, including bicycle and pedestrian as well as motor vehicle traffic. It is not possible in all cases to spare the traveling public from such inconveniences and the resulting impediments to the maintenance of traffic during construction. The Department places a priority on the *completion* of permanent capital improvements that meet the needs of all lawful travel modes over the undertaking of costly and extraordinary measures during construction to maintain traffic for all modes. Such extraordinary measures not only consume scarce resources which could be used to implement permanent solutions to other needs, but they also could result in extending the duration of construction which extends construction related travel impacts to the traveling public and local stakeholders. A key means of mitigating construction related impacts for all modes is to lessen the duration of construction.

Decisions regarding the approach to maintain bicycle and pedestrian traffic during construction, as well as motorized traffic, will be made on a case by case basis to respond to the unique circumstances which are present for each and every project. They will be made in cooperation and consultation with affected

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residents and local public officials. Appropriate means of accommodating bicycle and pedestrian traffic during construction will be developed within the planning, scoping and design phases of project development and will become an integral element of the project construction plans.

In general,

- < Where construction activities affect a safe walking route to school, the Department will take aggressive measures to maintain safe accommodations for bicycle and pedestrian traffic during construction or will provide alternative means to ensure safe access for school and school related travel, e.g., accelerating construction schedules to complete construction during summer months when school is not in session.
  
- < Where there are pre-existing accommodations or facilities for bicycle and/or pedestrian traffic within the limits of a project, the Department will make every effort to maintain safe accommodations for bicycle and/or pedestrian traffic during construction where such efforts can be implemented at a reasonable cost and where those efforts will not unduly lengthen the duration of construction. Where unique circumstances render it infeasible to provide such accommodations, those unique circumstances shall be documented and alternative means for accommodating bicycle and pedestrian traffic through or around the construction area will be sought.
  
- < Where there are no pre-existing accommodations or facilities for bicycle and/or pedestrian traffic within the limits of a project, but there is evidence of pre-existing bicycle and/or pedestrian traffic, the Department will make every effort to maintain safe accommodations for bicycle and/or pedestrian traffic during construction where such efforts can be implemented at a reasonable cost and where those efforts will not unduly lengthen the duration of construction. Where circumstances render it infeasible to provide such accommodations, those circumstances shall be documented and reasonable alternative means for accommodating bicycle and pedestrian traffic through or around the construction area will be sought.
  
- < Where there are no pre-existing accommodations or facilities for bicycle and/or limited volumes of pedestrian traffic within the limits of a project, and it has been determined that there is no foreseeable demand or need to provide accommodations for bicycle and/or pedestrian travel as part of the project, then it would not be necessary to provide accommodations for bicycle and/or pedestrian traffic during construction.

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- < Where bicycle and/or pedestrian travel are prohibited by law or regulation within the project limits, it would not be necessary to maintain bicycle and/or pedestrian traffic during construction.

Decisions regarding the nature and extent of accommodations to be provided to maintain bicycle and pedestrian traffic during construction will be based on the following:

- < The volume of pedestrian and bicycle traffic.
- < The nature and purpose of the trips being made
- < The distance of current pedestrian trips through the intended construction area, and the distance of potential alternate routes (during construction) for pedestrians.
- < The setting or location of the improvement, e.g., urban, suburban, rural, and the extent to which local residents rely on bicycling for trip making or have alternative means of personal transportation available.
- < The existence or availability and distance of alternative routes.
- < The exposure to hazard for bicycle and pedestrian traffic (traffic hazards and personal security) associated with alternative routes or alternative accommodations.
- < The cost associated with accommodations to maintain bicycle and pedestrian traffic (attributed solely to the maintenance of bicycle and pedestrian travel) as a proportion of total construction costs.
- < The absolute cost associated with accommodations to maintain bicycle and pedestrian traffic (attributed solely to the maintenance of bicycle and pedestrian travel).
- < The duration of construction, and, consequently, the duration of construction related traffic impacts.

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- < Whether the duration of construction could be substantially shortened if accommodations to maintain pedestrian and bicycle traffic during construction were dispensed with, e.g., closing a facility entirely and compressing construction to three months or less.
  
- < The nature of the disruption or impacts to the local community, both social and economic, resulting from cessation of bicycle and pedestrian traffic during construction.

Measures considered for accommodating bicycle and pedestrian traffic during construction may include (but not be limited to) individually or in combination, the following:

- < Maintaining a protected travel path, either a pre-existing accommodation or a temporary accommodation, through the construction zone within existing right of way.
- < Maintaining access by staging construction in a way that provides a partial permanent (new) pedestrian/bicycle accommodation during portions of the construction.
- < Maintaining access by establishing a temporary protected travel path around the construction area through easements.
- < Establishing alternative routes of a reasonable length and directing bicycle and/or pedestrian traffic to those routes.
- < Providing alternate locations for the storage of construction materials or equipment to enable the establishment of a protected travel path for bicycle or pedestrian traffic through the construction zone within existing right of way.
- < Constructing separate temporary facilities such as a pedestrian and/or bicycle bridge to be utilized until permanent bicycle or pedestrian accommodations are completed.
- < Providing, paying for or subsidizing shuttle services.

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## IV. AUTHORITY

N.J.S.A. Title 27