

New Jersey DOT October 22, 2010

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New Jersey Project Examples



NJDOT Bicycle and Pedestrian Policy



DEPARTMENT OF TRANSPORTATION POLICY/PROCEDURE

Policy No. 703 Supercedes: 1.409 Page 1 of 2

SUBJECT:

NJDOT Bicycle and Pedestrian Policy

08-07-89

Conmissioner Approval: Figna Woods
Contact Telephone #: 530-8062

I. PURPOSE

To outline Department Policy in regard to addressing bicycle and pedestrian travel in the planning, design, construction and operation of transportation facilities funded or processed by NJDOT, and the development and implementation of transportation programs.

II. DEFINITIONS

III POLICY

Bicycling and walking are viable and important travel modes and offer untapped potential for meeting transportation needs and providing recreational and health benefits. Provisions for bicycling and walking are important and necessive elements of comprehensive solutions to transportation problems and needs. Opportunities should be actively sought to address transportation needs and deficiencies through the provision of bicycle and pedestrian accommodations. These modes can also supplement transit use and replace motor vehicle trips by serving short trips.

It is the Department's policy to provide non-motorized travel options by routinely integrating bicycling and walking into transportation systems and promoting bicycling and walking as a preferred choice for short trips.

Bicycle and pedestrian issues will be routinely addressed as part of the activities of all units of the Department. Basic research and estate gathering efforts should include data collection and analysis for the non-motorized modes. Beginning at the earliest stage of needs analyses and problem definition, and continuing through the entire proiest development process, bicycle and pedestrian travel needs shall be incorporated in the planning, scoping, design, construction, and management of all transportation projects and programs funded or processed by the NLDOT.

Transportation facilities are to be designed and constructed, and maintained to accommodate use by bicycle and pedestrian traffic. Additionally, independent projects will be hitilated to address bicycle and pedestrian acress and safety needs or opportunities and correct deficiencies in the transportation system which will inhibit the use of these modes. When needs or opportunities are identified, roadway improvements, biteways, walkways or other facilities intended to encourage or support travel by bicycle or walking should be designed and constructed.

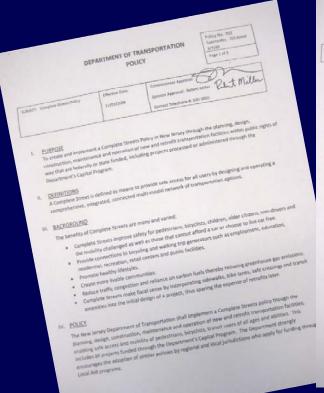
IV. AUTHORITY

N.J.S.A. Title 27

- Policy No. 703 (August 7, 1989)
- "Opportunities should be actively sought to address transportation needs and deficiencies through the provision of bicycle and pedestrian accommodations."
- "Where needs or opportunities are identified....bikeways, walkways or other facilities intended to encourage or support travel by bicycle or walking should be designed and constructed."



NJDOT's Complete Streets Policy

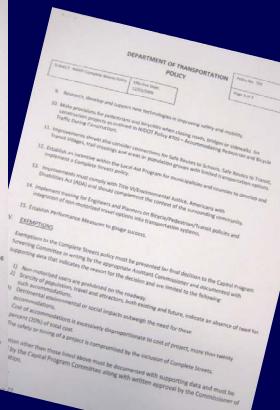


DEPARTMENT OF TRANSPORTATION POLICY

Page 2 of 3

SUBJECT: NJDOT Complete Streets Policy

- Create a comprehensive, integrated, connected multi-modal network by providing connections to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers.
- Provide safe and accessible accommodations for existing and future pedestrian bicycle and transit facilities.
- 3. Establish a checklist of pedestrian, bicycle and transit accommodations such as accessible sidewalks curb ramps, crosswalks, countdown pedestrian signals, signs, median netuges, curb extensions, pedestrian scale lighting, blike lanes, shoulders and bus shelters with the presumption that they shall be included in each project unless supporting documentation against inclusion is provided and found to be justifiable.
- 4. Additionally, in rural areas, paved shoulders or a multi-use path shall be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. Paved shoulders provide safety and operational advantages for all road users. Shoulder rumble strips are not recommended when used by bicyclists, unless there is a minimum clear path of four feet in which a bicycle may safely operate. If there is evidence of heavy pedestrian usage then sidewalks shall be considered in the project.
- Establish a procedure to evaluate resurfacing projects for complete streets inclusion according to length
 of project, local support, environmental constraints, right-of-way limitations, funding resources and
 bicycle and/or pedestrian compatibility.
- Transportation facilities are long-term investments that shall anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.
- 7. Address the need for bicyclists and pedestrians to cross corridors as well as travel along them. Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections, interchanges and bridges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
- Design bicycle and pedestrian facilities to the best currently available standards and practices including
 the New Jersey Roadway Design Manual, the AASHTO Guide for the Development of Bicycle Facilities,
 AASHTO's Guide for the Planning, Design and Operation of Pedestrian Facilities, the Manual of Uniform
 Traffic Control Devices and others as related.



Signed



December 2009

Route 36 Bridge – Highlands Boro Sea Bright Boro

A new bridge replaced an old lift bridge. New bridge accommodates B/P.





Route 36 Bridge – Highlands Boro Sea Bright Boro

A new bridge replaced an old lift bridge. New bridge accommodates B/P

New North and South Pedestrian Bridges 12' Wide with 10' Walkways

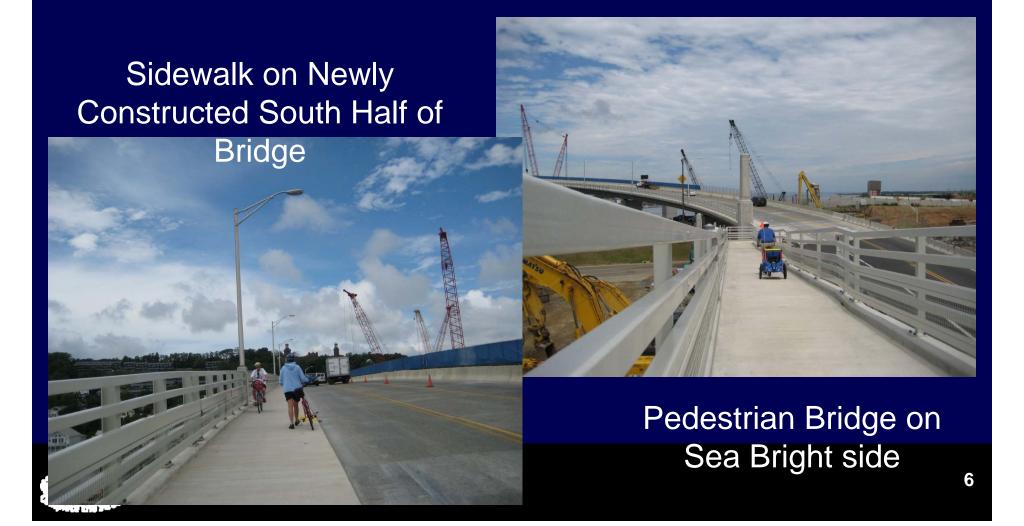
South Pedestrian Bridge: Provides Continuity to the ocean side of Ocean Avenue

North Pedestrian Bridge: Provides Connectivity from the North Sidewalk to the Ocean Side of the National Parks Roadway where a new multi-use path has been constructed connecting the existing path within NPS in Sea Bright



Route 36 Bridge – Highlands Boro Sea Bright Boro

A new bridge replaced an old lift bridge. New bridge accommodates B/P.



Route 52 Bridge, Ocean City

A new bridge replaced 4 spans linked together. New bridge accommodates B/P.





Project Overview - Where?







Project Overview - What?

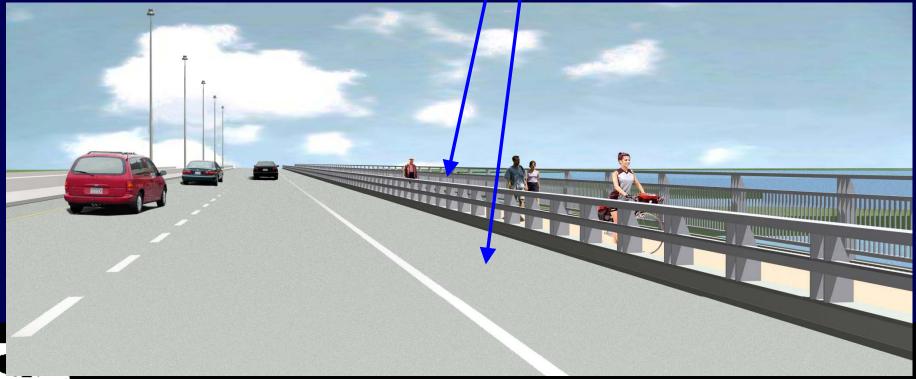


Replacement of <u>Four</u> Bridge Structures
Removal of Somers Point Traffic Circle
Traffic Operational Improvements

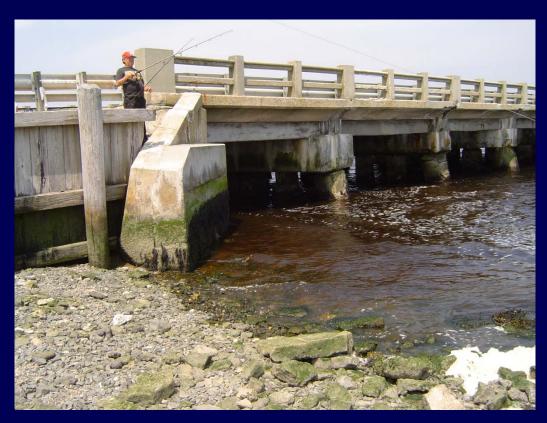
Bicycle / Pedestrian Accommodations



Bicycle 10 Feet wide Compatible Shared-Use Path Shoulder



Previous "Fishing Pier"







New Causeway – Rainbow Island





Somers Point Enhancements









MacArthur Boulevard (Route 52)









Existing Project Site Conditions



Roadway Elements – Ocean City



- Re-profile Ninth Street
- Construction of 10' Shared Use Walkway
- Ocean City Gateway



Rt. 18 2F - Project Context

Transportation

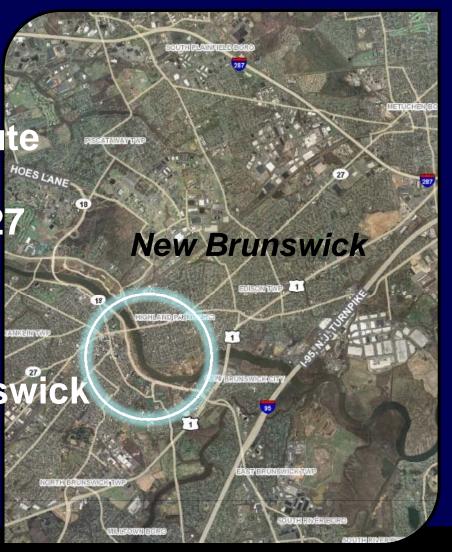
Major Central NJ Route

Route U.S. 1, Route 27

NE Corridor Railroad

Access to New Brunswick

Access to Rutgers





Local Issues

- Quality of Life
- Minimize Improvements
- Pedestrian/Bicycle Accessibility
- Urban Renewal
- Reconnect City to Raritan Waterfront



Common Vision – Design Solutions

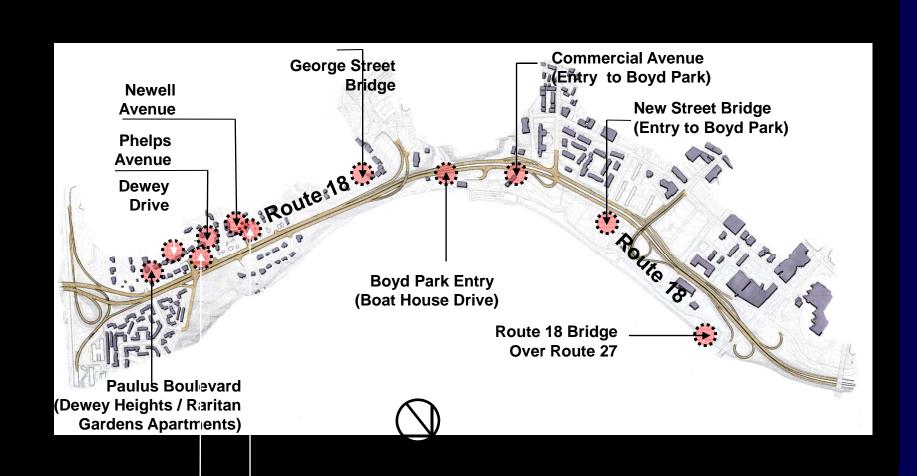
- Corridor Reconstruction (2 miles)
- New Sidewalk & MUP (5 miles)
- New Bridges (6)
- Retaining Walls (22)
- Noise Barriers (7)
- Sign Structures (16)
- New Signalized Intersections (2) & Signal Improvements (7)
- Pedestrian Underpass & Overpasses
- Boyd Park Amphitheater
- Boyd Park Entrance Promenade
- Boyd Park Extension (bulkhead rehab, esplanade, boat launch)
- Minimal Overhead Utilities
- Architectural Treatments & Corridor Aesthetics



Streetscapes & Multi-Use Paths

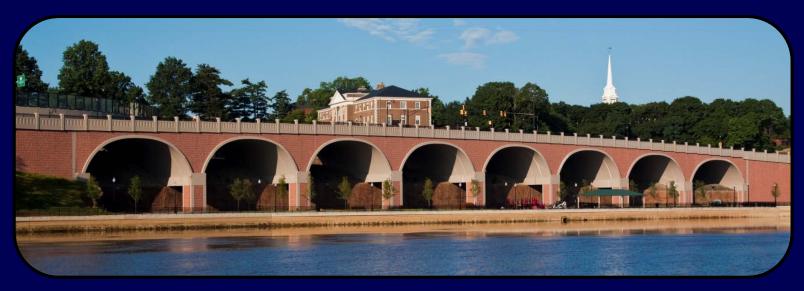


Local Access & Adjacent Streets





George Street Bridge









Commercial Avenue Bridge



New Street Bridge





Albany Street Bridge





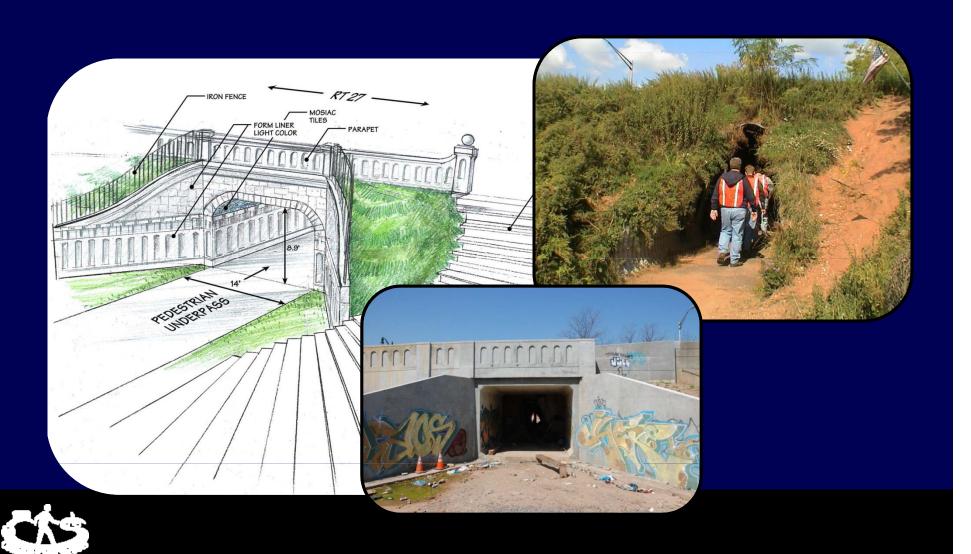
Carpender Road Pedestrian Bridge

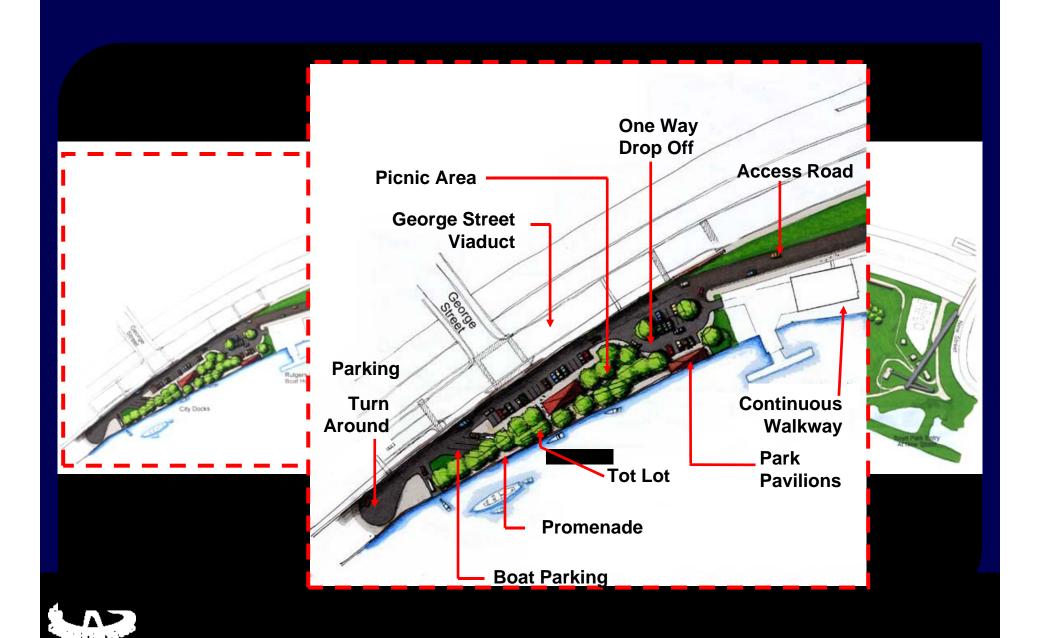


Ramp Overpass Pedestrian Bridge



Albany Street Pedestrian Tunnel





City Docks





Boyd Park Amphitheatre & Promenade



Boyd Park Pavilion & Entrance



Route 4 Pedestrian Mobility, Teaneck







Route 4 Pedestrian Mobility, Teaneck

Complete Streets Elements:

- -Connectivity of Incomplete Sidewalks
- -Access Blocked by Overgrown Vegetation
- -Many Sidewalks not in ADA Compliance



Route 4 Pedestrian Mobility, Teaneck

Project will Provide:

- -Continuous Sidewalks
- -ADA Curb Ramps
- -Connectivity to Bus Stop Locations
- -Safety Improvements Including:
 - -Relocation of Crosswalk Locations
 - -High Visibility Crosswalks
 - -Advance Warning Signage
 - -Pedestrian Activated Beacons w/ Push Button Assemblies



Route 45, Carpenter Street to Red Bank Avenue City of Woodbury

Complete Streets elements:

- ✓ Curb ramps upgraded to standards
- ✓ New Crosswalks
- ✓ New Signals including Pedestrian Countdown Timers
- ✓ Dedicated Bicycle Lanes
- ✓ Curb "Bulb-Outs" to reduce Crossing distances





NEW JERSEY DEPARTMENT OF TRANSPORTATIO

ROUTE 45 WOODBURY TRAFFIC STUDY CITY OF WOODBURY, GLOUCESTER COUNTY

EXISTING & PROPOSED ROUTE 45 CORRIDOR AERIALS