

January 2008

Bicycle and Pedestrian Accommodation Decision Process For Construction Projects

In accordance with the Commonwealth Transportation Board's policy on bicycle and pedestrian accommodation, all projects start with the assumption that some accommodation will be provided. In order for an exception to be made and accommodation not be provided, the provision of a potential accommodation must fall into one of six categories established in the policy:

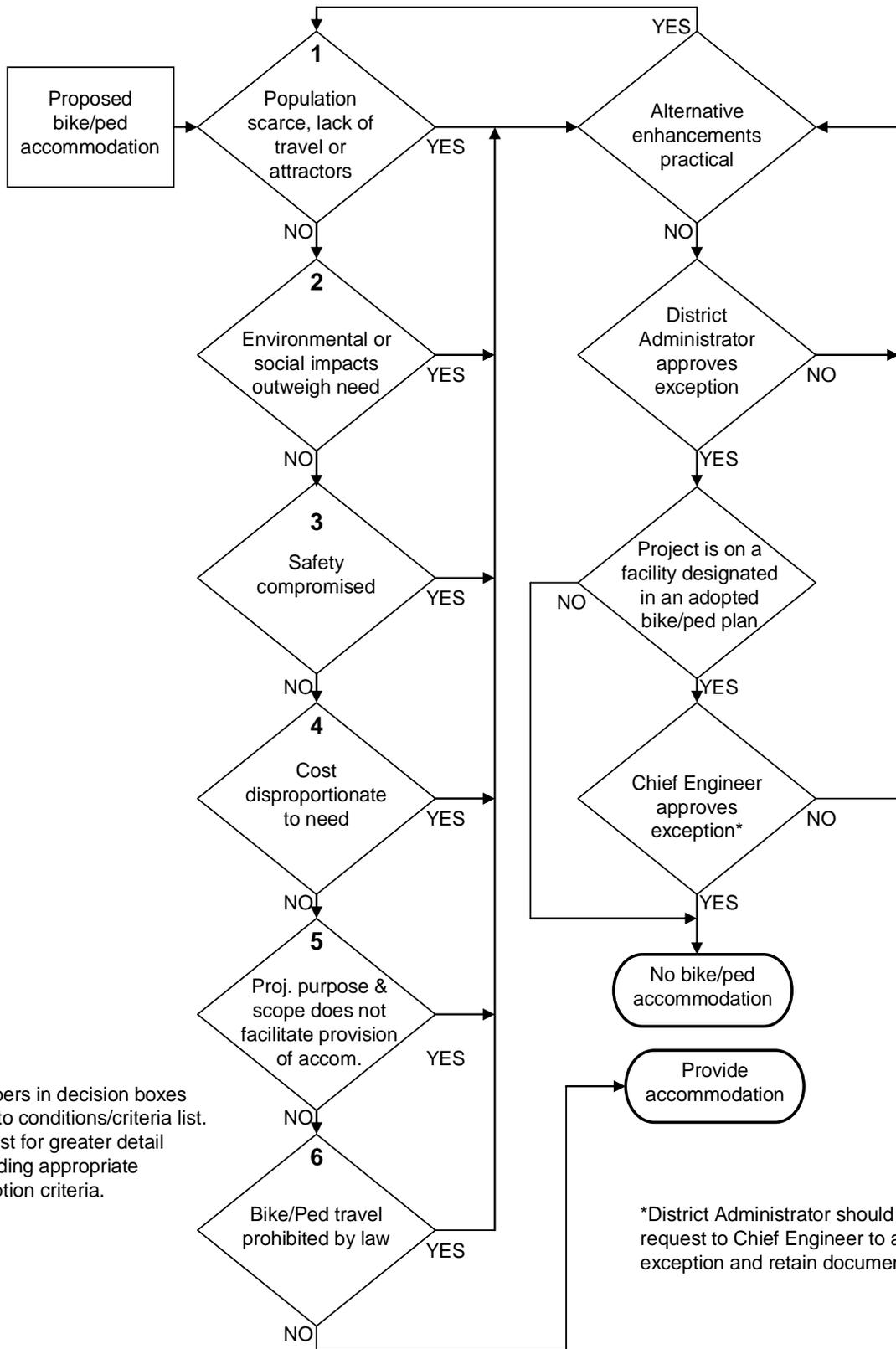
1. Scarcity of population, travel, and attractors, both existing and future, indicate an absence of need for such accommodations.
2. Environmental or social impacts outweigh the need for these accommodations.
3. Safety would be compromised.
4. Total cost of bicycle and pedestrian accommodations to the appropriate fund (i.e., Interstate, primary, secondary, or urban system) would be excessively disproportionate to the need for the facility.
5. Purpose and scope of the specific project do not facilitate the provision of such accommodations (e.g., projects for the Rural Rustic Road Program are defined as paving unpaved (gravel) roads, which are considered to be a bicycle accommodation).
6. Bicycle and pedestrian travel is prohibited by state or federal law.

The CTB policy does not address the specifics of each category nor does it mandate the process used to determine if a project or proposed accommodation qualifies for an exception. The following process is proposed in order to institutionalize the exception process and provide guidance for project managers.

Each project is reviewed in accordance with the flow chart on the following page. The question asked in each diamond is then evaluated with respect to the detailed criteria contained in the attached list (see page 3). Please note that the specific criteria listed are not all inclusive, and other factors relative to the overall topic may be considered. Conversely, even for facilities that may meet the requirements for an exception, special circumstances may dictate that accommodation must be provided. Finally, if the analysis of a specific bicycle and pedestrian accommodation yields a "yes" answer (meaning an exception is warranted), the project manager or sponsor must still consider if there are practical alternative enhancements that may be provided to improve the environment for bicyclists and pedestrians.

This decision tree will be initially applied to projects at the scoping stage and again at a point when sufficient information is available to determine if cost and environmental exceptions are met or if new information provided invalidates scoping stage assumptions (generally prior to public hearing stage). For exception decisions made at the PFI stage, part C of LD430 (Project Scoping Form) should be utilized to document decision and approvals.

Bicycle and Pedestrian Accommodation Decision Process



Numbers in decision boxes refer to conditions/criteria list. See list for greater detail regarding appropriate exception criteria.

*District Administrator should send request to Chief Engineer to approve exception and retain documentation.

Bicycle and Pedestrian Exceptions List

1. Scarcity of population, travel, and attractors, both existing and future, indicate an absence of need for such accommodations
 - a. The project is not on a designated bike/ped facility – and
 - i. Is the road expected to carry less than 400 VPD in the design year?
 - ii. The locality does not want bike/ped accommodations?
 - b. There is no obvious bike/ped activity (no cyclists or pedestrians observed, no worn paths present) and existing development is only industrial, agricultural, or large lot residential and Comprehensive Plan does not propose uses/densities that can be expected to generate bike/ped activity.
2. Environmental or social impacts outweigh the need for these accommodations
 - a. Would right of way needed for accommodation require displacement of homes, businesses, or places of worship?
 - b. Would provision of accommodation create impact to cultural, historic, or other sensitive environmental resources?
3. Safety would be compromised
 - a. Would accommodation require a reduction in the current lane width below acceptable standards?
 - b. Would accommodation termini encourage unsafe bike/ped activity?
4. Total cost of bicycle and pedestrian accommodations to the appropriate fund (i.e., Interstate, primary, secondary, or urban system) would be excessively disproportionate to the need for the facility (not applicable for bike/ped specific projects)
 - a. Does accommodation cost more than 10% of total project cost if not a designated bike/ped facility or 20% of total project cost if a designated bike/ped facility?
 - b. In the case of major projects (over \$500 million), does accommodation cost more than 10% of total project cost?
5. Purpose and scope of the specific project do not facilitate the provision of such accommodations (e.g., projects for the Rural Rustic Road Program are defined as paving unpaved (gravel) roads, which are considered to be a bicycle accommodation).
 - a. Is the project a Rural Rustic Road project?
 - b. The project is an Industrial Access project? (*remove if CTB changes IA policy*)
 - c. Is the project for minor changes that should not directly affect bike/ped activities (such as drainage or turn lane storage extension projects).
 - d. Is the project of such short length that provision of bike/ped facility would be inappropriate?
 - e. Is the project a bridge superstructure replacement that does not impact bridge substructure?
6. Bicycle and pedestrian travel is prohibited by state or federal laws
 - a. Is the proposed accommodation parallel to and within interstate right of way and not separated by a physical barrier?
 - b. Is the proposed accommodation parallel to and within limited access right of way where CTB action prohibits bike/ped traffic?