In December 2009, New Jersey became one of the first states in the country to adopt a Complete Streets Policy.

- Why did we adopt this type of policy?
- How did we develop the policy?
- How are we implementing the policy?
- Who has adopted Complete Streets Policies?
- How can YOU become a part of this effort?
Complete Streets in NJ

2009
DELAWARE BIKE SUMMIT

How it all began...........
WHY COMPLETE STREETS?

VICTIM CLASSIFICATION

<table>
<thead>
<tr>
<th></th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
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<tr>
<td>DRIVER</td>
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<td>248</td>
<td>237</td>
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<tr>
<td>PASSENGER</td>
<td>79</td>
<td>79</td>
<td>82</td>
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<tr>
<td>PEDALCYCLIST</td>
<td>18</td>
<td>12</td>
<td>11</td>
</tr>
<tr>
<td>PEDESTRIAN</td>
<td>96</td>
<td>122</td>
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<td>TOTAL</td>
<td>446</td>
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As of October 12, 2010
## Why Complete Streets?

**As of October 12, 2010**

### 2010 - Age of Victims

<table>
<thead>
<tr>
<th>Age</th>
<th>Driver</th>
<th>Passenger</th>
<th>Pedalcyclist</th>
<th>Pedestrian</th>
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<td>3</td>
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<td>21 - 24</td>
<td>22</td>
<td>15</td>
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<td>25 - 29</td>
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<td>30 - 39</td>
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<td>1</td>
<td>17</td>
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<td>50 - 64</td>
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<td>2</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>237</strong></td>
<td><strong>82</strong></td>
<td><strong>11</strong></td>
<td><strong>102</strong></td>
</tr>
</tbody>
</table>
WHY COMPLETE STREETS?

Route 54 Hammonton

Lack of access for pedestrians & bicyclists

Route 27 Woodbridge
WHY COMPLETE STREETS?

Lack of access for the mobility impaired

Route 38 Mount Laurel

Cherry Hill Twp.
WHY COMPLETE STREETS?

Metro Park Train Station
Route 4 Teaneck

Limited access to transit facilities
WHY COMPLETE STREETS?

Route 322 Glassboro

Route 30 Atlantic City
DEVELOPING THE POLICY

VISION STATEMENT

• Less Cars
• Corridor-wide Multi-modal Avenues
• More Bike Paths
• More Trails
• Interconnected Network
• Wider Shoulders
• Roadway/vegetation Maintenance
DEVELOPING THE POLICY

1989 NJDOT Bicycle & Pedestrian Policy

➢ Bicycle and pedestrian issues will be routinely addressed as part of all activities of all units of the Department.

➢ Transportation facilities are to be designed, constructed, and maintained to accommodate bicycle and pedestrian traffic.
DEVELOPING THE POLICY

- Improve Safety
- Provide Connections
- Promote Healthy Lifestyles
- Create More Livable Communities
- Reduce Congestion & Greenhouse Gas Emissions
- Fiscal Responsibility
RESEARCH BEST PRACTICES

State of Oregon Legislation

H.R. 1443: Complete Streets Act of 2009

State of Delaware Executive Order #6

Charlotte, NC Internal Policy

State of Delaware

Virginia DOT Policy for Integrating Bicycle and Pedestrian Accommodations

State of Florida Statute 3351.065

South Carolina DOT Resolution

CALTRANS Deputy Directive
DEVELOPING THE POLICY

- Planning
- Design
- Construction
- Maintenance
- Operation
NJDOT’s Complete Streets Policy Exemptions

1. Non-motorized users are prohibited on the roadway.

2. Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.

3. Detrimental environmental or social impacts outweigh the need for these accommodations.

4. Cost of accommodation is excessively disproportionate to cost of project more than twenty percent (20%) of total cost.

5. The safety or timing of a project is compromised by the inclusion of Complete Streets.
CREATING THE POLICY

DEPARTMENT OF TRANSPORTATION POLICY
Policy No. 103
Effective Date:

PURPOSE
The New Jersey Department of Transportation shall implement a Complete Streets Policy designed to provide adequate and maximum accessibility and comfort for all users, including bicyclists and pedestrians, throughout the Department's Capital Program.

DEFINITIONS
A Complete Street is defined as a roadway that accommodates all users by designing and constructing a comprehensively integrated, interconnected, and multi-modal network of transportation systems.

RECOMMENDATIONS
The benefits of Complete Streets are many and varied:
- Complete Streets improve safety for pedestrians, bicyclists, children, older adults, and other groups of users.
- Complete Streets enhance the quality of life in a community, as they are designed to accommodate all users.
- Complete Streets provide connections to existing and potential destinations, such as employment, education, recreational, and commercial facilities, as well as to transportation options.
- Complete Streets encourage healthy activity patterns.
- Complete Streets improve safety and reduce congestion by providing alternative travel options.
- Complete Streets improve the economic vitality of communities by attracting businesses and investments.

Policy
The New Jersey Department of Transportation shall implement a Complete Streets Policy requiring the design and construction of transportation projects that provide adequate and maximum accessibility and comfort for all users, including bicyclists and pedestrians.

1. Create a comprehensive, integrated, connected multi-modal network by providing connections to bicycling and walking trip generators such as employment, education, recreational and commercial facilities, as well as to transit and other multi-modal networks.
2. Provide safe and accessible accommodations for existing and future pedestrians, bicyclists, and transit facilities.
3. Establish a checklist of pedestrian, bicycle, and transit accommodations such as accessible sidewalks, barriers, crossings, and shelters that shall be included in each project unless supporting documentation against inclusion is provided and found to be justifiable.
4. In addition, in rural areas, pedestrian or multi-use paths shall be included in all new construction and reconstruction projects on roadways that are used by more than 1,000 vehicles per day. Pedestrian sidewalks are required in all new construction and reconstruction projects on roadways that are used by more than 1,000 vehicles per day.
5. Establish a procedure to evaluate the implementation of complete streets in accordance with the standards established by the Department.
6. Transportation agencies are required to provide adequate and maximum accessibility and comfort for all users, including bicyclists and pedestrians, in accordance with the policies established by the Department.

V. IMPLEMENTATION
Implementation of the Complete Streets Policy must be integrated into the project approval process and incorporated into all transportation projects. The Department of Transportation shall provide guidance to transportation agencies on the implementation of the Complete Streets Policy.

VI. EVALUATION
The Department of Transportation shall conduct an evaluation of the implementation of the Complete Streets Policy on a regular basis to assess the effectiveness of the policies and to identify areas for improvement.
POLICY SIGNED!

NJDOT Complete Streets
Policy Signed December 2009

Federal Policy
Statement Signed
March 2010
KEY POLICY ELEMENTS

• Create a comprehensive, integrated, connected multi-modal network.

• Provide safe and accessible accommodations

• Establish a procedure to evaluate resurfacing projects.

• Transportation facilities are long-term investments that shall anticipate likely future demand for bicycling and walking facilities.
KEY POLICY ELEMENTS

• Address the need for bicyclists and pedestrians to cross corridors as well as travel along them.

• Make provisions for pedestrians and bicyclists when closing roads, bridges or sidewalks for construction.

• Establish a Local Aid incentive for municipalities and counties to implement Complete Streets projects.

• Improvements must comply with Title IV and ADA.

• Implement training for DOT planners and engineers.
IMPLEMENTING THE POLICY

New Jersey Department of Transportation
Capital Project Delivery Process

Project Sources
- NJDOT Capital Development Program
- Planning Studies
- NJDOT Management Systems
- Problem Statements
- MPO

Project Screening
- Tier 1 Options
  - Assign to pipeline
  - Perform Tier 2 Screening
  - Assign to outside Agency
  - Terminate

Projects are first evaluated by the Division of Capital Programs and Funds Management to determine the appropriate project delivery process assignment.

Purpose and Need
- Collect data
- Evaluate Deficiencies
- Coordinate with stakeholders and NJDOT Core Group
- Obtain Public Input
- Obtain Community concerns

Purpose and Need Statement and Conceptual Solutions
- DPD

Feasibility Assessment
- Complete and evaluate a range of alternatives
- Assess impacts and costs
- Complete environmental documentation
- Coordinate with stakeholders and NJDOT Core Group
- Initiate Utility Process
- Modify Traffic Plans

Feasibility Assessment
- DPD

Preliminary Design
- Design Approved Project Plan
- Develop Right-of-Way Plans
- Obtain access permits
- Complete access process
- Continue Utility Process

Preliminary Design
- CPM

Final Design
- Produce final utility, construction plans and specifications
- Acquire Right-of-Way
- Obtain environmental permits
- Complete Utility Process

Final Design
- CPM

Construction
- Advertise for bids
- Award Project
- Bid Project
- Keep public informed
- Maintain community support
- Final construction plans, specifications and estimates
- Environmental Permits

Construction
- CPM Operations

Maintenance Contract
IMPLEMENTING THE POLICY

• All projects must include Complete Streets.

• Any exceptions must be presented to the Capital Program Committee.

• Project Manager must have sufficient data for an exception.

• Final decision is made by the Commissioner.
IMPLEMENTING THE POLICY

Route 36 Bridge
Highlands/Sea Bright Boroughs

B/P = 3% of the total cost of the bridge
IMPLEMENTING THE POLICY

Access during Construction
IMPLEMENTING THE POLICY

Complete Streets Training Workshops
Next Steps for the NJDOT
Complete Streets in NJ

Join us:

- Montclair
- Red Bank
- West Windsor
- Netcong
- Lawrence
- Monmouth County
- State of New Jersey
168 jurisdictions have adopted policies or have committed to doing so.
COMPLETE YOUR STREETS
.....It’s the right thing to do!!

Contact:

New Jersey Department of Transportation
Office of Bicycle and Pedestrian Programs
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Trenton, NJ 08625
sheree.davis@dot.state.nj.us
debbie.kingsland@dot.state.nj.us