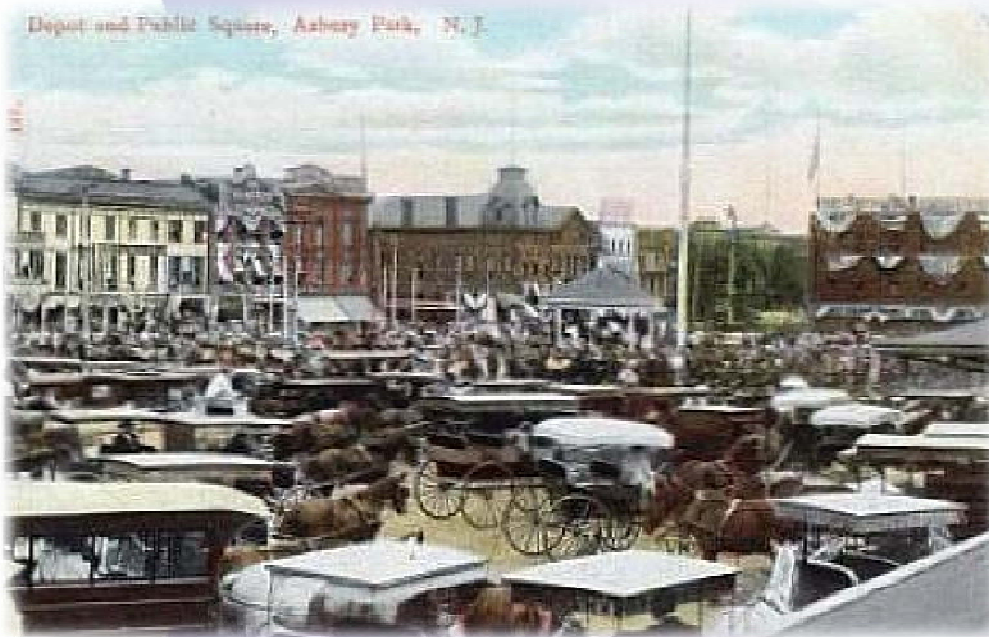


Complete Streets in NJ



**Complete Streets Summit
October 22, 2010**



NJDOT's Complete Streets Policy

Complete Streets in NJ

NJDOT Complete Streets

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 of part of this effort?**



Complete Streets in NJ

2009 DELAWARE BIKE SUMMIT



How it all began.....



WHY COMPLETE STREETS?

VICTIM CLASSIFICATION

	2008	2009	2010
DRIVER	253	248	237
PASSENGER	79	79	82
PEDALCYCLIST	18	12	11
PEDESTRIAN	96	122	102
TOTAL	446	461	432

As of October 12, 2010



WHY COMPLETE STREETS?

2010 - AGE OF VICTIMS

AGE	DRIVER	PASSENGER	PEDALCYCLIST	PEDESTRIAN
16 AND UNDER	2	7	3	5
17	3	1	0	2
18 - 20	12	7	0	3
21 - 24	22	15	0	6
25 - 29	32	8	0	9
30 - 39	30	5	1	17
40 - 49	45	8	4	16
50 - 64	42	11	1	11
65 - 79	30	13	2	22
80 AND OVER	19	7	0	9
UNKNOWN	0	0	0	2
TOTAL	237	82	11	102



As of October 12, 2010

WHY COMPLETE STREETS?



Route 54 Hammonton



Route 27 Woodbridge



Lack of access for pedestrians & bicyclists

WHY COMPLETE STREETS?



Route 38 Mount Laurel

Cherry Hill Twp.



Lack of access for the mobility impaired

WHY COMPLETE STREETS?



Metro Park Train Station



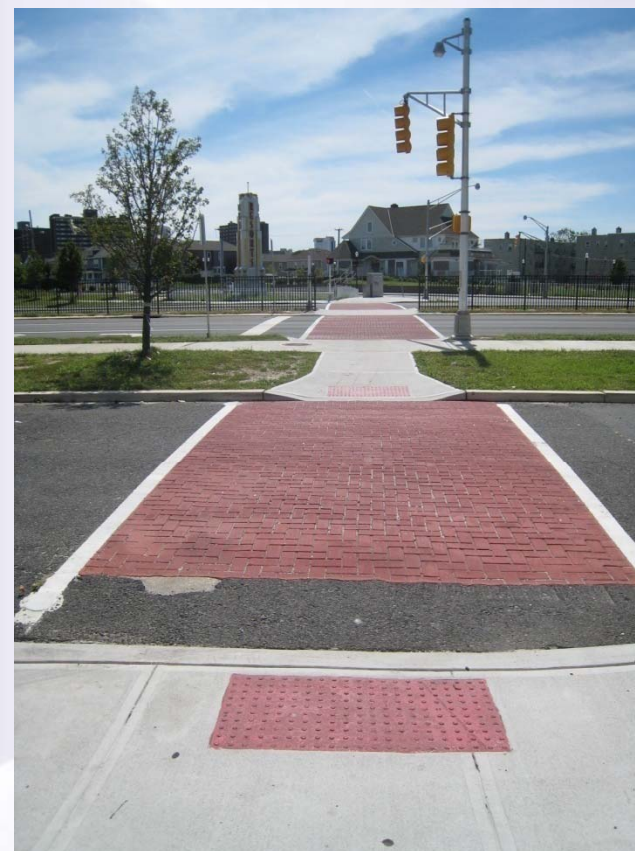
Route 4 Teaneck



Limited access to transit facilities

WHY COMPLETE STREETS?

Route 322 Glassboro



Route 30 Atlantic City



DEVELOPING THE POLICY



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

Charlotte, NC
Internal Policy

State of Delaware
Executive Order #6

Virginia DOT
Policy for Integrating Bicycle and
Pedestrian Accommodations

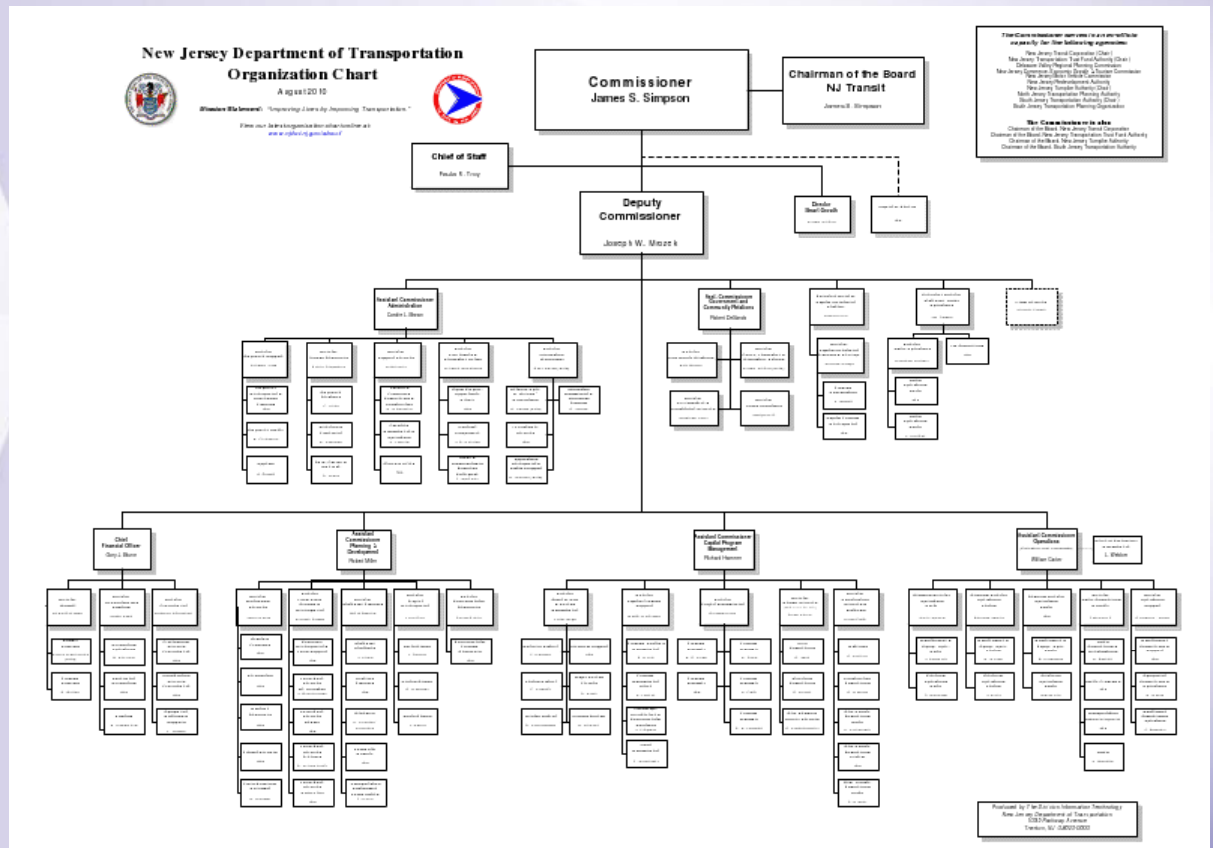
State of Florida
Statute 3351.065

South Carolina DOT
Resolution

CALTRANS
Deputy Directive



- Planning
- Design
- Construction
- Maintenance
- Operation



DEVELOPING THE POLICY

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

NJDOT Complete Streets

**DEPARTMENT OF TRANSPORTATION
POLICY**

SUBJECT: Complete Streets Policy

Effective Date: 11/01/2008

Commissioner Approval: *Robert Miller*

Supervisor: 703 dated 8/7/09

Page 1 of 3

I. PURPOSE
To create and implement a Complete Streets Policy in New Jersey through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities within public rights of way that are federally or state funded, including projects processed or administered through the Department's Capital Program.

II. DEFINITIONS
A Complete Street is defined as means to provide safe access for all users by designing and operating a comprehensive, integrated, connected multi-modal network of transportation options.

III. BACKGROUND
The benefits of Complete Streets are many and varied:

- Complete Streets improve safety for pedestrians, bicyclists, children, older citizens, non-drivers and the mobility challenged as well as those that cannot afford a car or choose to live car free.
- Provide connections to bicycling and walking trip generators such as employment, education, residential, recreation, retail centers and public facilities.
- Promote healthy lifestyles.
- Create more livable communities.
- Reduce traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions.
- Complete Streets make fiscal sense by incorporating sidewalks, bike lanes, safe crossings and transit amenities into the initial design of a project, thus sparing the expense of retrofits later.

IV. POLICY
The New Jersey Department of Transportation shall implement a Complete Streets policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, ensuring safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities. This includes all projects funded through the Department's Capital Program. The Department strongly encourages the adoption of similar policies by regional and local jurisdictions who apply for funding through Local Aid programs.

**DEPARTMENT OF TRANSPORTATION
POLICY**

SUBJECT: NJDOT Complete Streets Policy

Effective Date: 12/03/2009

Policy No. 703

Page 2 of 3

- 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.
- Establish a checklist of pedestrian, bicycle and transit accommodations such as accessible sidewalks curb ramps, crosswalks, countdown pedestrian signals, signs, median refuges, curb extensions, pedestrian scale lighting, bike 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.
- 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.
- 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.

**DEPARTMENT OF TRANSPORTATION
POLICY**

SUBJECT: NJDOT Complete Streets Policy

Effective Date: 12/03/2009

Policy No. 703

Page 3 of 3

- Research, develop and support new technologies in improving safety and mobility.
- Make provisions for pedestrians and bicyclists when closing roads, bridges or sidewalks for construction projects as outlined in NJDOT Policy #705 - Accommodating Pedestrian and Bicycle Traffic During Construction.
- Improvements should also consider connections for Safe Routes to Schools, Safe Routes to Transit, Transit Villages, trail crossings and areas or population groups with limited transportation options.
- Establish an incentive within the Local Aid Program for municipalities and counties to develop and implement a Complete Streets policy.
- Improvements must comply with Title VI/Environmental Justice, Americans with Disabilities Act (ADA) and should complement the context of the surrounding community.
- Implement training for Engineers and Planners on Bicycle/Pedestrian/Transit policies and integration of non-motorized travel options into transportation systems.
- Establish Performance Measures to gauge success.

V. EXEMPTIONS
Exemptions to the Complete Streets policy must be presented for final decision to the Capital Program Screening Committee in writing by the appropriate Assistant Commissioner and documented with supporting data that indicates the reason for the decision and are limited to the following:

- Non-motorized users are prohibited on the roadway.
- Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
- Detrimental environmental or social impacts outweigh the need for these accommodations.

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

The safety or timing of a project is compromised by the inclusion of Complete Streets.

Other than those listed above must be documented with supporting data and must be approved by the Capital Program Committee along with written approval by the Commissioner of Transportation.



POLICY SIGNED!



**NJDOT Complete Streets
Policy Signed December 2009**



**Federal Policy
Statement Signed
March 2010**

KEY POLICY ELEMENTS

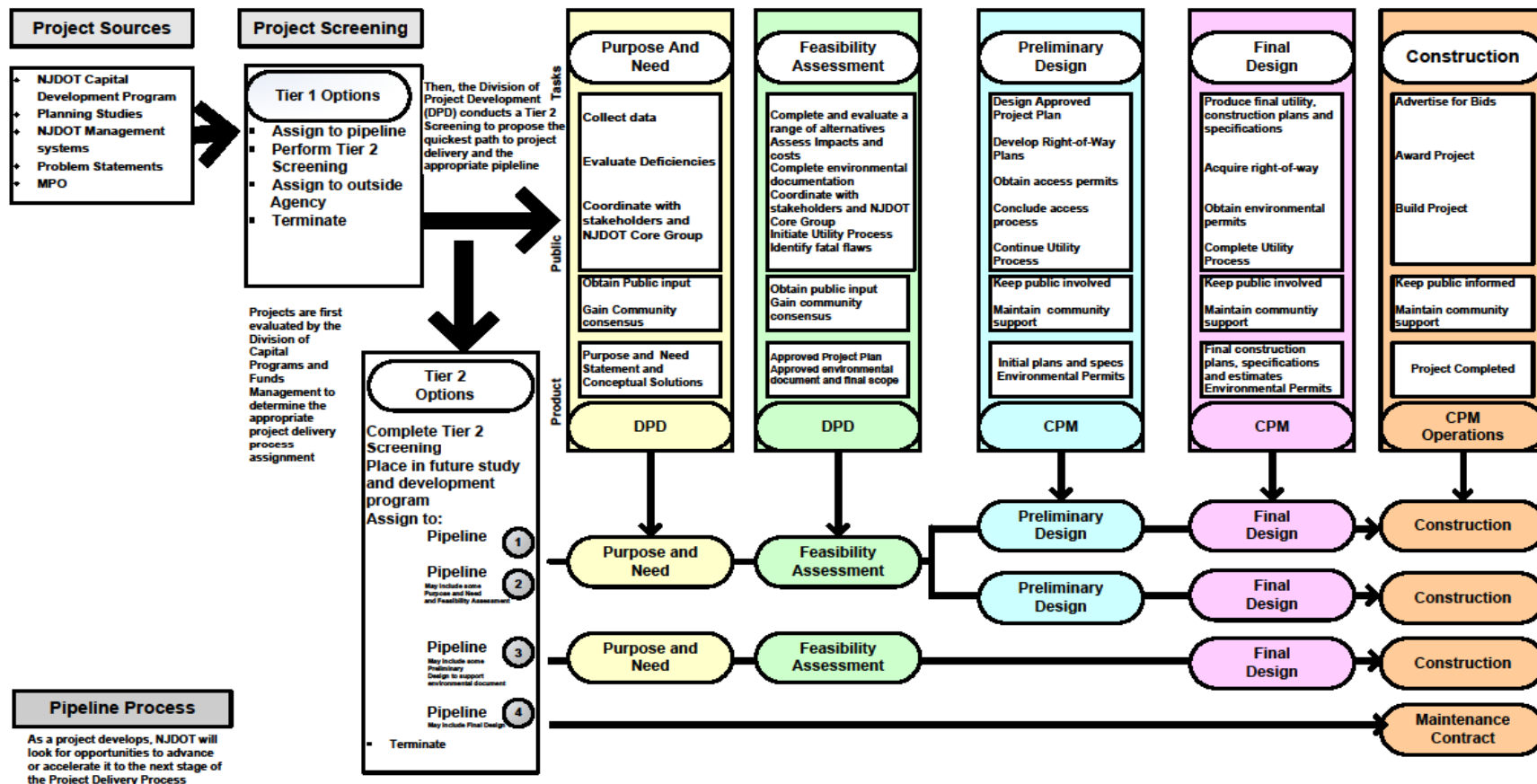
- Create a comprehensive, integrated, connected multi-modal network.
- Provide safe and accessible accommodations
- Establish a procedure to evaluate resurfacing projects.
- Transportation facilities are long-term investments that shall anticipate likely future demand for bicycling and walking facilities

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



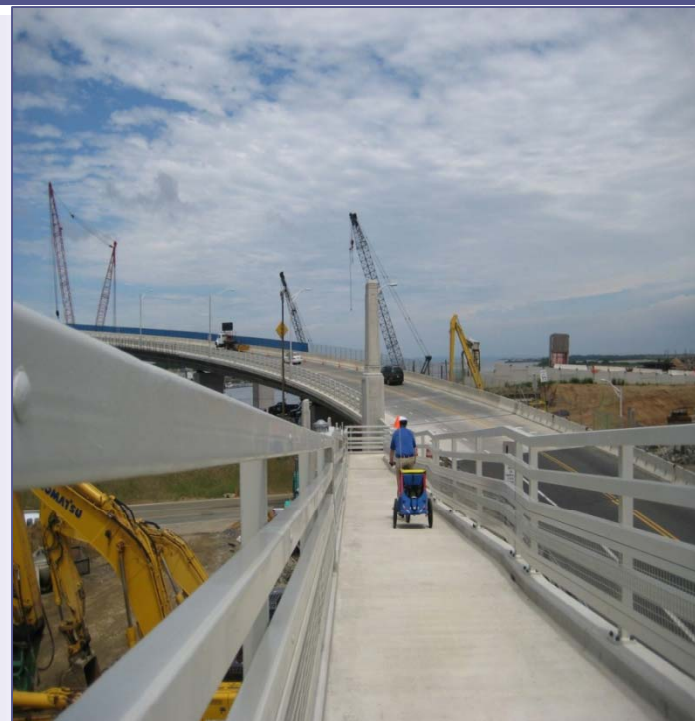
IMPLEMENTING THE POLICY

- 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 .



Route 45 Woodbury

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

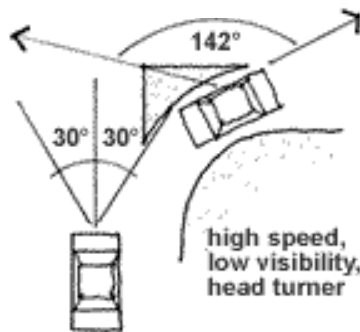


Complete Streets Training Workshops

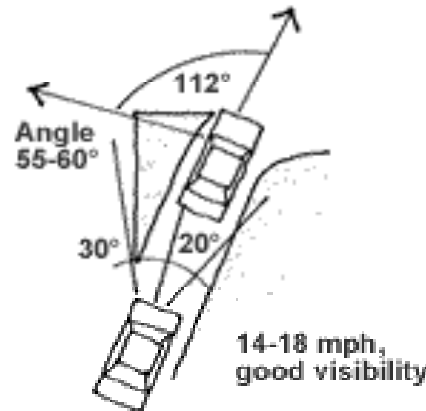
Next Steps for the NJDOT



Current AASHTO Standard



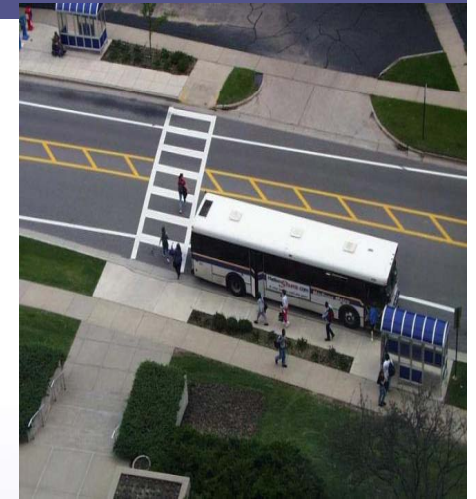
Recommended Design



Complete Streets in NJ

Join us:

- ❖ *Montclair*
- ❖ *Red Bank*
- ❖ *West Windsor*
- ❖ *Netcong*
- ❖ *Lawrence*
- ❖ *Monmouth County*
- ❖ *State of New Jersey*



Complete Streets Atlas

Map by: National Coalition of Complete Streets



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
P.O. Box 600
Trenton, NJ 08625
sheree.davis@dot.state.nj.us
debbie.kingsland@dot.state.nj.us

