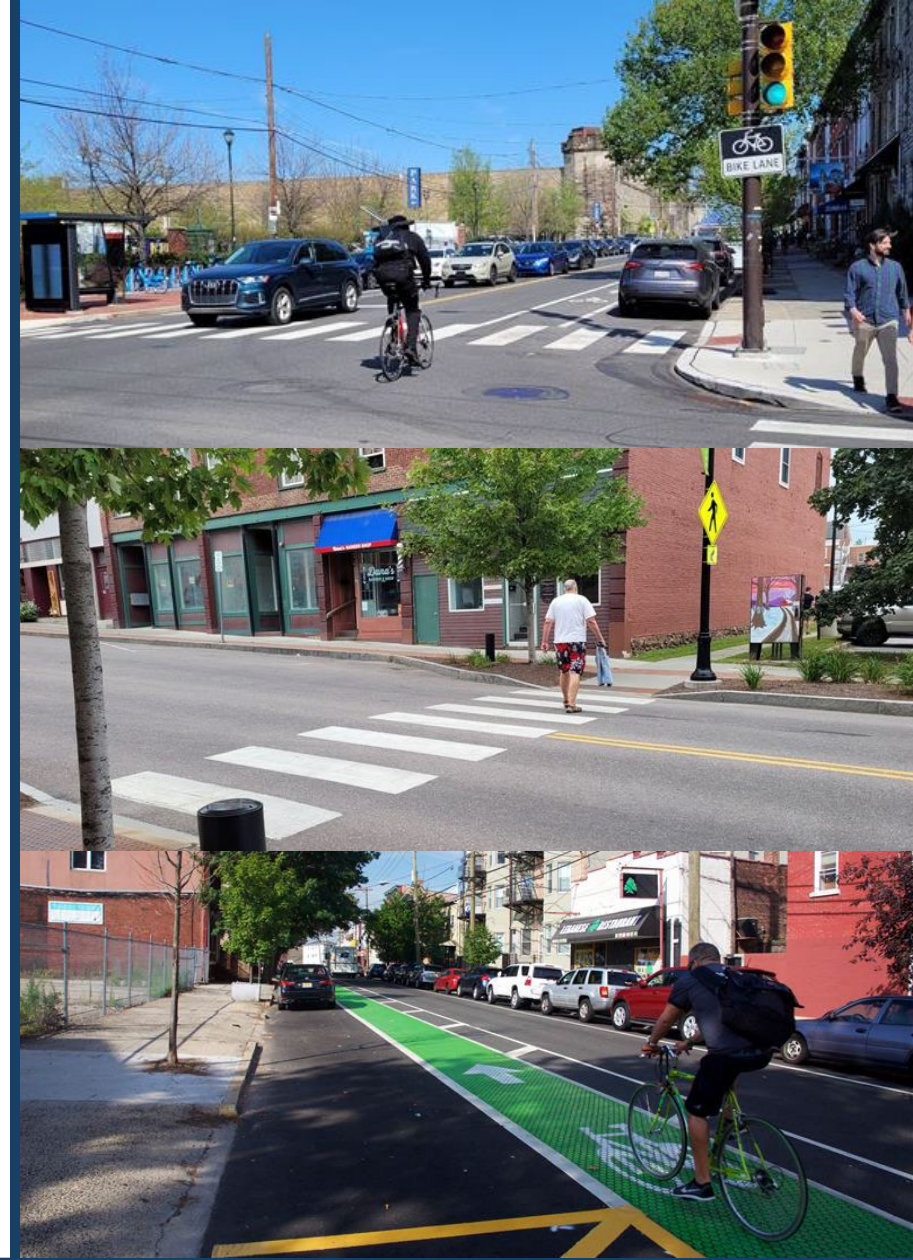


Applying Modern Complete Streets Guidance

2026 NJDOT Complete Streets Summit



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Hello!



Tom DiBiase, PE, RSP_{2i}
Project Manager,
Transportation Planning &
Engineering
Michael Baker International



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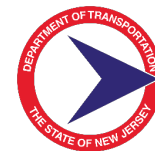
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Hello!



Brian Stankus
Senior Traffic Engineer
NV5



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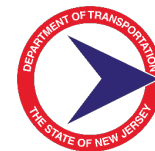
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Hello!



Sean Meehan
Managing Director,
Active Transportation & Safety
Alan M. Voorhees Transportation
Center, Rutgers University



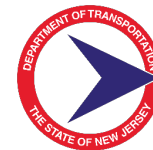
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Overview of Complete Streets at NJDOT



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Goal is ZERO

- NJDOT's vision is to achieve **ZERO** fatalities on all public roads by the year **2040**.



Safer Roads and Safer Speeds

A blue box containing the title "Safer Roads and Safer Speeds" and two white icons: a speedometer and a road with a shield.

- Strategy - 1**
Integrate safety systematically into all transportation programs and project phases
- Strategy - 2**
Implement data-driven countermeasures to prevent fatalities and serious injuries
- Strategy - 3**
Manage speed using effective countermeasures

Safer People and Safer Speeds

A blue box containing the title "Safer People and Safer Speeds" and five white icons: a speedometer, a person on a bicycle, a person walking, a car, and a person in a wheelchair.

- Strategy - 1**
Expand Complete Streets implementation on all public roads
- Strategy - 2**
Improve road user behavior with an emphasis on speed management
- Strategy - 3**
Prioritize pedestrian safety programs that focus on behavior

Source: New Jersey Strategic Highway Safety Plan 2025



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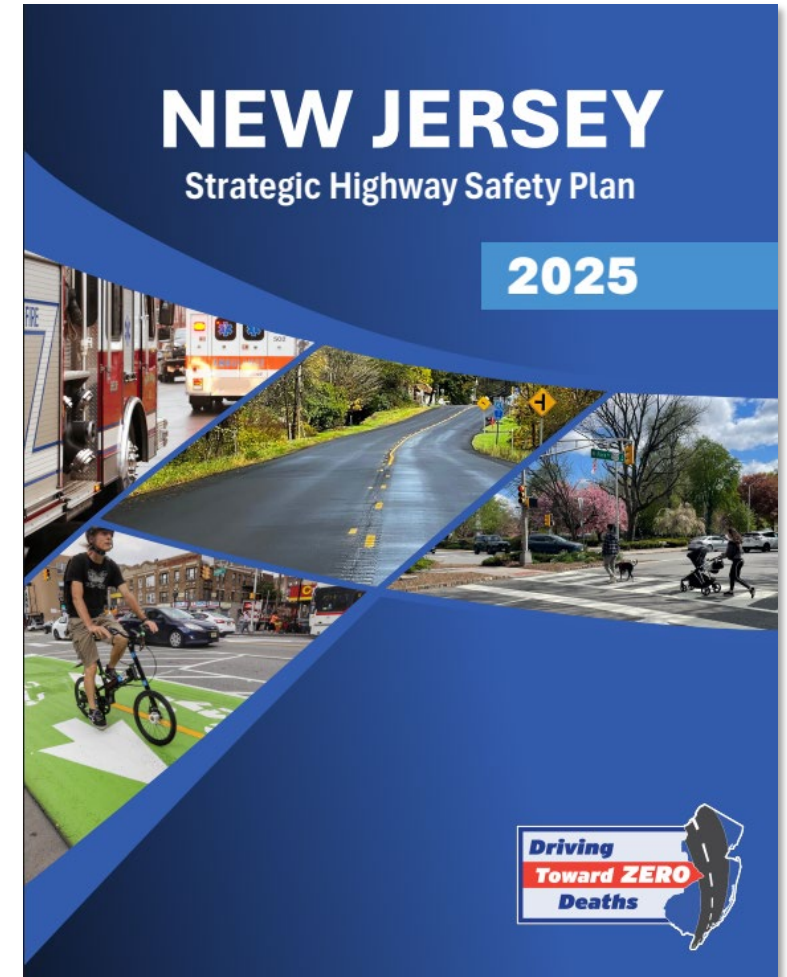


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Safe System Approach

- Safe System Approach Framework
- **Traffic Calming for Safer Speeds**



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2009 and 2024 Policies

2009 Policy

DEPARTMENT OF TRANSPORTATION POLICY		Policy No. 703 Supersedes: 703 dated 8/7/89 Page 1 of 3
SUBJECT: Complete Streets Policy	Effective Date: 12/03/2009	Commissioner Approval:  Sponsor Approval: Robert Miller Contact Telephone #: 530-3855

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, enabling 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.

2024 Policy

 DEPARTMENT OF TRANSPORTATION POLICY/PROCEDURE		Policy No. 703 Supersedes: 703 Dated: 12-03-2009 Page 1 of 6
Complete Streets	Effective Date: 11/26/2024	Commissioner:  Sponsor Approval: Assistant Commissioner Statewide Planning, Safety and Capital Investment  Contact Telephone #: (609) 963-2255

I. PURPOSE AND SCOPE
This policy provides for the New Jersey Department of Transportation's ("NJDOT" or "the Department") integration of Complete Streets into the planning, design, construction, maintenance, and operation of all new, rehabilitated, and retrofitted transportation facilities, public highways, and public transportation projects funded or administered under the NJDOT Capital Program, to provide safe and equitable access for all users.
This policy and the associated Comprehensive Solutions Handbook and checklists are intended to apply only to NJDOT Capital Program projects. The policy is not applicable to Local System Support projects.

II. DEFINITIONS
Complete Streets – streets that are designed to be safe and feel safe for all roadway users, supported by policies and implementation strategies across all transportation projects and public agencies, to provide safe, connected, and equitable transportation networks.
Complete Streets Checklist – a document intended to guide the selection of Complete Streets solutions that adhere to the Department's project delivery process and is used by project managers to record existing roadway conditions, Complete Streets Policy considerations and exemptions, as applicable.
Complete Streets Comprehensive Solutions Approach – an approach that considers a wide range of Complete Streets solutions (Type A, Type B, Type C) for all user types and follows a standardized process that ensures thorough consideration of Complete Streets solutions at the earliest stages of the project delivery process.
Constraint – a limitation to implement a preferred "Type" of Complete Streets Comprehensive Solution that is based on the criteria listed within the Major Constraints and Moderate Constraints.
Constraint Criteria Determination – the use of criteria listed within the Major Constraints and Moderate Constraints to make a decision on the feasibility of including Complete Streets Comprehensive solutions of Type A, Type B, or Type C by the project manager or job manager.
Department Head – a director, manager, and/or equivalent title.
Exemption – project will not be implementing Complete Streets solutions.
Full Scope Project – an NJDOT project that aligns with Federal Highway Administration regulations and follows a standardized project delivery process that consists of the following five phases: Problem Screening, Concept Development, Preliminary Engineering, Final Design, and Construction. A Full Scope Project considers Complete Streets at the earliest stages of the



Challenges and Opportunities

2024 Policy Update



Expand checklists

- Expanded Applicability: Checklists for Limited-Scope projects
- Compliance: New checklist activities within CPM process



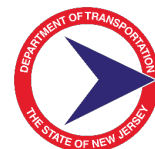
Revise Exemptions

- Close loopholes: Fewer projects are exempt
- Solutions Oriented: Where one solution isn't possible, find one with fewer impacts



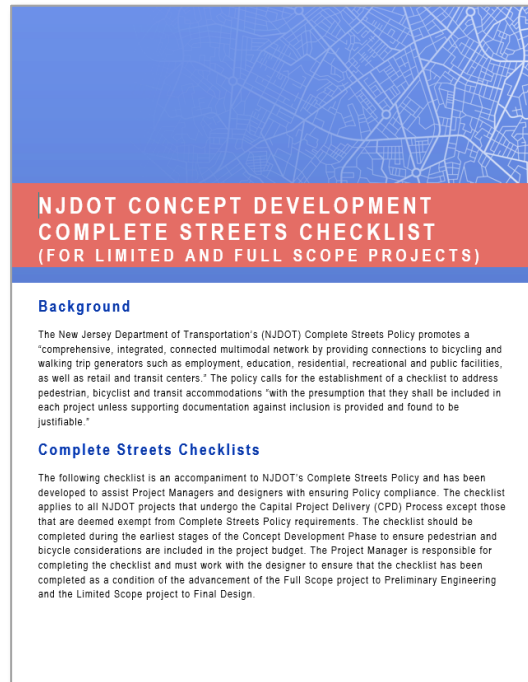
Ensure design is based on recent resources

- Guidance: Establish accepted Guidance in CS Handbook, Checklists

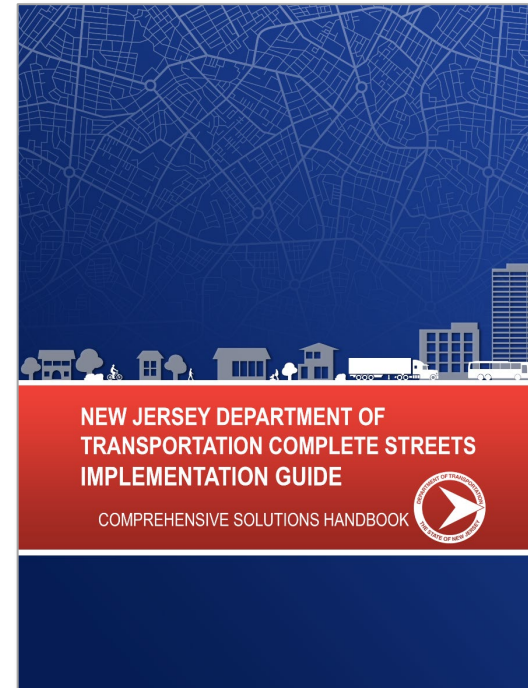


Complete Streets Policy Supporting Documents

- To encourage and facilitate the process of Complete Streets Implementation, the following documents were developed



Checklists



Handbook



Complete Streets Checklists

- Apply to all NJDOT projects that undergo the Capital Project Delivery (CPD) process.
- 2024 policy update now includes limited scope projects

PROJECT TYPE	CS CHECKLIST
Full Scope	Concept Development
	Preliminary Engineering
Limited Scope	Concept Development
	Final Design

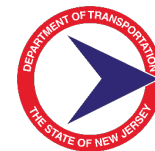


Complete Streets Exemption

- Projects may only be considered for exemption if*:
 - Non-motorized users are prohibited on the roadway
 - Improvements are beyond the roadway



*See Policy Page 5



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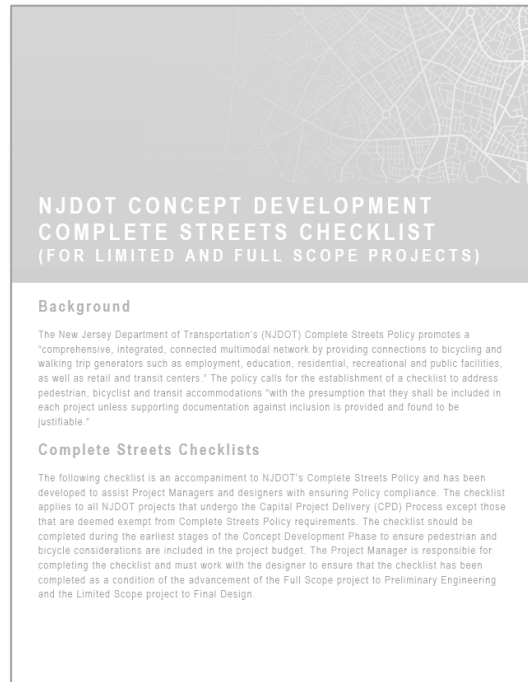


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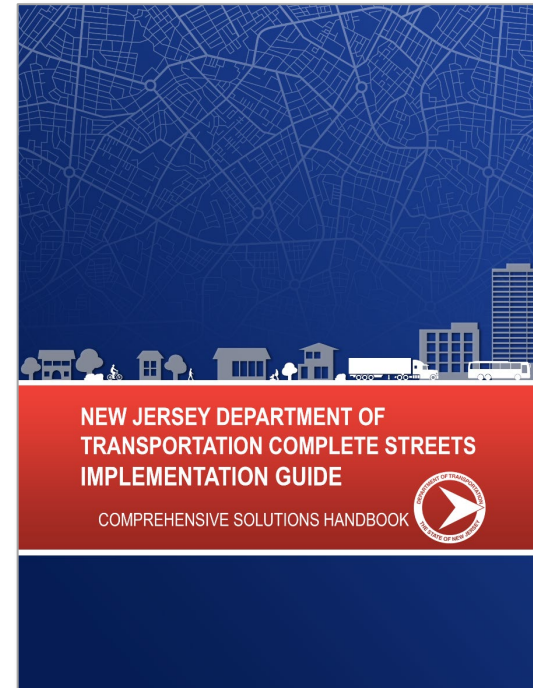


Complete Streets Policy Supporting Documents

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Checklists



Handbook



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NJDOT Complete Streets Implementation Guide

Comprehensive Solutions Handbook (CS Handbook)

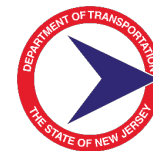
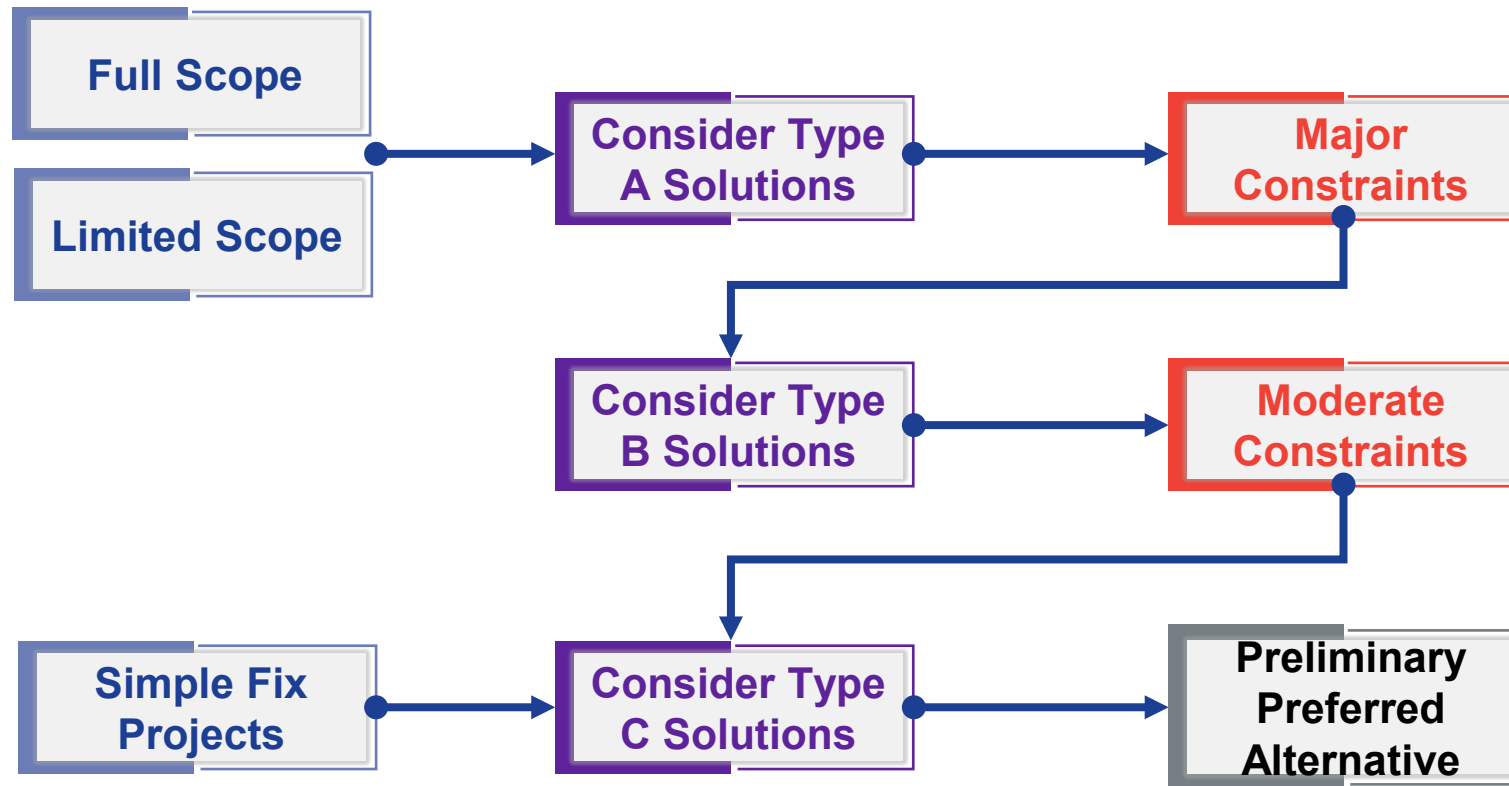
CS Handbook provides:

- Overview of NJDOT Project Delivery Process
- Key Complete Streets Definitions
- Comprehensive Solutions Process
- Design Guidance on range of available solutions –
Organized by tiers: A (most effort), B, C (easiest to implement)
- Resources: Guidance Document Links (Local & National)



Solution Based Approach

- 2009 Policy → project-based approach vs.
- 2024 Policy → solutions-based approach



Examples of Complete Streets Solutions

Pedestrian



Source: BSIP

Sidewalks



Source: BSIP

Curb extensions



Source: nycstreetdesign.com

Median refuge islands



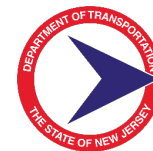
Source: FHWA

Pedestrian-actuated traffic signals (beacons)



Source: FHWA

Pedestrian overpass / underpass



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Examples of Complete Streets Solutions

Bicycle



Separated bicycle path



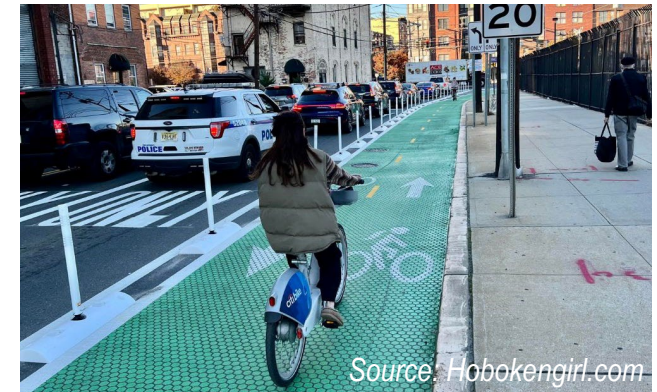
Road diet



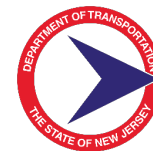
Buffered bicycle lane



Bicycle boulevard



Protected bicycle lane



Examples of Complete Streets Solutions

Transit



Bus Turnouts

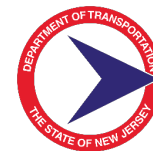
Freight



Mid-block curb cut



Mountable curb



Complete Streets Implementation Guide

Local Guidance

- [NJDOT Roadway Design Manual](#): The manual presents the current Department guidelines pertaining to roadway design on the State Highway system. It provides a means of developing uniformity and safety in the design of a roadway system consistent with the needs of the motoring and non-motoring users.
- [New Jersey Complete Streets Design Guide](#): The New Jersey Complete Streets Design Guide is a planning document that presents tools and methodologies for designing Complete Streets in a variety of settings, with attention to the specific needs of each community.

National Guidance

- [AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities](#): This document provides guidance on the planning, design, and operation of pedestrian facilities along and across streets and highways. Specifically, the guide focuses on identifying effective and appropriate measures for accommodating pedestrians on public rights-of-way, which vary among roadway and facility types.
- [AASHTO A Policy on Geometric Design of Highways and Streets](#): This document incorporates recent research that provides insight into the effect of specific geometric design elements of roads and streets for all transportation modes. It also introduces the consideration of five specific context classifications as an element of the geometric design process and emphasizes the consideration of multimodal needs in design.
- [AASHTO Guide for the Development of Bicycle Facilities](#): This guide provides information on how to accommodate bicycle travel and operations in most riding environments. It is intended to present sound guidelines that result in facilities that meet the needs of bicyclists and other highway users. Sufficient flexibility is permitted to encourage designs that are sensitive to local context and incorporate the needs of bicyclists, pedestrians, and motorists.

- [ITE Designing Walkable Urban Thoroughfares: A Context Sensitive Approach](#): This resource provides guidance for the design of walkable urban thoroughfares in places that currently support walking and in places where the community desires to provide a more walkable thoroughfare, and the context to support them in the future.
- [NACTO Transit Street Design Guide](#): This document provides design guidance for the development of transit facilities on city streets, and for the design and engineering of city streets to prioritize transit, improve transit service quality, and support other goals related to transit. The guide is based on other design guidance, as well as city case studies, best practices in urban environments, research and evaluation of existing designs, and professional consensus.
- [NACTO Urban Street Design Guide](#): A blueprint for designing 21st century streets, this guide unveils the toolbox and the tactics cities use to make streets safer, more livable, and more economically vibrant. It outlines both a clear vision for complete streets and a basic road map for how to bring them to fruition.
- [NACTO Urban Bikeway Design Guide](#): The purpose of the NACTO Urban Bikeway Design Guide (part of the Cities for Cycling initiative) is to provide cities with state-of-the-practice solutions that can help create complete streets that are safe and enjoyable for bicyclists.
- [FHWA Manual on Uniform Traffic Control Devices](#): The MUTCD defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public travel.



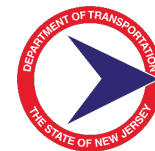
New Jersey Complete Streets Design Guide

Primary Purpose & Document Objectives

- **Purpose:**
 - Provide Planning and Design guidance for context-sensitive Complete Streets.
 - Generally applicable on any project within the public right-of-way (State, County, and Municipal jurisdictions)
 - For new construction and existing reconstruction

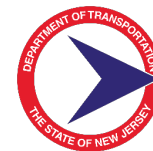
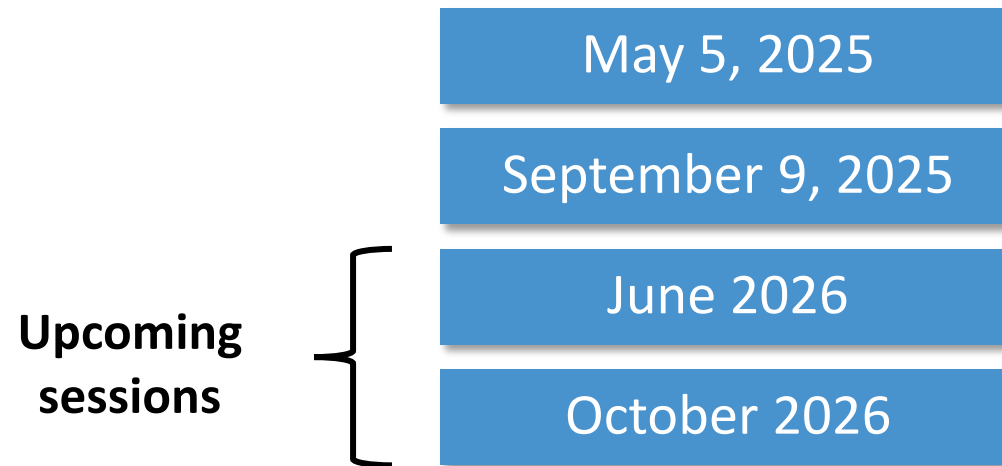
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Complete Streets Policy Trainings

- The DOT has provided multiple training sessions since the adoption of the new Complete Streets policy:



Local Support



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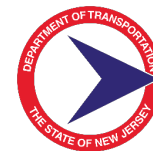
[Video Library](#)



The New Jersey Safe Routes to School Program provides safe and equitable access to active transportation for people of all ages and abilities from all backgrounds and neighborhoods throughout the State.

The New Jersey Safe Routes to School Program, supported by the New Jersey Department of Transportation, is a statewide initiative with a mission to partner with schools and communities to prioritize and implement opportunities for people to walk, bike, or travel by other wheeled devices. By focusing on improvements to support active travel by youth, we believe we can create conditions that are safe, healthy, equitable, and appealing for all.

Safe Routes for All provides safe and equitable access to active transportation for people of all ages and abilities from all backgrounds and neighborhoods in New Jersey.



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