NJDOT Complete Streets Policy 703 Training

September 10, 2025

Outline

- Complete Streets Definition and Benefits
- Complete Streets Updated Policy
- Discuss Complete Streets Supporting Documents
- Walkthrough and Examples
- Coordination and Monitoring
- Complete Streets Resources
- Q&A Session

Overview

- Complete Streets Checklists are **required** for **all projects**
  - Including Pavement Preservation Type I and Type II
  - Even for projects that are exempt, the first page of the checklist should still be completed
- Complete Streets Checklists should be completed **early** in all project phases
- Checklists can help to inform:
  - Purpose and Need
  - Goals and Objectives
- Complete Streets implementation is **collaborative**
  - Core Team

After the completion of the training, you will be able to:

- Identify appropriate Complete Streets solutions for your project
- Understand different types of checklists based on project delivery phase and scope
- Follow the process for incorporating Complete Streets solutions
- Fill out a checklist for your project
- Today's presentation is under review for PDH Approval.

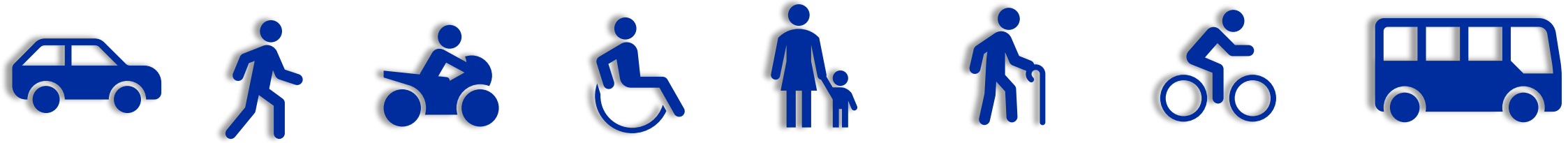
What are Complete Streets?

What are Complete Streets?

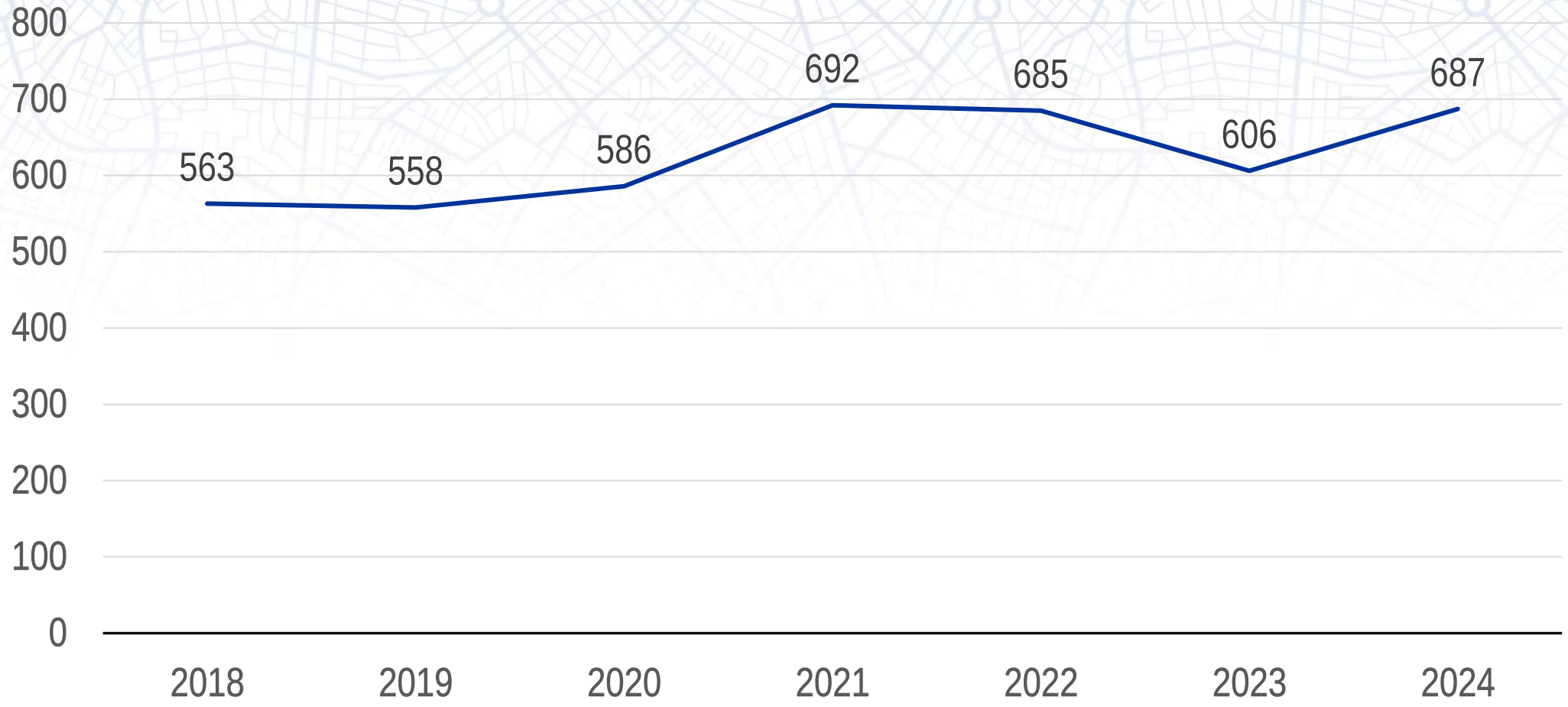
Complete Streets are streets “that are designed to be safe and feel safe for all roadway users, supported by policies and implementation strategies across all transportation projects and public agencies, to provide safe and connected transportation networks.”

Source: FHWA

New Brunswick, NJ *Source: NJ BPRC*

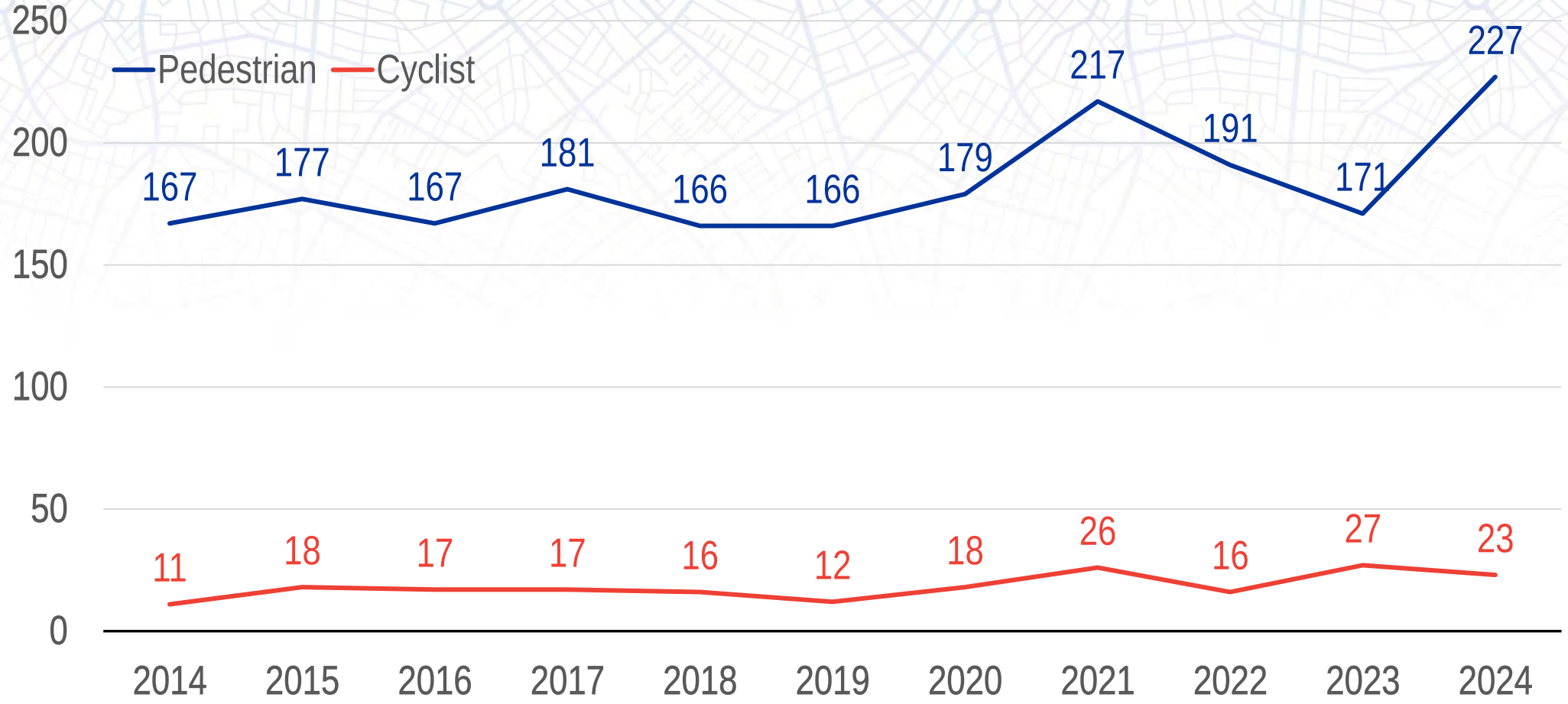


New Jersey Traffic Fatalities



Source: NHTSA FARS (2018-2022) and NJ State Police (2023-2024)

NJ Pedestrian and Cyclist Fatalities, 2014-2024



Source: New Jersey State Police- Fatal Motor Vehicle Crash

Goal is ZERO Fatalities

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

Safer Roads and Safer Speeds

- **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

- **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

Safer Vehicles

- **Strategy - 1**: Educate drivers on how to properly use their vehicle's safety features and limitations
- **Strategy - 2**: Incorporate advanced technologies and safety features in vehicles

Post-Crash Care

- **Strategy - 1**: Improve Emergency Medical Services (EMS) response and safety at crash locations
- **Strategy - 2**: Strengthen collaboration and communication with emergency responders to improve post-crash care

Source: New Jersey Strategic Highway Safety Plan 2025

Benefits of Adopting Complete Streets Policy

Improve safety of all users

Provide safe access for all users

Universal design and infrastructure improvement projects

Create a connected multi-modal network

Promote health and well-being

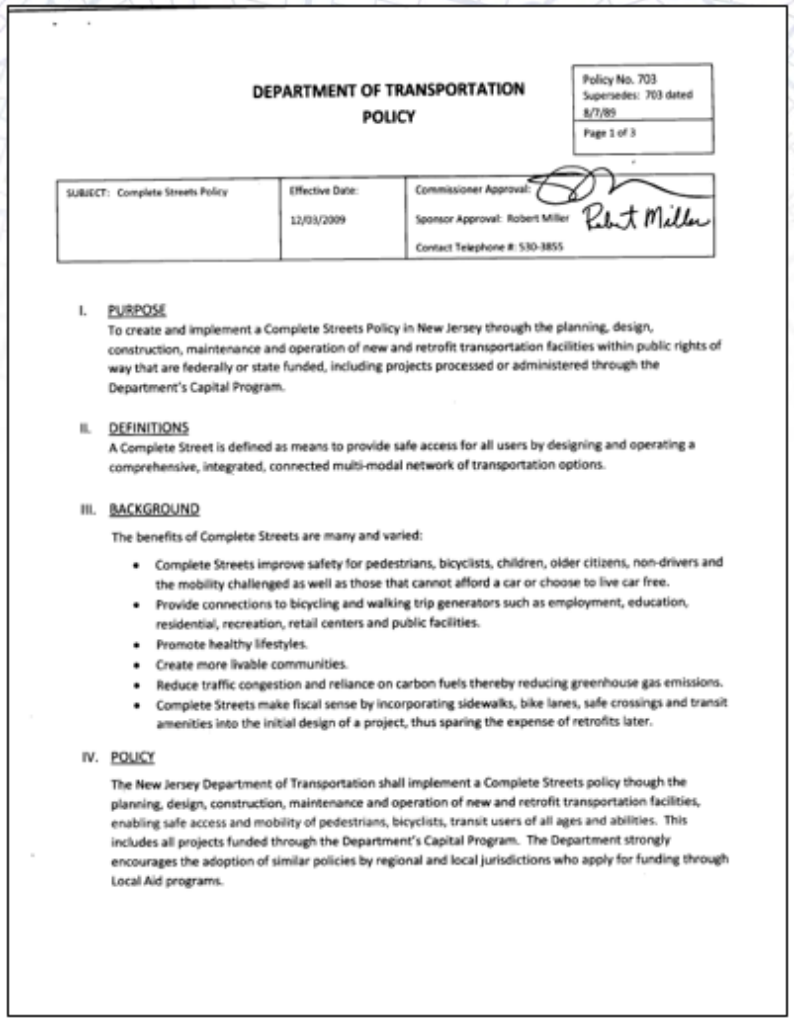
Create sustainable communities

Photos Source: 2017 NJ Complete Streets Design guide

NJDOT Complete Streets Policy Update (Adopted November 26, 2024)

2009 NJDOT Complete Streets Policy

- Developed in 2009
- Addressed All Users of All Ages and Abilities
- Provided Exemptions to Projects
  - Non-motorized users prohibited
  - Scarcity of population, travel and attractors
  - Detrimental environmental or social impacts
  - Cost of accommodation is more than 20% of construction cost
  - Safety or timing is compromised by accommodation



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: Robert Miller 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

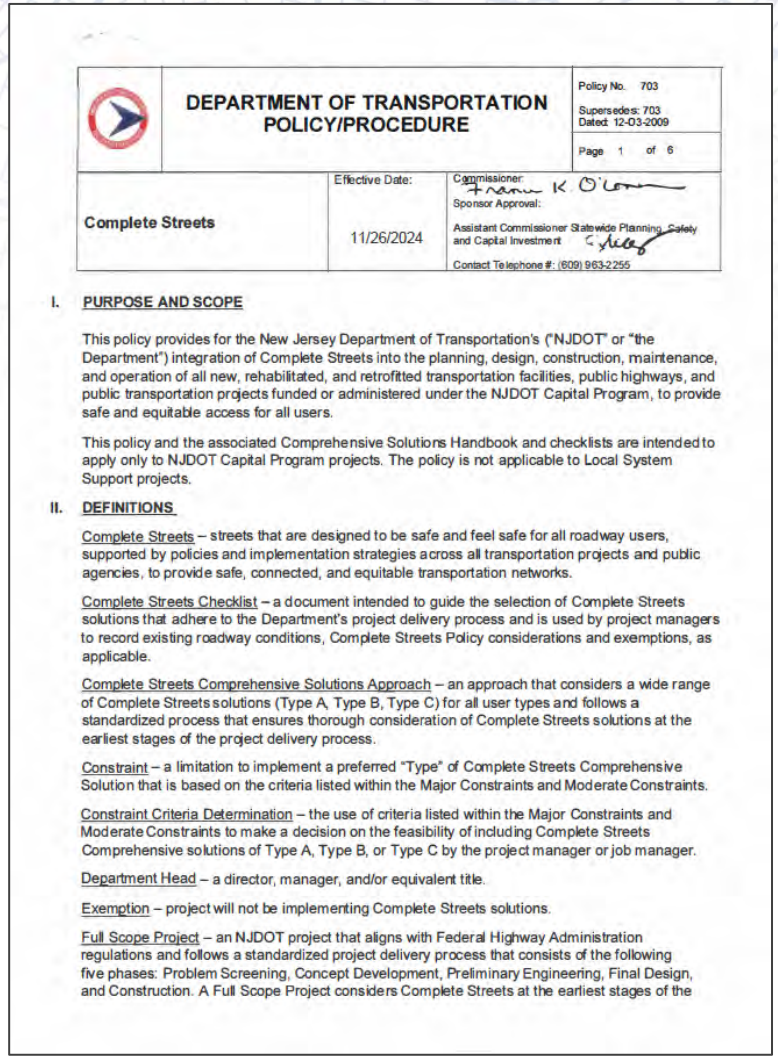
The New Jersey Department of Transportation shall implement a Complete Streets policy though the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities. 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.

Policy Effective Date

- New Concept Development projects starting after **November 26, 2024**, will follow the new Complete Streets Policy guidelines
- All projects initiated prior to this date will continue to follow the 2009 Policy guidelines

NJDOT Complete Streets Policy Update (2024)

- Continue to address safe accommodations for all roadway users
- Expand the policy compliance
  - Comprehensive Solutions Approach
  - Relative constraints
  - Full Scope and Limited Scope Complete Streets Checklists
- Track performance, e.g.
  - Bicycle and pedestrian crash data
  - Major accomplishments in infrastructure expansion/connectivity
- Provide routine coordination and updates
  - Include all parties involved in implementation
  - Obtain input and buy-in



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: Francis K O'Connor
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

NJDOT Complete Streets Policy Update (2024)

Policy/Procedure		No. 703
Complete Streets	11/26/2024	Page 2 of 6

Type A Complete Streets Comprehensive Solutions – high effort solutions that are typically suited for full scope projects and involve new construction or significant reconstruction which can include right-of-way acquisition, environmental permitting, and utility work. Type A solutions can be applicable to Limited Scope projects in cases where constraints are limited.

Examples include sidewalks, curb extensions, median refuge islands, protected bicycle lanes, multi-use paths and curb cuts.

Type B Complete Streets Comprehensive Solutions – medium effort solutions which are typically suited for limited scope projects but may also involve full scope projects and maintain the existing footprint and involve minor utility work and no right-of-way acquisition or accelerated right-of-way acquisition.

Examples include pedestrian-scale lighting, dedicated pedestrian signal phases, pedestrian detection, lead pedestrian intervals, bicycle lanes, and improved shoulders.

Type C Complete Streets Comprehensive Solutions – solutions that are suited for simple fix type projects, preventative maintenance projects, limited scope checklist-only projects, limited scope projects, and full scope projects; have minimal effect on project schedule or cost; and are primarily limited to striping, pavement markings and signage.

Examples include striped crosswalks, high visibility crosswalks, sharrows, pedestrian signage and wayfinding, and painted conflict areas.

Source: NJ BPRC

NJDOT Complete Streets Policy Update (2024)

Policy/Procedure		No. 703
Complete Streets	11/26/2024	Page 2 of 6

Limited Scope Project – an NJDOT project that is intended to extend the functional and structural life of the Department's assets by addressing deficiencies and follows a standardized project delivery process that consists of the following four phases: Problem Screening, Concept Development, Final Design, and Construction. A Limited Scope Project considers Complete Streets at the earliest stages of the Concept Development phase.

Major Constraint – a limitation to implement a preferred "Type A" of Complete Streets Comprehensive Solution that is based on the criteria listed within the Major Constraints.

Moderate Constraint – a limitation to implement a preferred "Type B" of Complete Streets Comprehensive Solution that is based on the criteria listed within the Moderate Constraints.

NJDOT Complete Streets Policy Update (2024)

Policy/Procedure		No. 703
Complete Streets	11/26/2024	Page 5 of 6

Exemption and Constraint Criteria

Complete Streets Comprehensive Solutions ("Solution(s)") are categorized as Type A, Type B, or Type C solutions, and considered on projects accommodating all user types. The application of Complete Streets solutions, exemptions, and constraint criteria determinations must be evaluated during the project development process and documented in the selection of the project's preliminary preferred alternative (PPA). For limited scope pavement preservation projects, Complete Streets considerations will be limited to Type C solutions.

Constraints are not exemptions from considering all "Types" of Complete Streets Comprehensive Solutions. A constraint in applying one "Type" of Complete Streets Comprehensive Solution leads to the consideration of other "Types" of Complete Streets Comprehensive Solutions available in the tiered Complete Streets Comprehensive Solutions approach.

Projects **may** be fully exempt from Complete Streets consideration **only** where non-motorized users are prohibited on the roadway, not including ramp connections with minor roadways where non-motorized users may be permitted.

Projects may be considered for exemption if the project addresses improvements beyond the roadway where the potential for pedestrian and bicycle travel does not exist and where future pedestrian or bicycle facilities will not be affected. Projects eligible for exemption include sign structure installation, concrete pavement repair, rockfall mitigation, culvert lining and outfalls, bridge substructures, scour mitigation, guiderail replacement, and horizontal curve signage.

2024 Policy Update Procedure

Establish checklists

Address the need for pedestrians and bicyclists

Ensure design is based on recent resources

Make provisions for bicyclists and pedestrians during construction

Advantages to timely incorporation of Complete Streets Policy

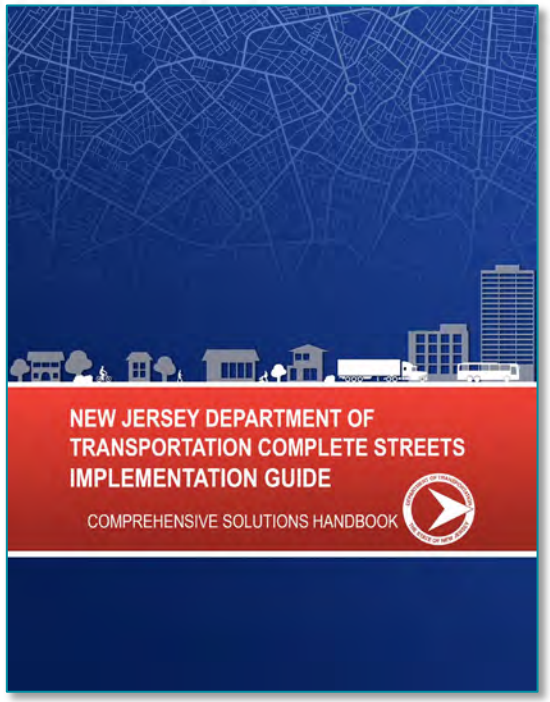
- Complete Streets accommodations considered early in the project development process.
- Discussions start early, **improving collaboration** between project management/ designer with NJDOT SMEs.
- Complete Streets solution(s) are part of the project.
- Reduce do-overs down the road and reduce or eliminate changes to the scope, keeping project on track.
- Provide holistic design for users.

Any Questions so far….

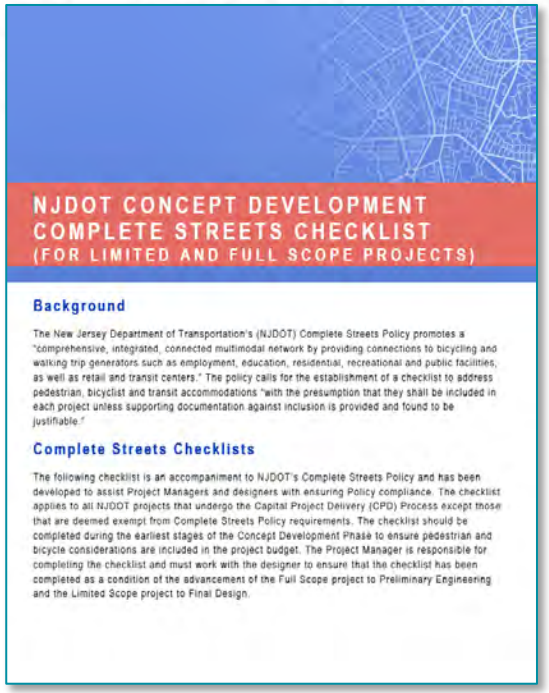
Complete Streets Policy Supporting Documents

Complete Streets Policy Supporting Documents

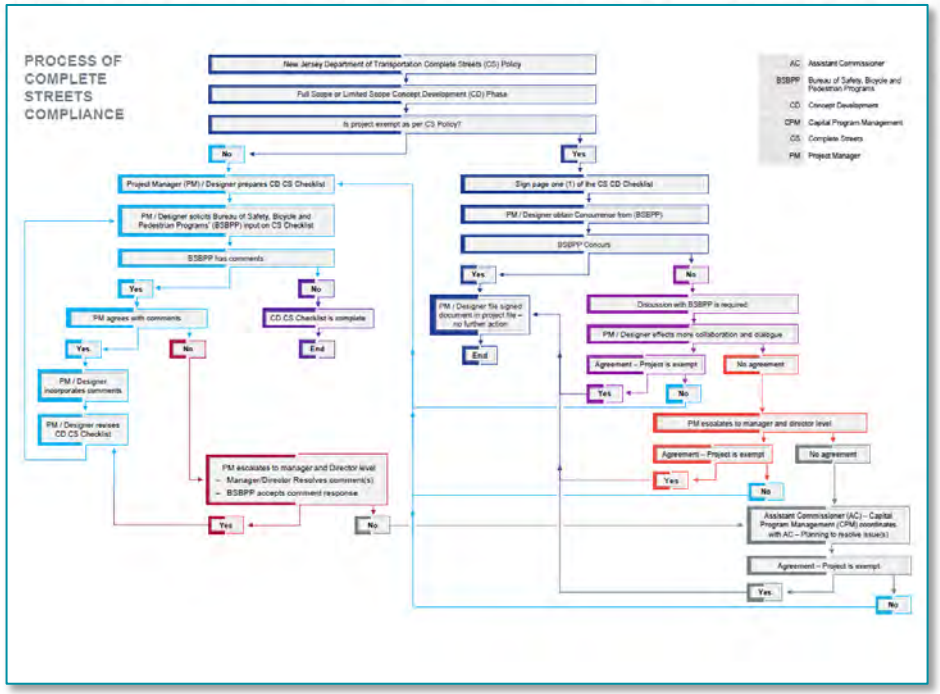
» To encourage and facilitate the process of Complete Streets Implementation, the following documents have been developed:



Handbook



Checklists



Standard Operating Procedure

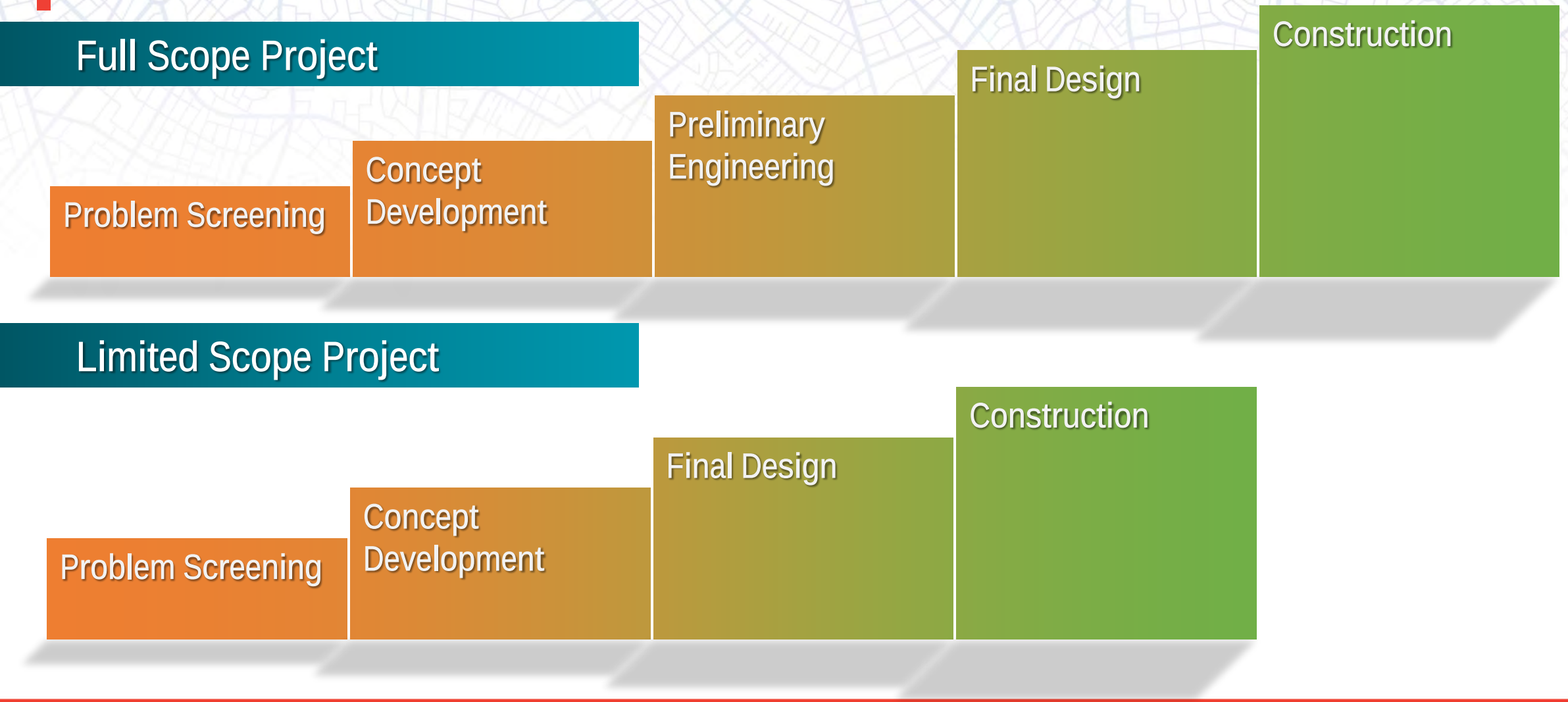
NJDOT Complete Streets Implementation Guide Comprehensive Solutions Handbook

NJDOT Complete Streets Implementation Guide Comprehensive Solutions Handbook (CS Handbook)

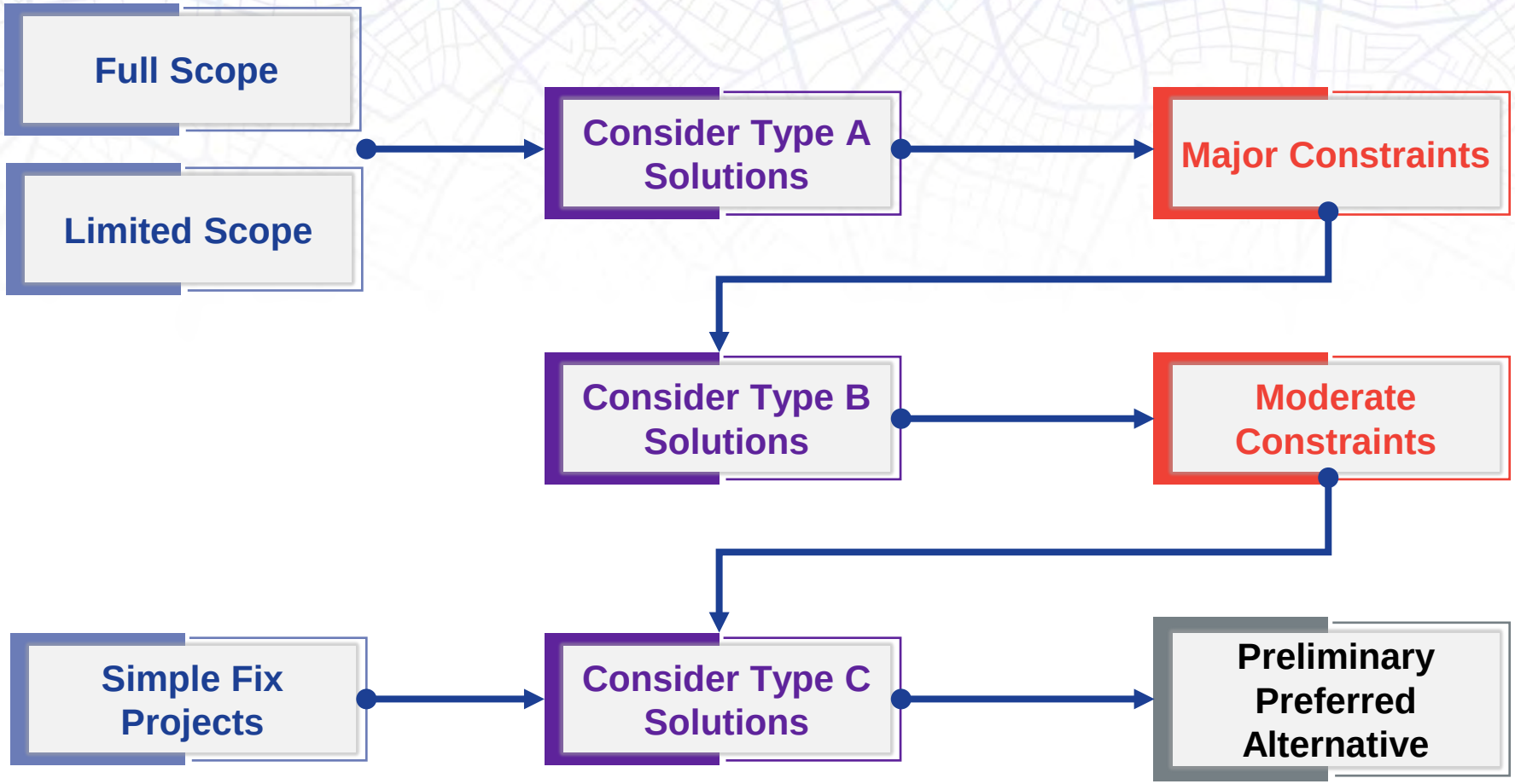
CS Handbook provides:

- 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 (least effort)
- Resources: Guidance Document Links (Local & National)

NJDOT Capital Project Delivery Process



Comprehensive Solutions Process



Comprehensive Solutions Approach

Type A Complete Streets Comprehensive Solutions

- High effort solutions that are typically suited for full scope projects
- Involve new construction or significant reconstruction
- Can be applicable to Limited Scope projects in cases where constraints are limited.

Pedestrian Refuge. Source: Google Earth

Examples of Type A Complete Streets Comprehensive Solutions

Pedestrian

Sidewalks

Curb extensions

Pedestrian overpass / underpass

Median refuge islands

Pedestrian-actuated traffic signals (beacons)

Examples of Type A Complete Streets Comprehensive Solutions

Bicycle

Buffered bicycle lane

Separated bicycle path

Bicycle boulevard

Road diet

Protected bicycle lane

Examples of Type A Complete Streets Comprehensive Solutions

Transit

Bus Turnouts

Freight

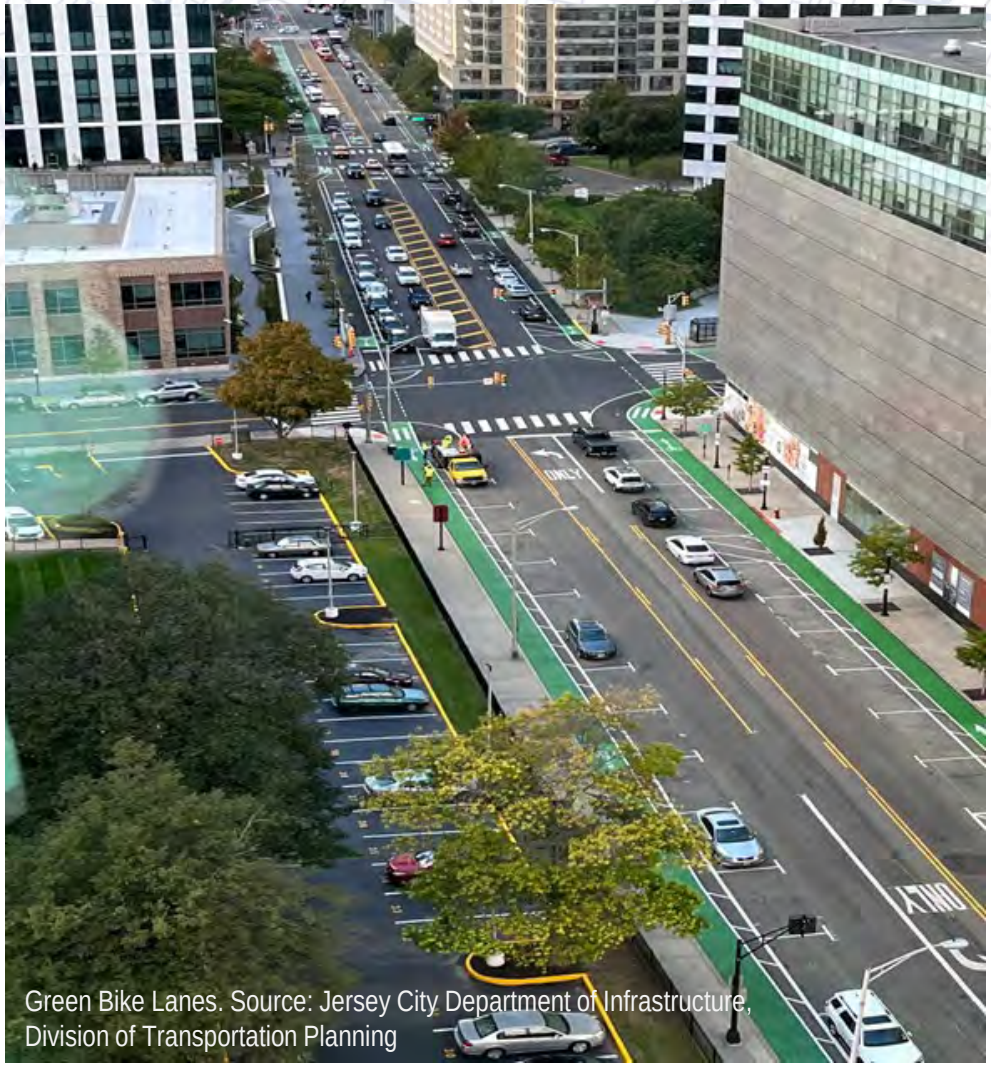
Mid-block curb cut

Mountable curb

Comprehensive Solutions Approach

Type B Complete Streets Comprehensive Solutions

- Medium effort solutions, typically suited for limited scope projects with CD Reports
- May involve full scope projects
- Maintain the existing footprint and involve minor utility work
- No right-of-way acquisition or accelerated right-of-way acquisition



Green Bike Lanes. Source: Jersey City Department of Infrastructure, Division of Transportation Planning

Examples of Type B Complete Streets Comprehensive Solutions

Pedestrian

Pedestrian detection system

Pedestrian signal heads and pushbuttons

Pedestrian-scale lighting

Leading Pedestrian Intervals

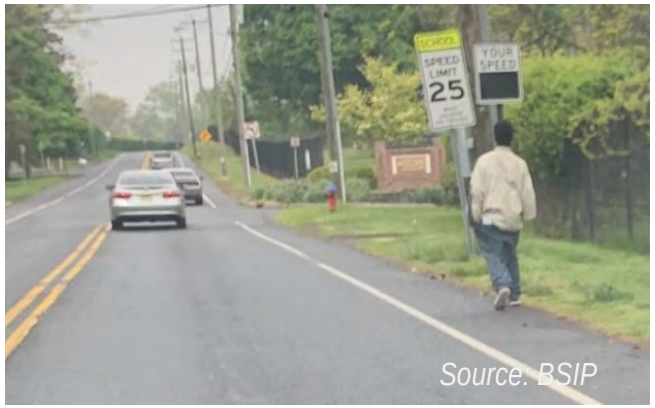
Dedicated pedestrian phase

Examples of Type B Complete Streets Comprehensive Solutions

Bicycle

Bicycle actuation at signals (loop detectors and stencil or other means)

Bicycle lane (space re-allocation)



Improved shoulders

Freight

Dedicated signal phase

Comprehensive Solutions Approach

Type C Complete Streets Comprehensive Solutions

- Suited for simple fix type projects, preventative maintenance projects, limited scope projects, and full scope projects
- Minimal effect on project schedule or cost
- Limited to striping, pavement markings and signage

High Visibility Crosswalk

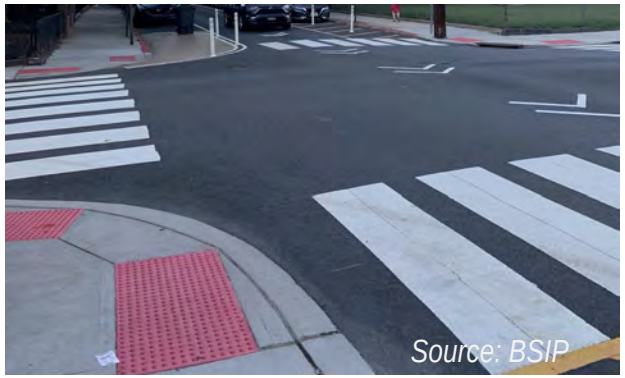
Source: BSIP

Examples of Type C Complete Streets Comprehensive Solutions

Pedestrian

Source: Patch.com

Pedestrian signs for crossing and wayfinding



Source: BSIP

Striped crosswalks, High-visibility crosswalks (ladder or zebra)

Bicycle

Source: BSIP

Signs, signals, and pavement markings

Source: Flickr

Bicycle-safe drainage grates

Examples of Type C Complete Streets Comprehensive Solutions

Transit

Source: universalsignsystems.com

Signage

Freight


Source: universalsignforum.org

Dedicated curb space / loading zones


Source: FHWA

Painted conflict area

Exemption and Constraints Criteria

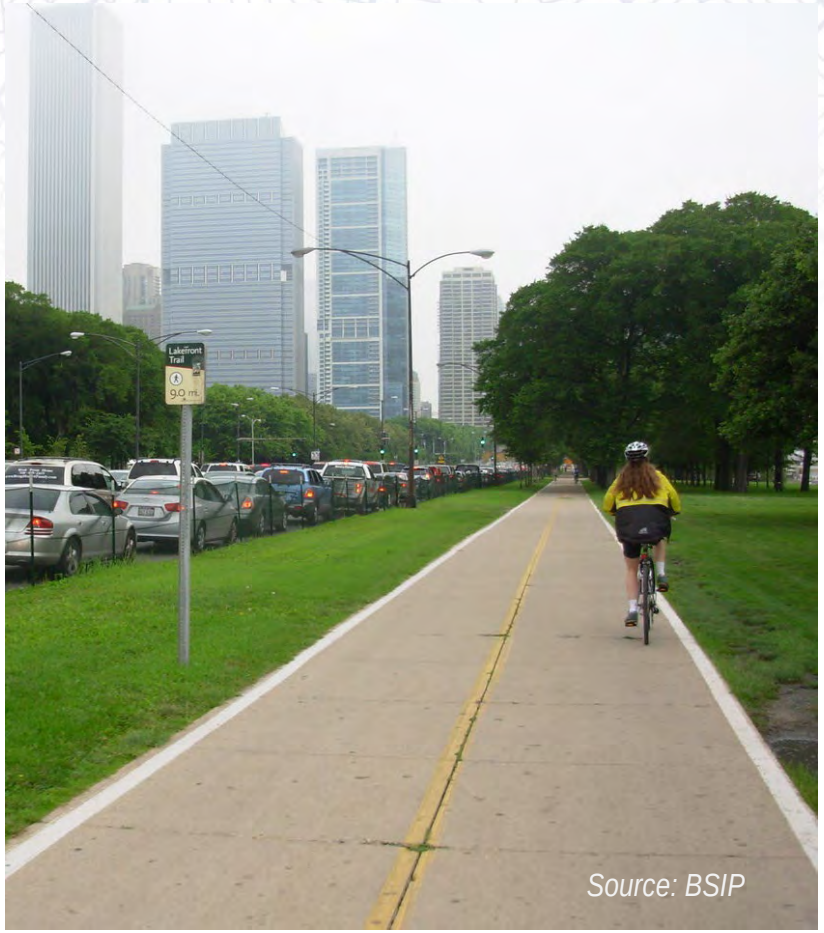
- Projects may only be considered for exemption if:
  - Non-motorized users are prohibited on the roadway
    - However, ramp terminals are not exempt
  - Project addresses improvements beyond the roadway where potential for non-motorist travel does not exist, AND future facilities for pedestrian and bicycle travel will not be affected
- See Policy Page 5

Source: BSIP

Updated Policy Procedure - Constraints

- See CS Policy “Definitions” page
- Major Constraints - Type A solution may be considered for omission if:
  - Scarcity of population, travel and attractors exists
  - Detrimental environmental or social impacts outweigh the need
  - Safety of the public or timing of a project is significantly compromised

All the constraints are subject to core group discussion for the specific project.



Source: BSIP

Updated Policy Procedure - Constraints

- Moderate Constraints - Type B solution may be considered for omission if:
  - Detrimental environmental or social impacts outweigh the need
  - Safety of the public or timing of a project is significantly compromised

Source: BSIP

All the constraints are subject to core group discussion for the specific project.

Time for a 10 Minute BREAK!!

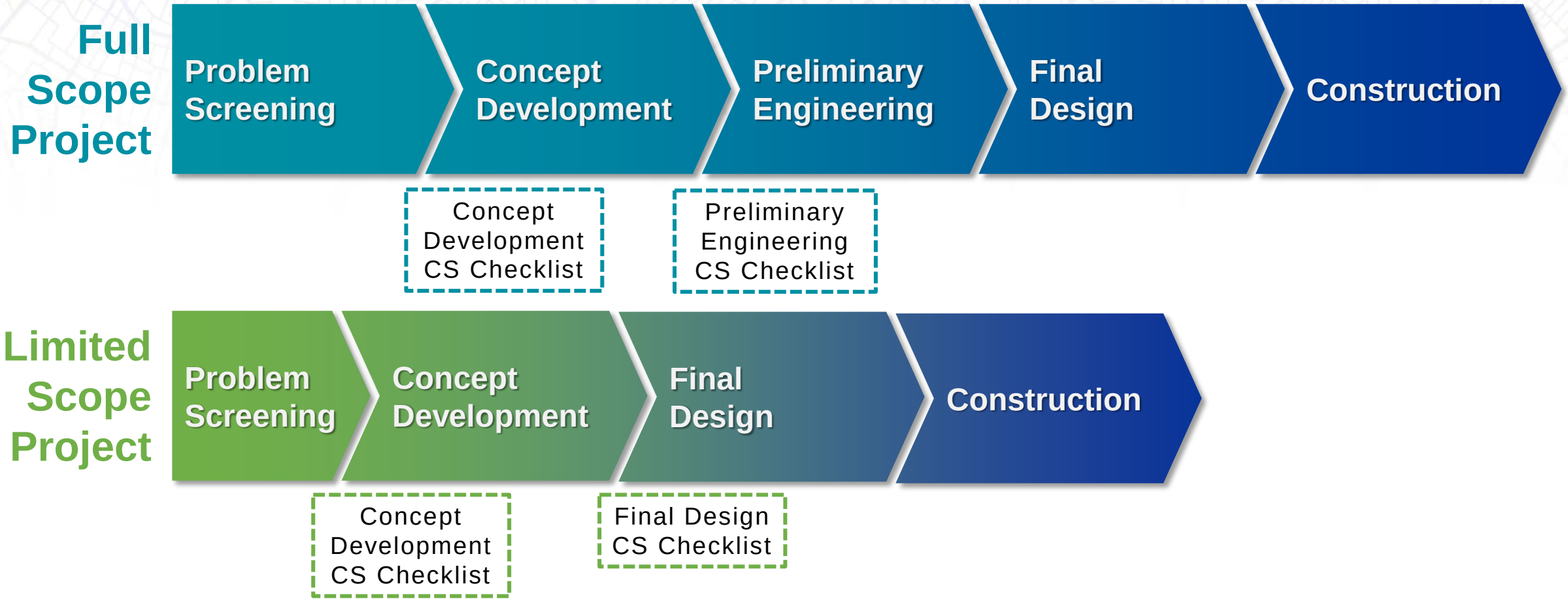
Complete Streets Checklists Overview

Complete Streets Checklists

- Apply to all NJDOT projects that undergo the Capital Project Delivery (CPD) process.
- Use on projects during the Concept Development and Preliminary Engineering or Final Design phases to ensure the Complete Streets solutions are included in the process
- Project Manager (PM) is responsible for completing the appropriate checklist
- PM engages the BSIP to discuss bicycle and pedestrian accommodations and resolve issues prior to advancement of a project

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

2024 Complete Streets Procedure



Complete Streets Checklists

- Visit https://www.nj.gov/transportation/eng/completestreets/implementation.shtm
- Links to the checklists are provided

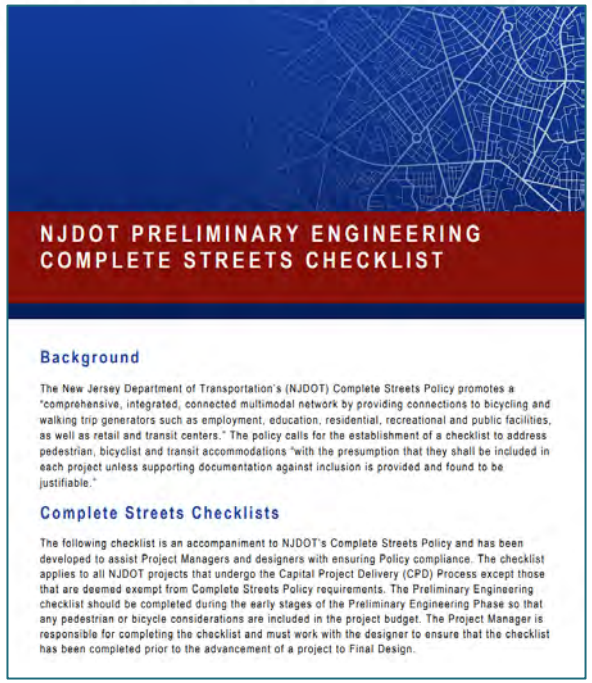
NJDOT CONCEPT DEVELOPMENT COMPLETE STREETS CHECKLIST (FOR LIMITED AND FULL SCOPE PROJECTS)

Background

The New Jersey Department of Transportation's (NJDOT) Complete Streets Policy promotes a "comprehensive, integrated, connected multimodal 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." The policy calls for the establishment of a checklist to address pedestrian, bicyclist and transit accommodations "with the presumption that they shall be included in each project unless supporting documentation against inclusion is provided and found to be justifiable."

Complete Streets Checklists

The following checklist is an accompaniment to NJDOT's Complete Streets Policy and has been developed to assist Project Managers and designers with ensuring Policy compliance. The checklist applies to all NJDOT projects that undergo the Capital Project Delivery (CPD) Process except those that are deemed exempt from Complete Streets Policy requirements. The checklist should be completed during the earliest stages of the Concept Development Phase to ensure pedestrian and bicycle considerations are included in the project budget. The Project Manager is responsible for completing the checklist and must work with the designer to ensure that the checklist has been completed as a condition of the advancement of the Full Scope project to Preliminary Engineering and the Limited Scope project to Final Design.



NJDOT PRELIMINARY ENGINEERING COMPLETE STREETS CHECKLIST

Background

The New Jersey Department of Transportation's (NJDOT) Complete Streets Policy promotes a "comprehensive, integrated, connected multimodal 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." The policy calls for the establishment of a checklist to address pedestrian, bicyclist and transit accommodations "with the presumption that they shall be included in each project unless supporting documentation against inclusion is provided and found to be justifiable."

Complete Streets Checklists

The following checklist is an accompaniment to NJDOT's Complete Streets Policy and has been developed to assist Project Managers and designers with ensuring Policy compliance. The checklist applies to all NJDOT projects that undergo the Capital Project Delivery (CPD) Process except those that are deemed exempt from Complete Streets Policy requirements. The Preliminary Engineering checklist should be completed during the early stages of the Preliminary Engineering Phase so that any pedestrian or bicycle considerations are included in the project budget. The Project Manager is responsible for completing the checklist and must work with the designer to ensure that the checklist has been completed prior to the advancement of a project to Final Design.

NJDOT LIMITED SCOPE PROJECT— FINAL DESIGN PHASE COMPLETE STREETS CHECKLIST

Background

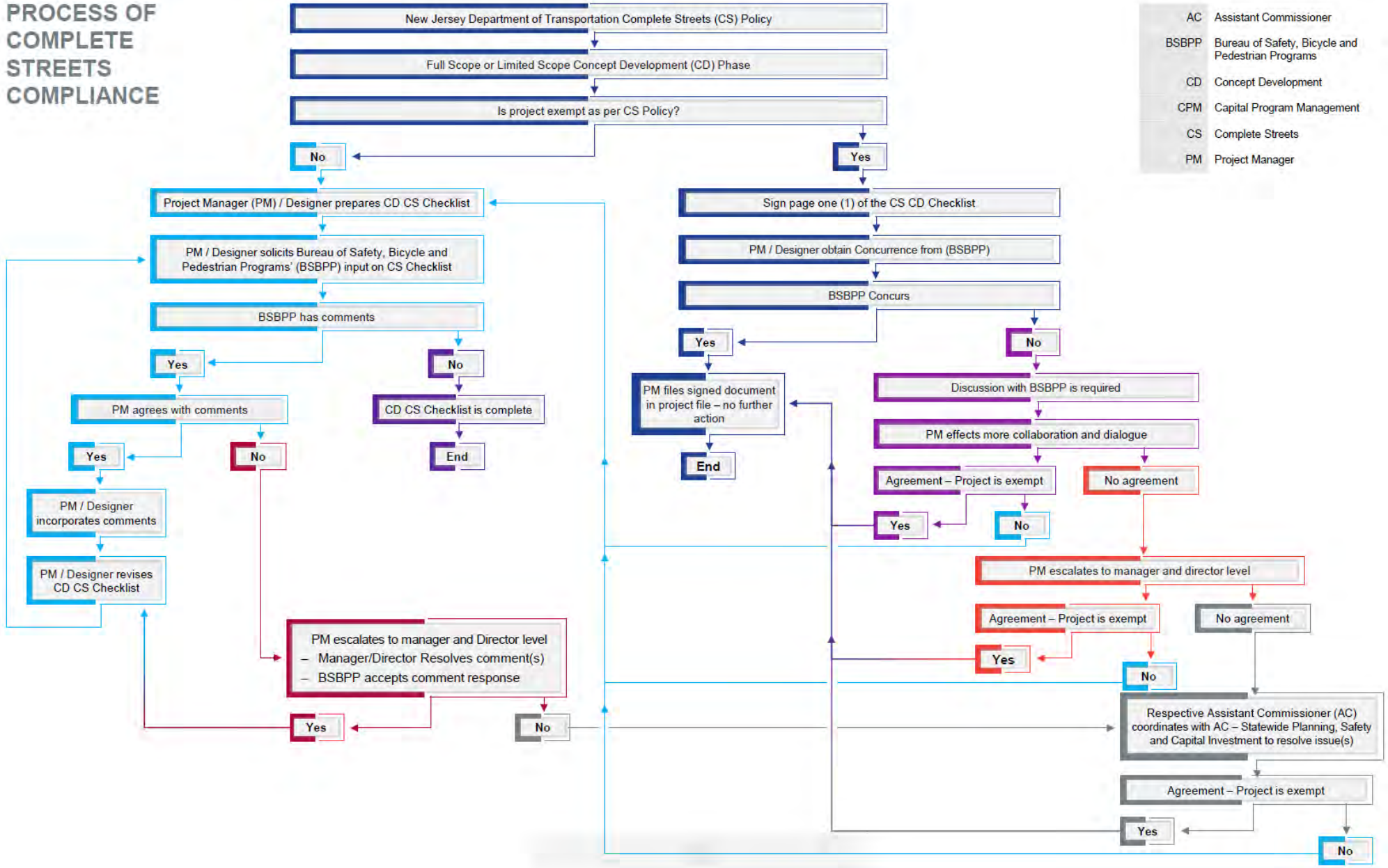
The New Jersey Department of Transportation's (NJDOT) Complete Streets Policy promotes a "comprehensive, integrated, connected multimodal network by providing connections to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers." The Policy calls for the establishment of a checklist to address pedestrian, bicyclist and transit accommodations "with the presumption that they shall be included in each project unless supporting documentation against inclusion is provided and found to be justifiable."

Complete Streets Checklists

The following checklist is an accompaniment to NJDOT's Complete Streets Policy and has been developed to assist Project Managers and designers with ensuring Policy compliance. Complete Streets checklists apply to all projects funded or administered by NJDOT except those projects that are deemed exempt from Complete Streets Policy requirements. The Final Design checklist should be completed during the early stages of the Final Design phase. The Project Manager is responsible for completing the checklist and must work with the designer to ensure that the checklist has been completed and made available for review in accordance with the FHWA approved Project Delivery Process.

Complete Streets Standard Operating Procedure

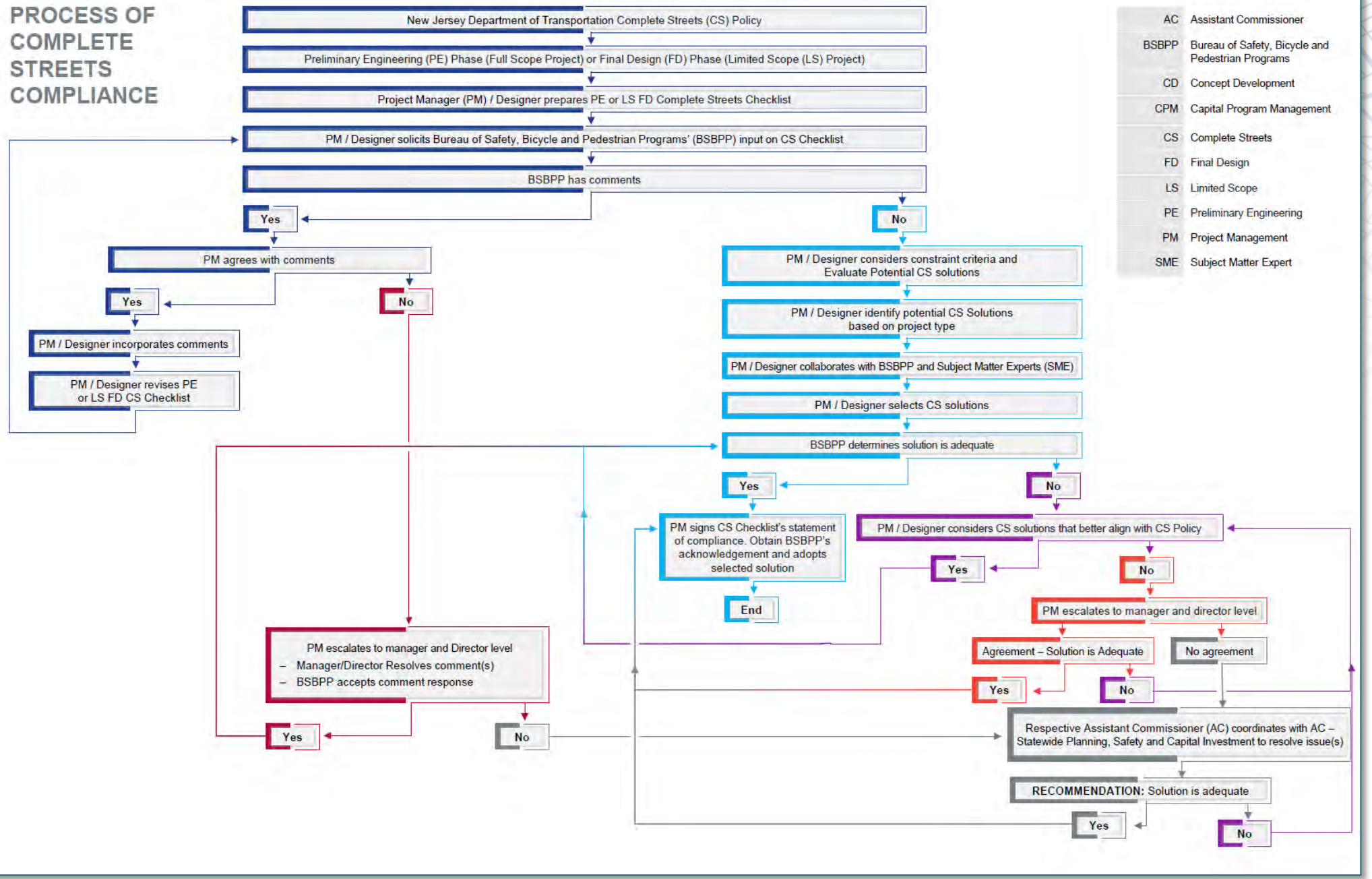
PROCESS OF COMPLETE STREETS COMPLIANCE



CD CS Checklist SOP

1. NJDOT CS Policy
2. Full Scope or Limited Scope Concept Development (CD) Phase
3. Is project exempt as per CS Policy?
   No
4. PM / Designer prepares CD CS Checklist
5. PM / Designer solicits BSIP input on CS Checklist
6. BSIP provides comments
7. PM / Designer revises the CD CS checklist
8. PM / Designer obtains concurrence from BSIP

PROCESS OF COMPLETE STREETS COMPLIANCE



Preliminary Engineering and Final Design – CS Checklist SOP

1. NJDOT CS Policy
2. Preliminary Engineering (PE) Phase (Full Scope Project) or Final Design (FD) Phase (Limited Scope (LS) Project)
3. PM / Designer prepares PE or LS FD Complete Streets Checklist
4. PM / Designer solicits BSIP's input on CS Checklist
5. BSIP provides comments
6. PM revises the PE or LS FD CS Checklist and again solicit feedback from BSIP

Preliminary Engineering and Final Design (Continued…)

7 PM / Designer considers constraint criteria and evaluate Potential CS solutions

8 PM / Designer identify potential CS Solutions based on project type

9 PM / Designer collaborates with BSIP and Subject Matter Experts (SME)

10 BSIP determines solution is adequate

11 PM signs CS Checklist's statement of compliance. Obtain BSIP's acknowledgement and adopts selected solution

In case agreement cannot be reached… (opportunities to collaborate)

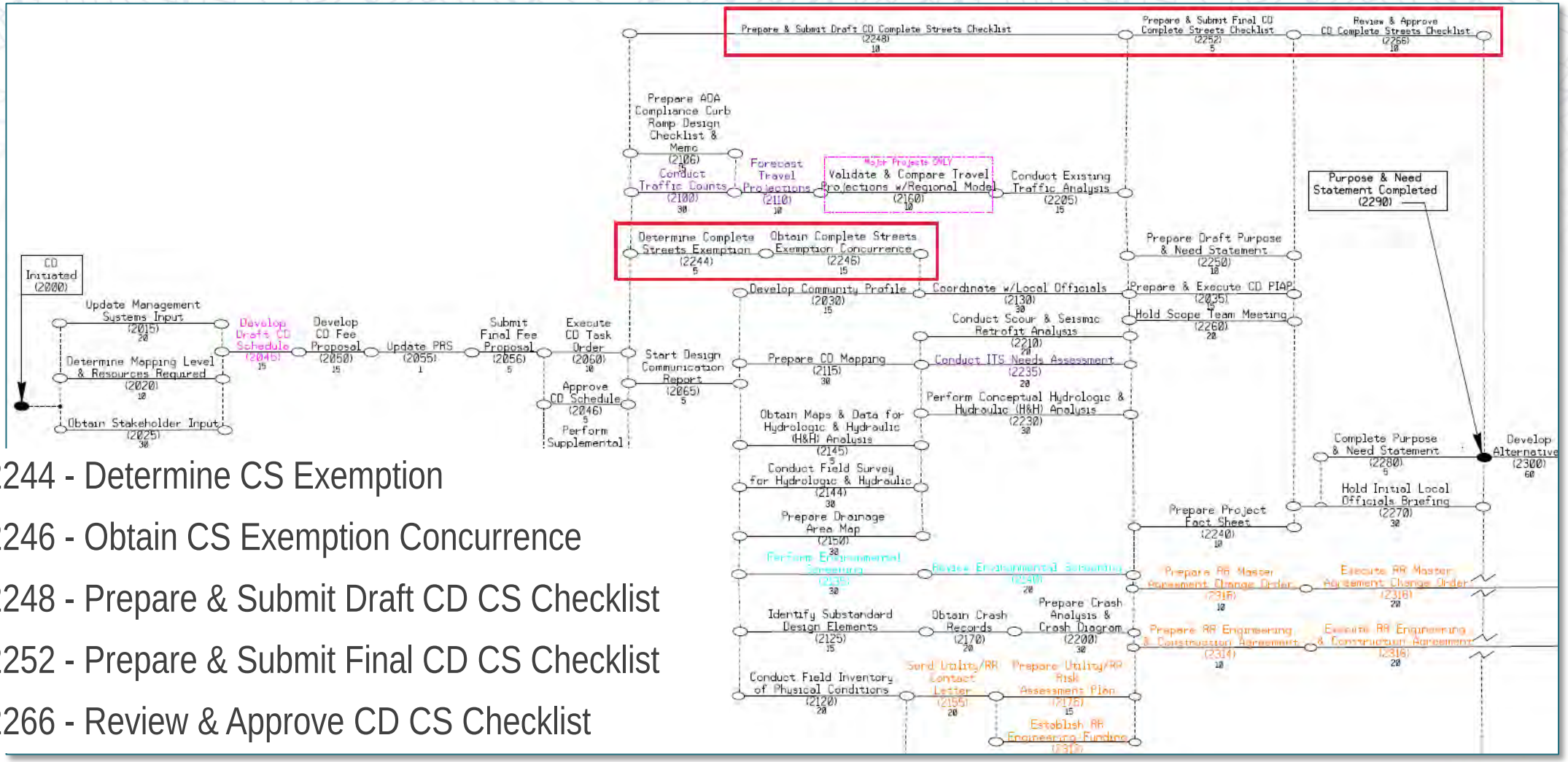
- PM escalates to manager and director level first
- If there is still no solution, respective Assistant Commissioner (AC) coordinates with AC - Capital Investment Planning & Development to resolve issue(s)

Complete Streets Activities Added to the CPD Process

Policy Effective Date

- New Concept Development projects starting after **November 26, 2024**, will follow the new Complete Streets Policy guidelines
- All projects prior to this date will continue to follow the 2009 Policy guidelines

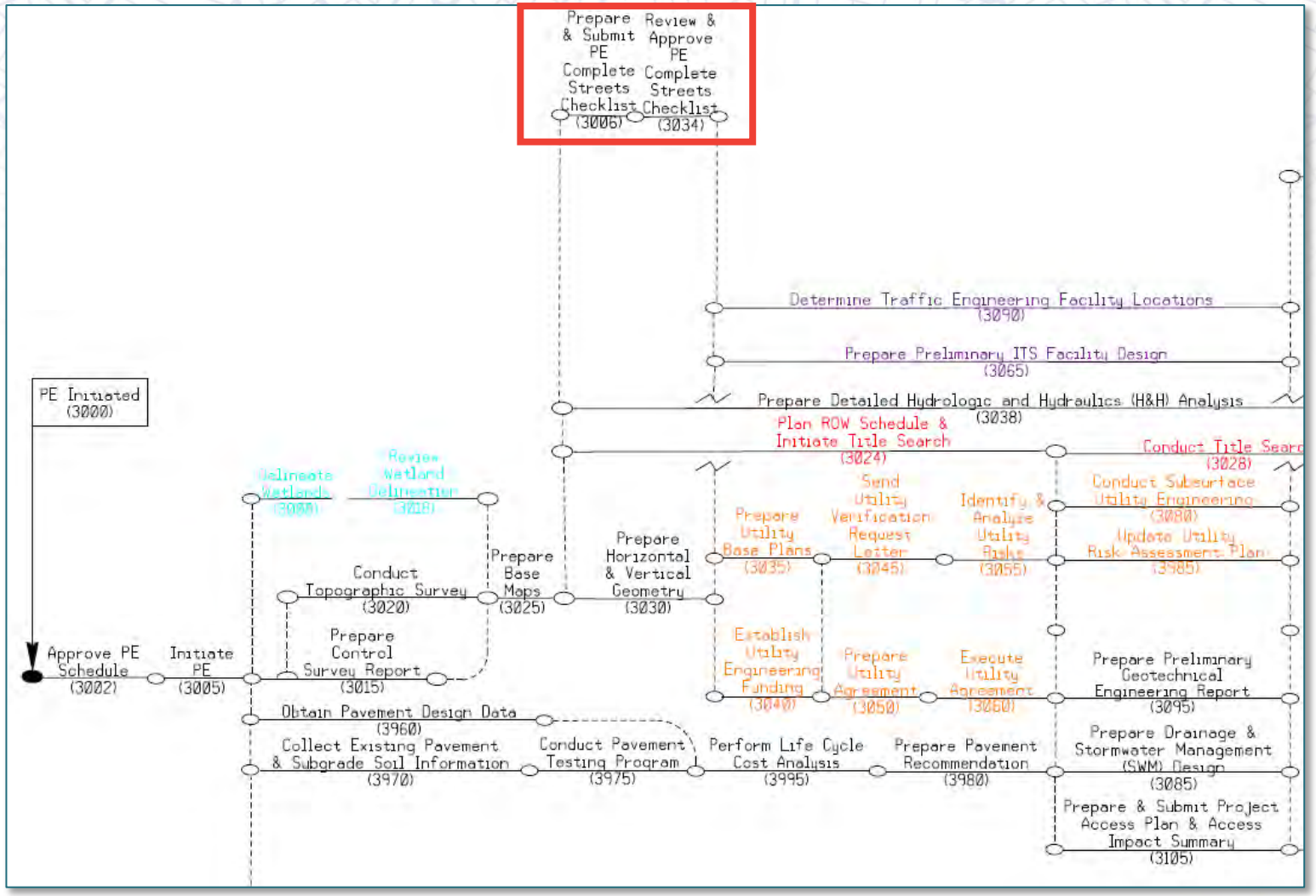
Concept Development Network Diagram



- CD Activity # 2244 - Determine CS Exemption
- CD Activity # 2246 - Obtain CS Exemption Concurrence
- CD Activity # 2248 - Prepare & Submit Draft CD CS Checklist
- CD Activity # 2252 - Prepare & Submit Final CD CS Checklist
- CD Activity # 2266 - Review & Approve CD CS Checklist

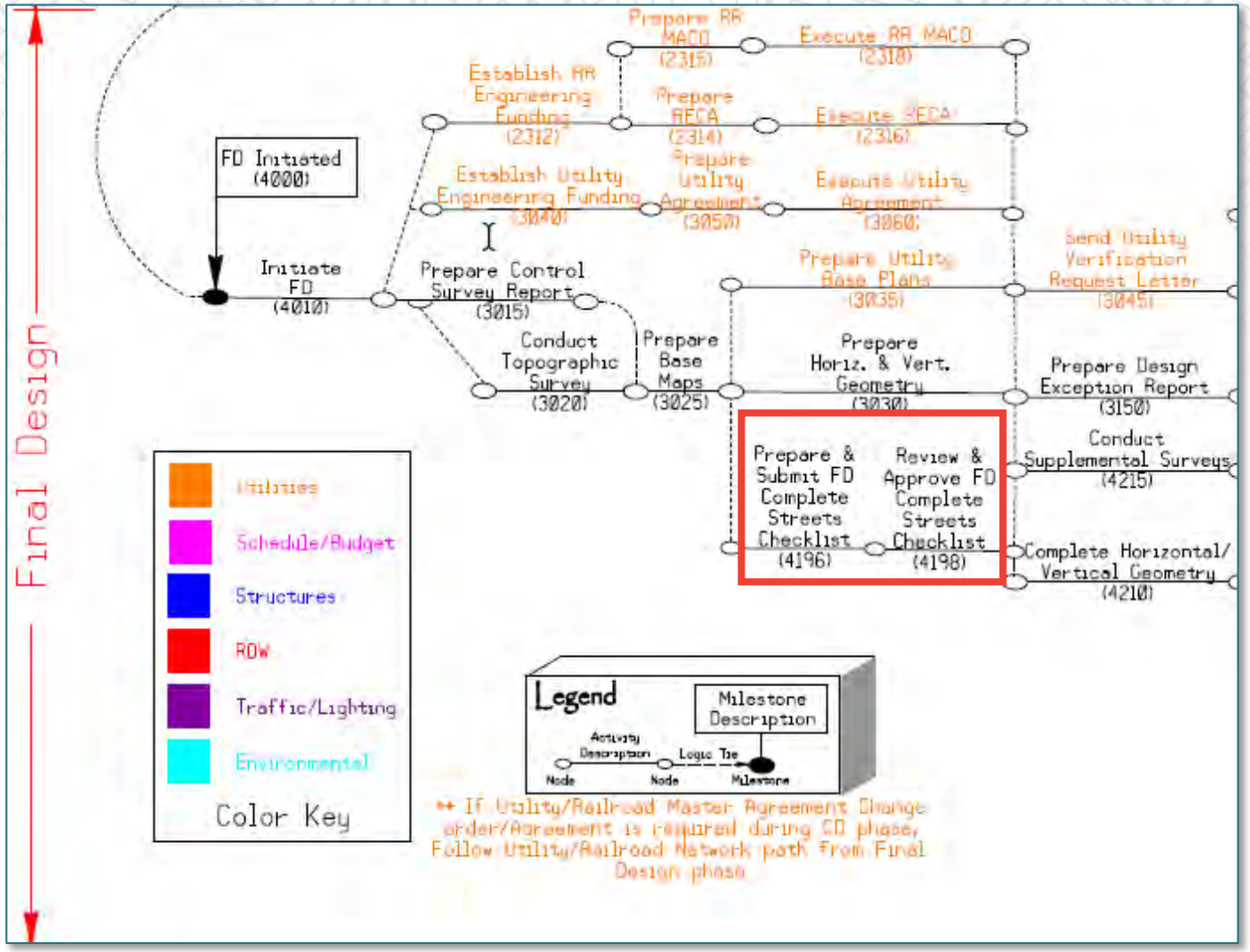
Preliminary Engineering Network Diagram

- PE Activity # 3006 – Prepare & Submit PE Complete Streets Checklist
- PE Activity # 3034 – Review & Approve PE Complete Streets Checklist



Final Design Limited Scope Network Diagram

- FD Activity # 4196 - Prepare & Submit FD Complete Streets Checklist
- FD Activity # 4198 - Review & Approve FD Complete Streets Checklist



Limited Scope CD Checklists

- Limited Scope CD Thin Surface Treatment Checklist
- Limited Scope CD Mid-Block Crosswalk Improvement Checklist
- Limited Scope CD Guide Rail Replacement Checklist

Section E

E. Complete Streets

Y	N	N/A	NFI	
				1. Has the CD Complete Streets Checklist been completed?

Complete Streets Comments	1.	

Roadway Design Features Table – Limited Scope Project Delivery Guideline

Roadway Design Features by Pavement Treatments

When developing the scope for pavement projects, it is important to know which roadway design features are applicable for each pavement treatment. The *Roadway Design Features by Pavement Treatment* table below outlines the relevant roadway design features to be considered for all pavement treatments:

Roadway Design Features by Pavement Treatment Table

	Roadway Design Features	New Centerline Rumble Strips	Curb Ramps, Ped Button Signal	Utility Re-locations	Drainage Repairs	ROW	Guiderail	Sidewalks & Driveways	Roadside Repairs	Complete Streets	Design Exceptions	Tree Removal/ Trimming	Cross Slope	Structural Repairs	ONE-WAY signs
Pavement Treatments	**Thin Surface Treatment Type I** (Fog, Scrub, Slurry, Chip Seals)[7]	Yes	No[7]	No	No[6]	No	No	No	No[6]	Type C Solution Only	No	No[6]	No	No[6]	Yes
	Thin Surface Treatment Type II (UTFC, Micro Surfacing, Cape Seal, HPTO, Micro-Milling)	Yes	Yes	Yes[1]	No[6]	Yes[1]	No	No	No[6]	Type C Solution Only	No	No[6]	No	No[6]	Yes
	LS Concrete Pavement Repair (Partial/Full Depth repairs, diamond grinding, Micro-Milling, joint and crack resealing, Thin Surface Treatment)	Yes	Yes	Yes[1]	Yes	Yes[1]	Yes[5]	No	Yes	Exempt	No[3]	Yes	No	Yes	Yes
	LS Pavement Resurfacing ("mill 'x', pave 'x' plus one")	Yes	Yes	Yes[1]	Yes	Yes[1]	Yes[5]	No[2]	Yes	Type B & C Solutions	No[3]	Yes	Yes	Yes	Yes
	Major Rehabilitation	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Type 2[4]	Yes	Yes	Yes	Yes
	Reconstruction	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Type 1[4]	Yes	Yes	Yes	Yes
	New Construction	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Type 1[4]	Yes	Yes	Yes	Yes

[1] If necessary to meet Americans with Disabilities Act requirements for projects that are considered alterations by the FHWA definition *(see the NJDOT Roadway Design Manual, Section 5)*

[2] Sidewalk repairs as needed

[3] Crash Evaluation is done during the Concept Development phase to assess if spot improvements can be done or if a breakout project is necessary as per the Limited Scope Resurfacing procedure

[4] As outlined in Design Exception Manual. Type 1 and Type 2 designations are subject to final FHWA approval of the Department's proposed 2017 Design Exception Manual

[5] Programmatically included, but will be evaluated on a case by case basis with the Guide Rail Replacement Program to logically determine when to upgrade the guiderail

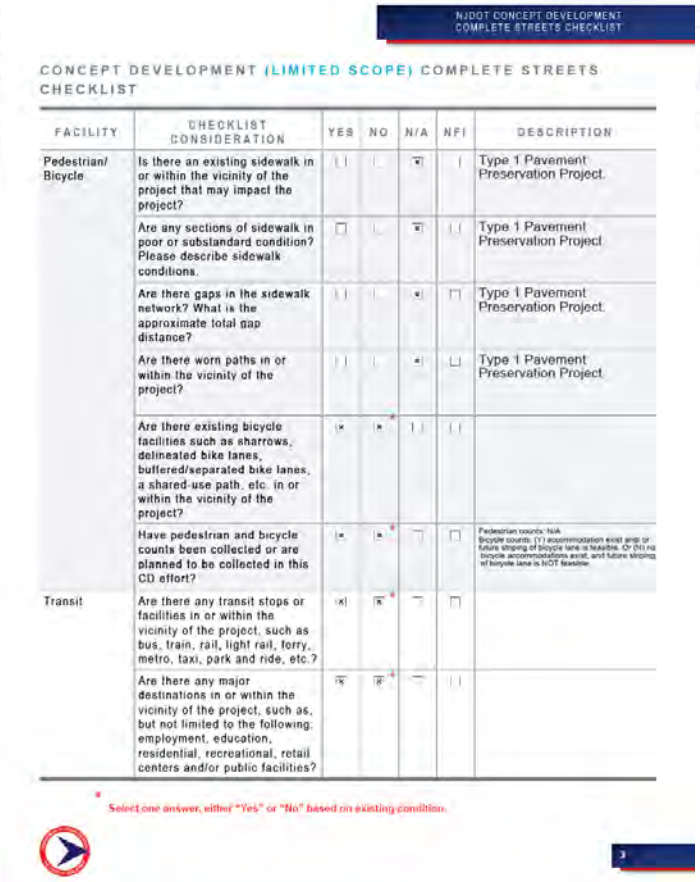
[6] If during concept development, or a later project phase, a deficiency related to drainage repair, roadside repair, and/or tree removal/trimming and/or structural repair is identified and determined to be a potential safety concern that may pose a hazard to the motoring public, then immediately notify the Regional Roadway Operations division director in Transportation Operations Systems and Support (TOS&S). TOS&S staff will assess the deficiency and determine the need for immediate action.

[7] Any milling within a Thin Surface Treatment Type I project is considered an alteration and may change the project to a Thin Surface Treatment Type II project requiring American with Disabilities (ADA) and Pedestrian Push Button Signal installation. If no ADA and Pedestrian Push Button Signal Installations are required within the project limits, then it may remain a Thin Surface Treatment Type I.

Pavement Preservation Type I and II Limited Scope Complete Streets Checklist

- BSIP approach to completing CD CS Checklists for Pavement preservation Type I projects – some questions may be marked N/A (Not Applicable)
- CS Checklists are required for Type II projects

CD Checklist



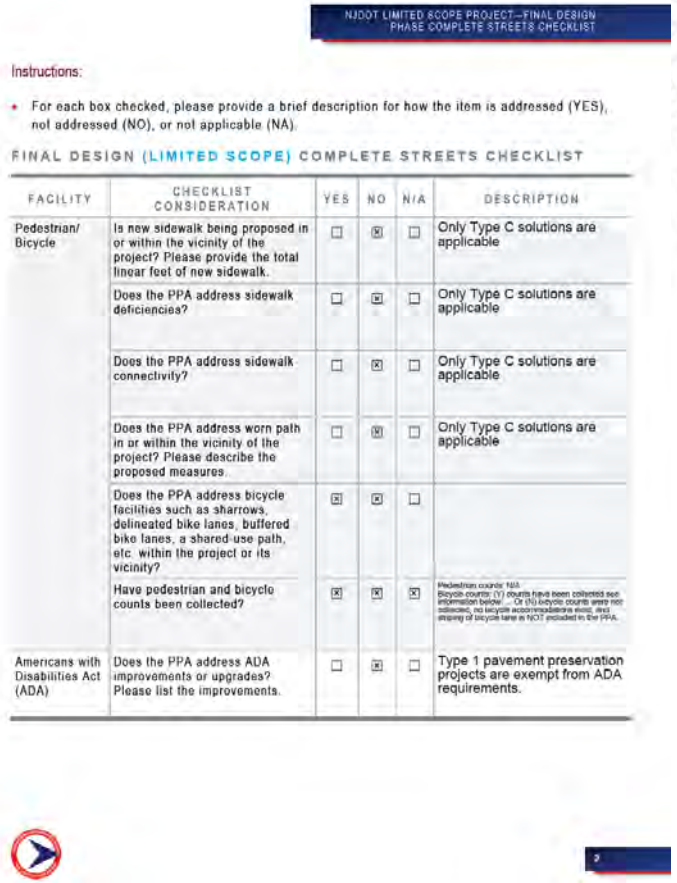
NJDOT CONCEPT DEVELOPMENT COMPLETE STREETS CHECKLIST

CONCEPT DEVELOPMENT (LIMITED SCOPE) COMPLETE STREETS CHECKLIST

FACILITY	CHECKLIST CONSIDERATION	YES	NO	N/A	NFI	DESCRIPTION
Pedestrian/ Bicycle	Is there an existing sidewalk in or within the vicinity of the project that may impact the project?	☐	☐	☒	☐	Type 1 Pavement Preservation Project.
	Are any sections of sidewalk in poor or substandard condition? Please describe sidewalk conditions.	☐	☐	☒	☐	Type 1 Pavement Preservation Project.
	Are there gaps in the sidewalk network? What is the approximate total gap distance?	☐	☐	☒	☐	Type 1 Pavement Preservation Project.
	Are there worn paths in or within the vicinity of the project?	☐	☐	☒	☐	Type 1 Pavement Preservation Project.
	Are there existing bicycle facilities such as sharrows, delineated bike lanes, buffered/separated bike lanes, a shared-use path, etc. in or within the vicinity of the project?	☒	☒*	☐	☐	
	Have pedestrian and bicycle counts been collected or are planned to be collected in this CD effort?	☒	☒*	☐	☐	Pedestrian counts: N/A Bicycle counts: (Y) accommodation exist and/ or future striping of bicycle lane is feasible. Or (N) no bicycle accommodations exist, and future striping of bicycle lane is NOT feasible.
Transit	Are there any transit stops or facilities in or within the vicinity of the project, such as bus, train, rail, light rail, ferry, metro, taxi, park and ride, etc.?	☒	☒*	☐	☐	
	Are there any major destinations in or within the vicinity of the project, such as, but not limited to the following: employment, education, residential, recreational, retail centers and/or public facilities?	☒	☒*	☐	☐	

* Select one answer, either "Yes" or "No" based on existing condition.

FD Checklist



NJDOT LIMITED SCOPE PROJECT—FINAL DESIGN PHASE COMPLETE STREETS CHECKLIST

Instructions:

- For each box checked, please provide a brief description for how the item is addressed (YES), not addressed (NO), or not applicable (NA).

FINAL DESIGN (LIMITED SCOPE) COMPLETE STREETS CHECKLIST

FACILITY	CHECKLIST CONSIDERATION	YES	NO	N/A	DESCRIPTION
Pedestrian/ Bicycle	Is new sidewalk being proposed in or within the vicinity of the project? Please provide the total linear feet of new sidewalk.	☐	☒	☐	Only Type C solutions are applicable
	Does the PPA address sidewalk deficiencies?	☐	☒	☐	Only Type C solutions are applicable
	Does the PPA address sidewalk connectivity?	☐	☒	☐	Only Type C solutions are applicable
	Does the PPA address worn path in or within the vicinity of the project? Please describe the proposed measures.	☐	☒	☐	Only Type C solutions are applicable
	Does the PPA address bicycle facilities such as sharrows, delineated bike lanes, buffered bike lanes, a shared-use path, etc. within the project or its vicinity?	☒	☒	☐	
	Have pedestrian and bicycle counts been collected?	☒	☒	☒	Pedestrian counts: N/A Bicycle counts: (Y) counts have been collected see information below. ... Or (N) bicycle counts were not collected, no bicycle accommodations exist, and striping of bicycle lane is NOT included in the PPA.
Americans with Disabilities Act (ADA)	Does the PPA address ADA improvements or upgrades? Please list the improvements.	☐	☒	☐	Type 1 pavement preservation projects are exempt from ADA requirements.

Project Exemption

Projects **may** be fully exempt from Complete Streets consideration **only** where non-motorized users are prohibited on the roadway, not including ramp connections with minor roadways where non-motorized users may be permitted.

Projects may be considered for exemption if the project addresses improvements beyond the roadway where the potential for pedestrian and bicycle travel does not exist and where future pedestrian or bicycle facilities will not be affected. Projects eligible for exemption include sign structure installation, concrete pavement repair, rockfall mitigation, culvert lining and outfalls, bridge substructures, scour mitigation, guiderail replacement, and horizontal curve signage.

<table>
<tr><td>Project exemption</td><td colspan="2">☒ YES. PM - Sign and date Certification. line below. Provide description.</td><td>☐ NO. PM - Continue with completion of applicable checklist.</td></tr>
<tr><td colspan="3">Exemption Certification</td><td rowspan="2">Please Describe (Cite Policy Exemptions Clause)
Click or tap here to enter text.</td></tr>
<tr><td colspan="2">Name:Click or tap here to enter text.
Title:Click or tap here to enter text.
Signature:Click or tap here to enter text.</td><td>Date:Click or tap here to enter text.</td></tr>
<tr><td colspan="4">Bureau of Safety, Bicycle & Pedestrian Programs (BSBPP) concurrence</td></tr>
<tr><td colspan="2">Name:Click or tap here to enter text.
Title:Click or tap here to enter text.</td><td colspan="2">Date:Click or tap here to enter text.</td></tr>
</table>

Any Questions so far….

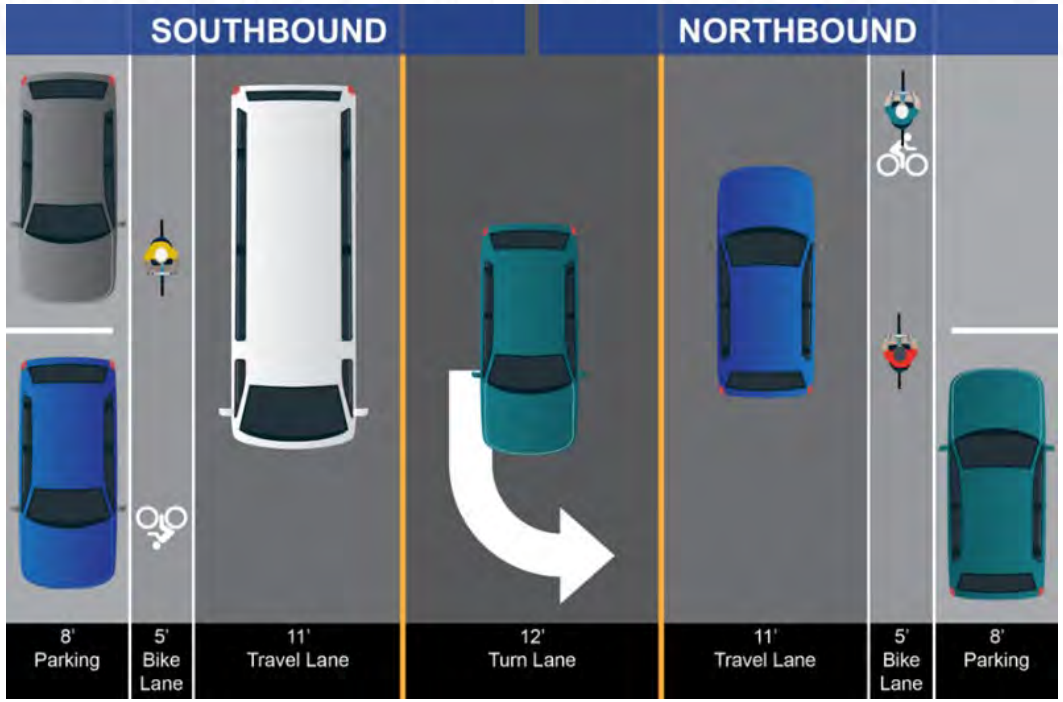
Complete Streets Checklist Walkthrough

Case Study: Route 26 Limited Scope

» Resurface Route 26 in North Brunswick Township and the City of New Brunswick between Cox Road and Nassau Street with no change to existing striping

Route 26 - Existing

Source: NJDOT

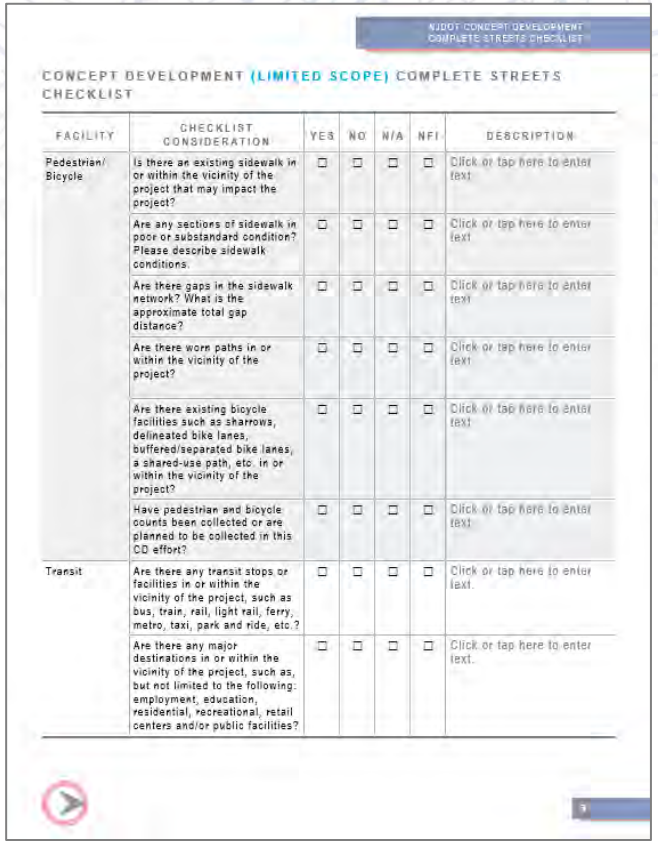


Route 26 – Final Configuration

Source: NJDOT

Concept Development Complete Streets Checklist

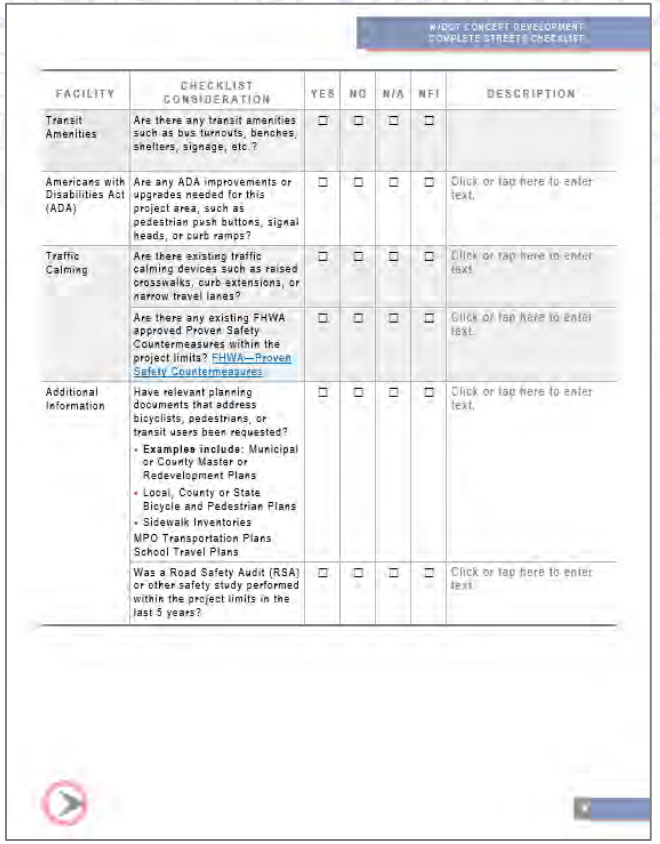
- Limited Scope:
  Complete pages 2–4, with Project Manager sign-off on page 8
- For Pavement Preservation Type I limited scope projects, some Complete Streets checklist items may not be applicable



NJDOT CONCEPT DEVELOPMENT COMPLETE STREETS CHECKLIST

CONCEPT DEVELOPMENT (LIMITED SCOPE) COMPLETE STREETS CHECKLIST

FACILITY	CHECKLIST CONSIDERATION	YES	NO	N/A	NFI	DESCRIPTION
Pedestrian/ Bicycle	Is there an existing sidewalk in or within the vicinity of the project that may impact the project?	☐	☐	☐	☐	Click or tap here to enter text.
	Are any sections of sidewalk in poor or substandard condition? Please describe sidewalk conditions.	☐	☐	☐	☐	Click or tap here to enter text.
	Are there gaps in the sidewalk network? What is the approximate total gap distance?	☐	☐	☐	☐	Click or tap here to enter text.
	Are there worn paths in or within the vicinity of the project?	☐	☐	☐	☐	Click or tap here to enter text.
	Are there existing bicycle facilities such as sharrows, delineated bike lanes, buffered/separated bike lanes, a shared-use path, etc. in or within the vicinity of the project?	☐	☐	☐	☐	Click or tap here to enter text.
	Have pedestrian and bicycle counts been collected or are planned to be collected in this CD effort?	☐	☐	☐	☐	Click or tap here to enter text.
Transit	Are there any transit stops or facilities in or within the vicinity of the project, such as bus, train, rail, light rail, ferry, metro, taxi, park and ride, etc.?	☐	☐	☐	☐	Click or tap here to enter text.
	Are there any major destinations in or within the vicinity of the project, such as, but not limited to the following: employment, education, residential, recreational, retail centers and/or public facilities?	☐	☐	☐	☐	Click or tap here to enter text.



NJDOT CONCEPT DEVELOPMENT COMPLETE STREETS CHECKLIST

FACILITY	CHECKLIST CONSIDERATION	YES	NO	N/A	NFI	DESCRIPTION
Transit Amenities	Are there any transit amenities such as bus turnouts, benches, shelters, signage, etc.?	☐	☐	☐	☐	
Americans with Disabilities Act (ADA)	Are any ADA improvements or upgrades needed for this project area, such as pedestrian push buttons, signal heads, or curb ramps?	☐	☐	☐	☐	Click or tap here to enter text.
Traffic Calming	Are there existing traffic calming devices such as raised crosswalks, curb extensions, or narrow travel lanes?	☐	☐	☐	☐	Click or tap here to enter text.
	Are there any existing FHWA approved Proven Safety Countermeasures within the project limits? FHWA—Proven Safety Countermeasures	☐	☐	☐	☐	Click or tap here to enter text.
Additional Information	Have relevant planning documents that address bicyclists, pedestrians, or transit users been requested? • **Examples include:** Municipal or County Master or Redevelopment Plans • Local, County or State Bicycle and Pedestrian Plans • Sidewalk Inventories MPO Transportation Plans School Travel Plans	☐	☐	☐	☐	Click or tap here to enter text.
	Was a Road Safety Audit (RSA) or other safety study performed within the project limits in the last 5 years?	☐	☐	☐	☐	Click or tap here to enter text.

Step 1:
Review Complete Streets Policy and Determine Exemption

» Since non-motorized users are not prohibited on the roadway within the project limits, the project is not exempt from Complete Streets action

<table>
<tr><td>Project exemption</td><td colspan="2">☐ YES. PM - Sign and date Certification. line below. Provide description.</td><td>☒ NO. PM - Continue with completion of applicable checklist.</td></tr>
<tr><td colspan="2">Exemption Certification</td><td colspan="2" rowspan="2">Please Describe (Cite Policy Exemptions Clause)
Click or tap here to enter text.</td></tr>
<tr><td>Name:Click or tap here to enter text.
Title:Click or tap here to enter text.
Signature:Click or tap here to enter text.</td><td>Date:Click or tap here to enter text.</td></tr>
<tr><td colspan="4">Bureau of Safety, Bicycle & Pedestrian Programs (BSBPP) concurrence</td></tr>
<tr><td>Name:Click or tap here to enter text.
Title:Click or tap here to enter text.</td><td colspan="3">Date:Click or tap here to enter text.</td></tr>
</table>

Step 2:
Prepare Complete Streets Checklist

- PM/designer begins to prepare the Limited Scope CD Complete Streets Checklist
- PM/designer notes the gap in the bicycle network
- PM/designer solicits input from BSIP and other SME Units as applicable
- For some of the Limited Scope projects, Complete Streets checklist items may not be applicable

CONCEPT DEVELOPMENT (LIMITED SCOPE) Complete Streets CHECKLIST

FACILITY	CHECKLIST CONSIDERATION	YES	NO	N/A	NFI	DESCRIPTION
Pedestrian/ Bicycle	Is there an existing sidewalk in or within the vicinity of the project that may impact the project?	☐	☐	☐	☐	Click or tap here to enter text.
	Are any sections of sidewalk in poor or substandard condition? Please describe sidewalk conditions.	☐	☐	☐	☐	Click or tap here to enter text.
	Are there gaps in the sidewalk network? What is the approximate total gap distance?	☐	☐	☐	☐	Click or tap here to enter text.

NA: Not Applicable *NFI: Need Further Investigation*

Step 3:
Submit for BSIP (SME) Sign-Off

- Complete Streets Checklist is signed by the PM and the reviewing SME
- PM/designer utilizes the checklist to evaluate Complete Streets solutions

PROJECT MANAGER SIGN-OFF

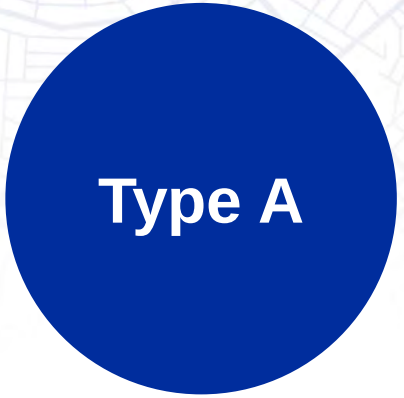
STATEMENT OF COMPLIANCE	PROJECT MANAGER	DATE
Based on the information available to me, the details provided above are both comprehensive and precise.	Name: Title: Signature:	

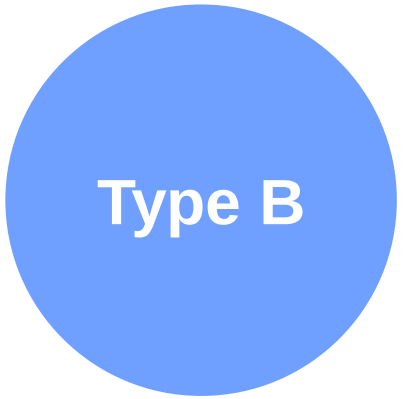
BSIP (SME) SIGN-OFF

ACKNOWLEDGMENT	BSIP	DATE
BSIP has reviewed this checklist and: ☐ has comments and/or recommendations (attached). ☐ accepts as submitted.	Name: Title: Signature:	

Step 4:
Review Major Constraints and Consider Solutions

- Review if Type A solutions are feasible.
  - Major impacts? If yes, move on to Type B solutions
- Review the Type B solutions list and relevant guidance on context-sensitive solutions
- Consult with BSIP and identify a bicycle lane (space re-allocation) as a solution that would help address the bikeway connectivity gap identified





Step 5:
Review Moderate Constraints

- Review the set of moderate constraints to determine if any would apply to the inclusion of a bicycle lane (space re-allocation) in the PPA
- Inclusion of a bicycle lane not subject to any of the moderate constraints
- Bicycle lane is selected for inclusion in the PPA

Moderate Constraints

- Detrimental environmental or social impacts outweigh the need
- Safety of the public or timing of a project is significantly compromised

Step 6:
Consider Additional Solutions

- PM/designer considers any Type C solutions, such as painted conflict areas, that would benefit the project and the Complete Streets mission
- In this example, it is assumed that there are no other identified needs

Step 7:
Reconcile BSIP comments

- Throughout Steps 4 through 6, the PM/designer, utilizing the Complete Streets Checklists, solicit BSIP's input on proposed solutions
- If BSIP has comments, the PM/designer will review, in coordination with other Core Group SMEs.
- If agreed, incorporate those comments into the revised Concept Development alternatives
- If there is a disagreement with responses to comments, the PM will follow the escalation procedure
- In this hypothetical example, BSIP does not have any comments.

Step 8: Present PPA

- Bicycle lanes included in the recommendations for the project
- The selected PPA is presented to the CPSC
- PPA to be included in the PM's package to the CPSC, describing the Complete Streets Solutions as part of the PPA in the CPSC memo

Step 9:
Prepare Final Design (Limited Scope) Complete Streets Checklist

- FD designer prepares the Final Design (Limited Scope) Complete Streets Checklist
- Designer reviews the PPA and solicits input from BSIP on the checklist. BSIP does not have any comments

FINAL DESIGN (LIMITED SCOPE) COMPLETE STREETS CHECKLIST

FACILITY	CHECKLIST CONSIDERATION	YES	NO	N/A	DESCRIPTION
Pedestrian/ Bicycle	Is new sidewalk being proposed in or within the vicinity of the project? Please provide the total quantity or new sidewalk.	☐	☐	☐	Click or tap here to enter text.
	Does the PPA address sidewalk deficiencies?	☐	☐	☐	Click or tap here to enter text.
	Does the PPA address sidewalk connectivity?	☐	☐	☐	Click or tap here to enter text.

Step 10:
Submit for BSIP (SME) Sign-Off

- PM signs the Statement of Compliance in the FD LS CS Checklist
- PM then obtains the signature of the BSIP SME to acknowledge the solution has been adopted

BUREAU OF SAFETY, BICYCLE & PEDESTRIAN PROGRAMS APPROVAL

ACKNOWLEDGMENT	BSIP	DATE
BSIP has had the opportunity to review this checklist and: ☐ has comments and/or recommendations (attached). ☐ accepts as submitted.	Name: Click or tap here to enter text. Title: Click or tap here to enter text. Signature: Click or tap here to enter text.	Click or tap here to enter text.

Step 11:
Adopt Solutions

- PM supports adding bicycle lanes as the solution presented in the PPA
- In this example, BSIP agrees with these selected solutions as adequate

Step 12:
Continue to Advance Solutions

- Final Design (FD) designer ensures the project continues to advance Complete Streets elements identified in the PPA as set forth in the NJDOT's Complete Streets Policy
- PM notifies BSIP of any changes to the PPA selected during CD
  - If yes, FD CS Checklist is revised
  - Go back to Step 9

Any Questions so far….

Time for a 10 Minute BREAK!!

Coordination and Monitoring

Complete Streets Routine Coordination

» Regular consultation and coordination regarding Complete Streets policy and implementation to ensure the policy is being enacted in line with its intent

DIVISION	MINIMUM MEETING FREQUENCY WITH BSIP
Capital Program Management	Every 6 Months
Operations	Annually
Local Resources & Community Development	Every 6 Months
Statewide Planning, Safety & Capital Investment	Every 6 Months

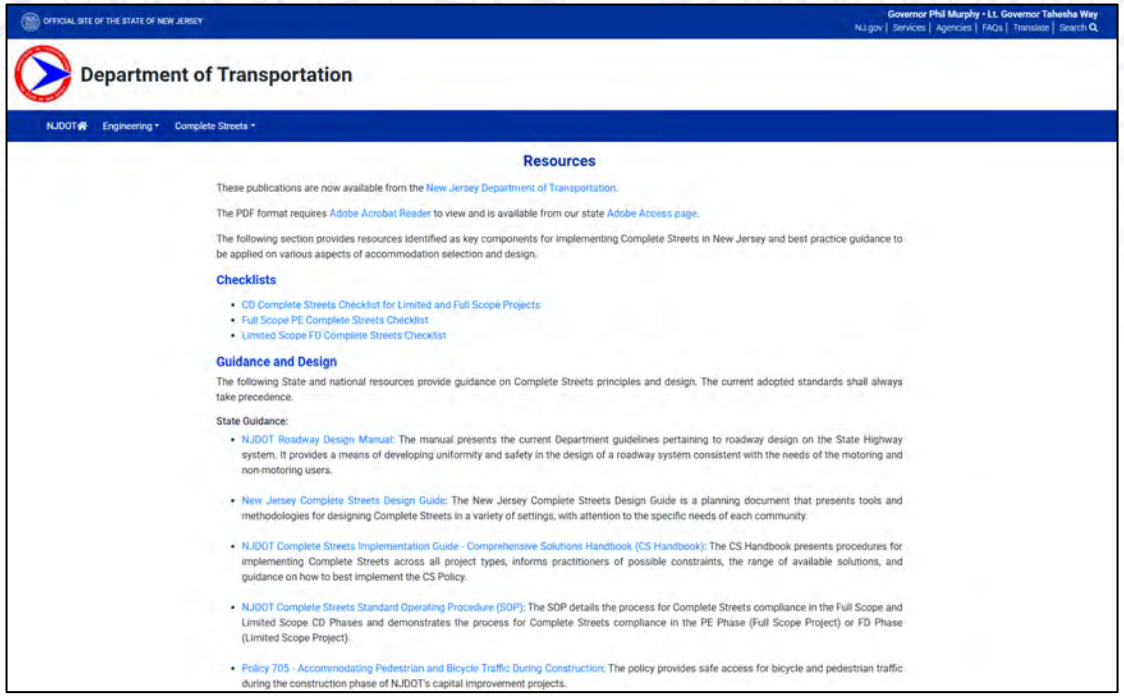
Performance Tracking

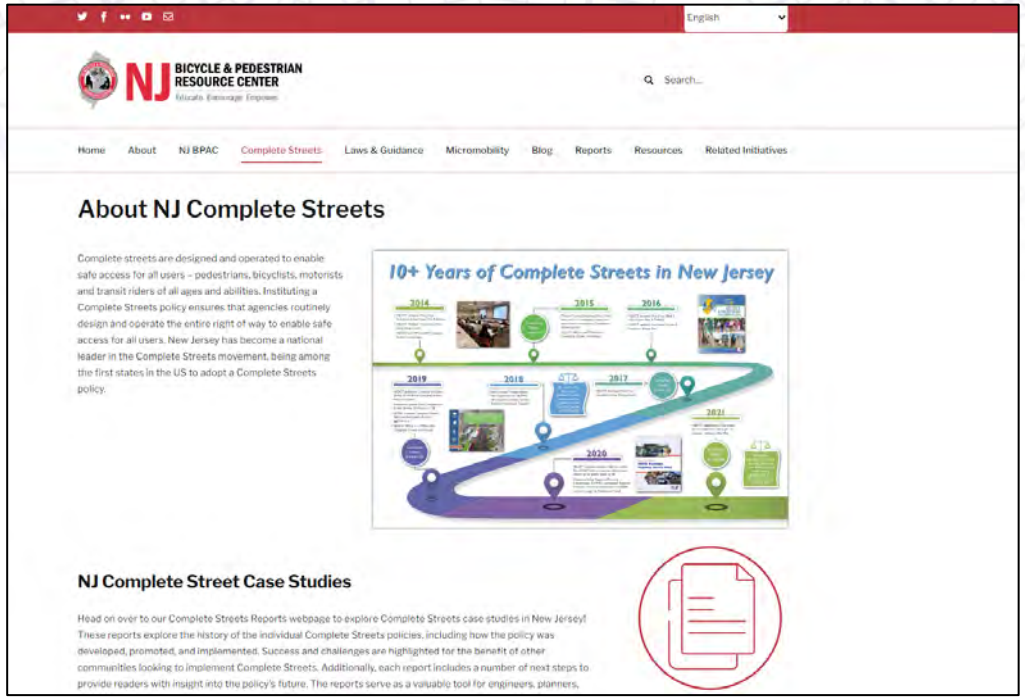
NJDOT staff in the BSIP will work alongside project managers to collect and track Complete Streets Performance Measures, such as:

- Mileage of new and existing bicycle infrastructure
- Linear feet of new and existing bicycle and pedestrian infrastructure
- Number and type of new and existing ADA-compliant installations
- Bicycle and pedestrian crash data
- Before and after case studies
- Number and type of targeted Complete Streets outreach, training, and educational events
- Major accomplishments in infrastructure expansion/connectivity

Resources

Resources



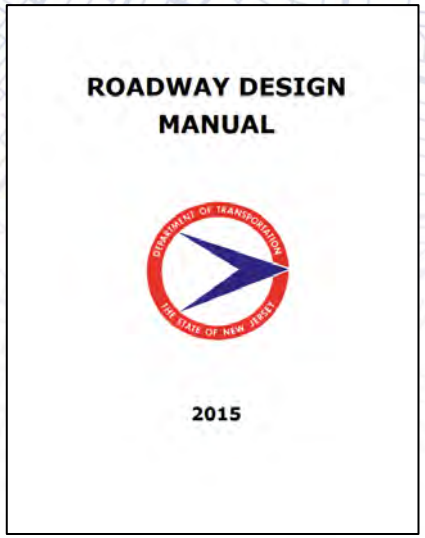


» NJDOT > NJ Commuter > Complete Streets > Resources

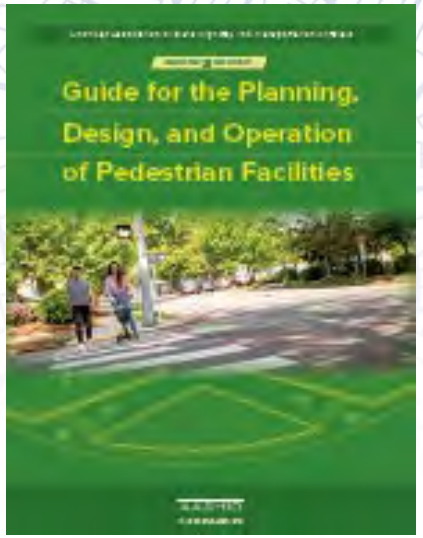
https://dot.nj.gov/transportation/eng/completestreets/resources.shtm

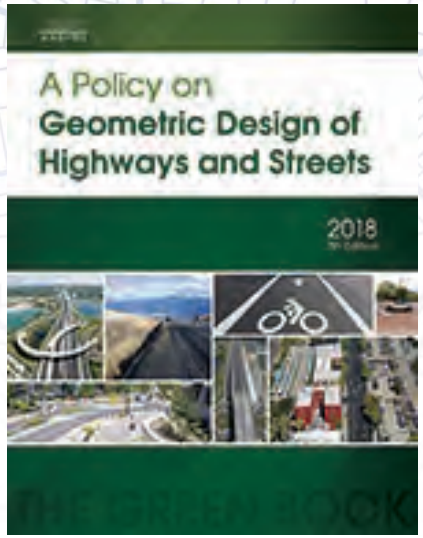
» Other Resource Centers

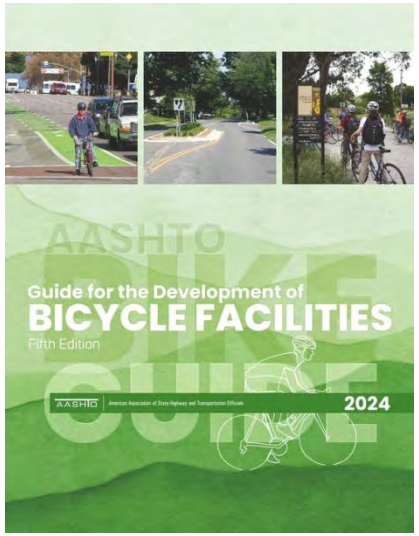
https://njbikeped.org/about-complete-streets-in-nj/

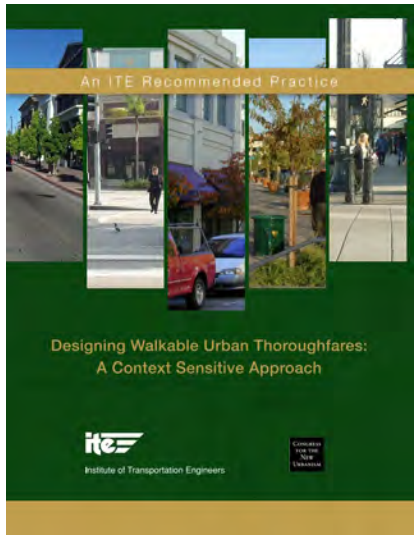

ROADWAY DESIGN
MANUAL
2015


2017 State of New Jersey
Complete Streets
Design Guide

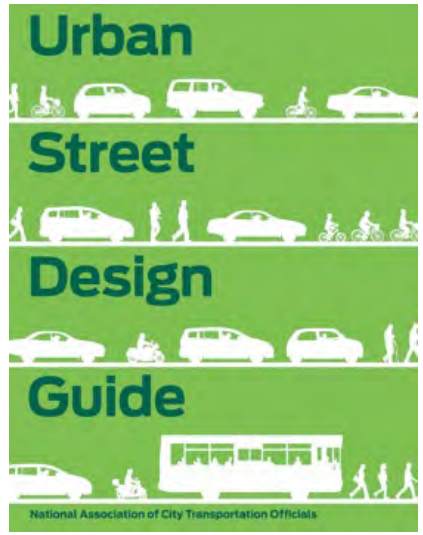

Guide for the Planning,
Design, and Operation
of Pedestrian Facilities

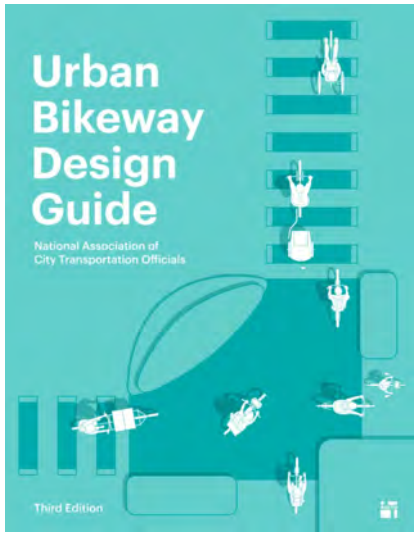

A Policy on
Geometric Design of
Highways and Streets
2018


AASHTO
Guide for the Development of
BICYCLE FACILITIES
Fifth Edition
2024


An ITE Recommended Practice
Designing Walkable Urban Thoroughfares:
A Context Sensitive Approach
Institute of Transportation Engineers


Transit
Street
Design
Guide


Urban
Street
Design
Guide
National Association of City Transportation Officials


Urban
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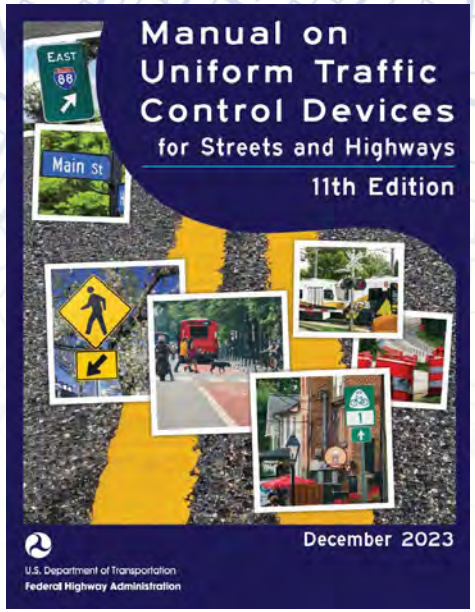
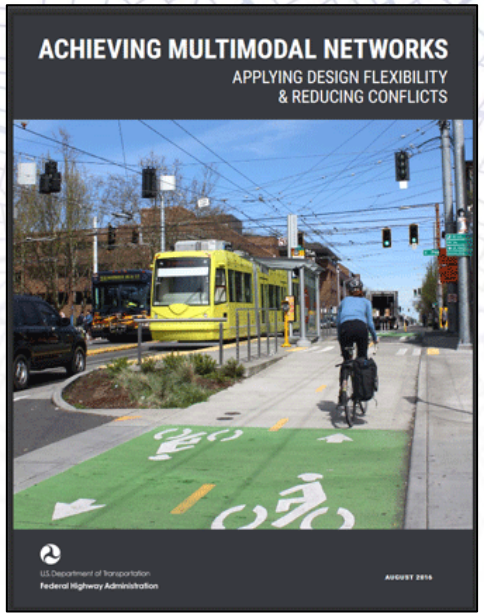
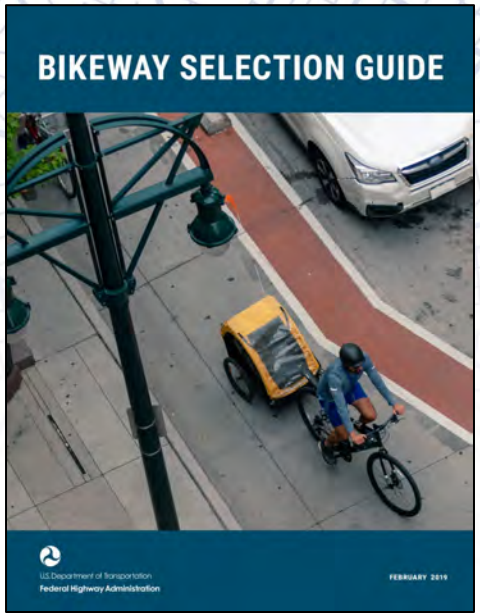
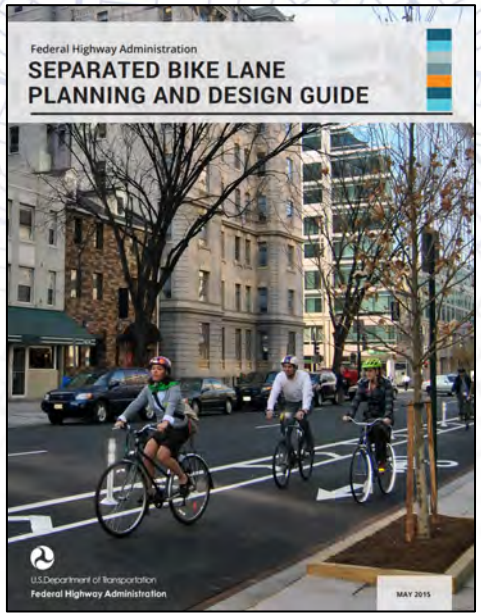
Third Edition


Manual on Uniform Traffic Control Devices
for Streets and Highways
11th Edition
December 2023
U.S. Department of Transportation
Federal Highway Administration


ACHIEVING MULTIMODAL NETWORKS
APPLYING DESIGN FLEXIBILITY
& REDUCING CONFLICTS


BIKEWAY SELECTION GUIDE
FEBRUARY 2019


Federal Highway Administration
SEPARATED BIKE LANE
PLANNING AND DESIGN GUIDE
MAY 2015


PEDSAFE
Pedestrian Safety Guide and Countermeasure Selection System
GUIDE
Background
Analysis
Statistics
Implementation
COUNTERMEASURES
Selection Tool
Countermeasure List
Selection Matrices
CASE STUDIES
RESOURCES & GUIDELINES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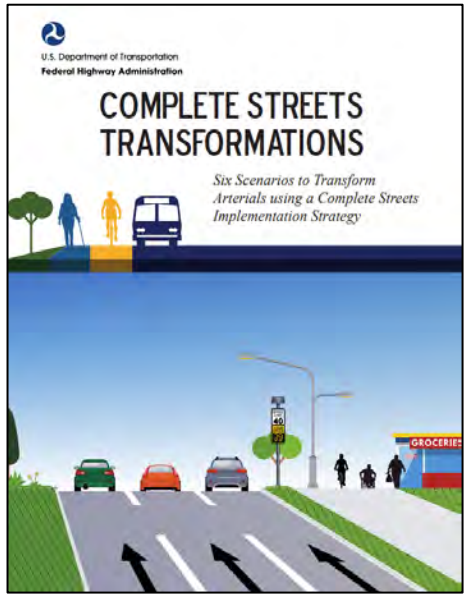
COMPLETE STREETS
TRANSFORMATIONS
Six Scenarios to Transform
Arterials using a Complete Streets
Implementation Strategy

Takeaways

- Complete Streets Checklists are **required** for **all projects**
- Complete Streets Checklists should be completed **early** in all project phases
- Complete Streets implementation is **collaborative**

Q&A