

Research at a Glance

Technical Brief

Principal Investigator

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NJDOT Complete Streets Assessment

The New Jersey Department of Transportation (NJDOT) engaged Cambridge Systematics to research Complete Streets Best Practices and assess New Jersey's existing Complete Streets activities. Complete Streets are streets designed to be safe and feel safe for all roadway users, including bicyclists, pedestrians, transit riders, and the mobility-impaired. To provide safe, connected, and equitable transportation networks, Complete Streets are supported by policies and implementation strategies across all transportation projects and public agencies.

Research Problem Statement

NJDOT is a national leader for promoting and implementing Complete Streets policies. Their policy requires that roadway improvement projects include safe accommodations for all users, including bicyclists, pedestrians, transit riders, and the mobility-impaired, supported by the roadway design guide. However, NJDOT finalized the Complete Streets policy in December 2009. Thus, the project focused on updating the components of the Complete Streets policy and supporting resources based on the latest best practices nationally.

Research Objectives

The goal of the research is to identify the gaps in the existing Complete Streets policy and update Complete Streets components based on the recommendations identified during the gap analysis. To identify the gaps, a comprehensive desk scan of best practices and interviews with internal and external Complete Streets stakeholders were conducted.

Methodology

The research team started with a comprehensive desk scan to understand the latest developments and best practices regarding the implementation of Complete Streets policies and programs. The research team also conducted interviews with several internal and external stakeholders to learn more about the current state of the NJDOT Complete Streets policy and implementation. The desk scan and interviews helped the research team in performing a gap analysis of the existing Complete Streets policy. The Gap Analysis identified all the NJDOT business processes currently impacted or that should be impacted by Complete Streets, workflow integration points, and implementation guidance for each step of the project delivery process. The gap analysis led to the recommendations that provided the basis for component updates.

Key Outcomes: Complete Streets Component Updates

Complete Streets Policy Training

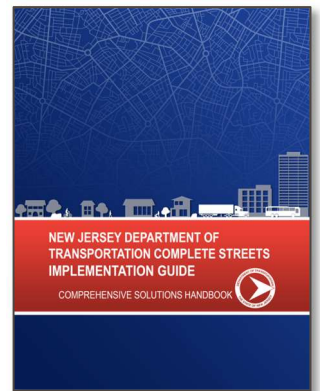
Bureau of Safety, Bicycle, and Pedestrian Programs (BSBPP) hosted an in-person Complete Streets Policy Training on October 12, 2023, at NJDOT headquarters for NJDOT staff to provide updates on the 2023 NJDOT Complete Streets Policy.

Complete Streets Policy

The updated Complete Streets Policy continues to address safe accommodations for all roadway users, including pedestrians, bicyclists, children, transit riders, freight delivery personnel, and individuals with disabilities. The updated Policy expanded the policy compliance which allows for elements to be exempt but not entire projects. Moreover, the Comprehensive Solutions approach follows a standardized process that ensures thorough consideration of Complete Streets solutions at the earliest stages of the project delivery process.

Complete Streets Handbook

The NJDOT Complete Streets Implementation Guide - Comprehensive Solutions Handbook (CS Handbook) presents procedures for implementing Complete Streets across all project types. The CS Handbook informs practitioners of possible constraints, the range of available solutions, and guidance on how to best implement the Complete Streets Policy. This guidance includes the Comprehensive Solutions, Complete Streets Checklists specific to applicable project delivery phases, descriptions of potential and appropriate improvements, and other resources to assist in the implementation of the Department’s Complete Streets Policy.



Complete Streets Checklists

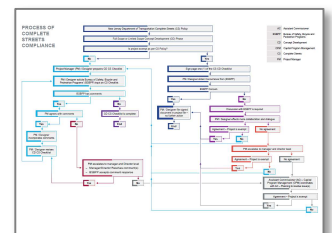
The Complete Streets Checklists apply to all NJDOT projects that undergo the Capital Project Delivery (CPD) process. There are three Complete Streets checklists:

- (1) Concept Development (Full Scope and Limited Scope projects) Checklist;
- (2) Preliminary Engineering (Full Scope projects) Checklist;
- (3) Final Design (Limited Scope projects) Checklist.



Complete Streets Standard Operating Procedure

Two Standard Operating Procedure charts, one for Full Scope and Limited Scope Concept Development Phases and the second for Preliminary Engineering Phase (Full Scope Project) or Final Design Phase (Limited Scope Project) were developed.



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