

New Jersey Complete Streets Design Guide

Using Complete Streets Guides to Support STEP Countermeasures

Sponsoring Agencies: New Jersey Department of Transportation (NJDOT); Federal Highway Administration (FHWA)

Plan Date: 2017

URL: http://www.state.nj.us/transportation/eng/completestreets/pdf/NJCS_DesignGuide.pdf

Summary

The 2017 Complete Streets Design Guide is a concise but thorough reference guide for designing streets to meet multimodal and community needs. The guide includes the Complete Streets toolbox that draws on best practices from a variety of national design standards and guidelines, emphasizes the role of context and flexibility during the design process, and describes the benefits and applications of numerous design options.

Highlights

FLEXIBILITY IN DESIGN: A flexible approach to design is a critical component of Complete Streets. The key to achieving greater flexibility is understanding all the guidance documents available (including this guide) and applying appropriate designs to achieve desired outcomes. (p. viii)

COMPLETE STREETS TOOLBOX: The toolbox provides a primer on common design treatments and their typical applications, design considerations, and how they impact different modes. (p. 31)

STREET TYPOLOGIES: Community context and transportation needs are reflected in the guide's street typologies. (p. 147)

Pedestrian Crossing Distance Before and After Curb Extensions

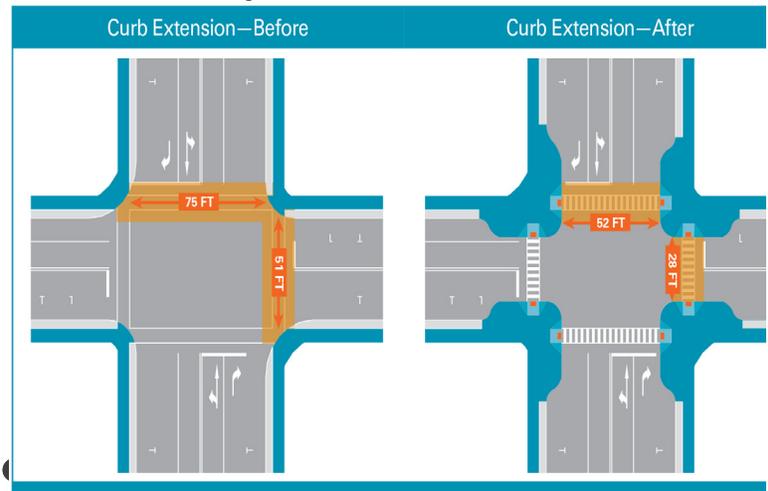


Image Source: NJDOT Complete Streets Design Guide, 2017

MEASURING SUCCESS: An updated performance metric might look at crash reduction, reduced vehicle miles traveled, or shifts in mode share to walking, biking, and/or transit trips as measures of success. (p. 29)

DESIGN GUIDANCE FOR UNCONTROLLED CROSSINGS: The guide provides detailed guidance on pedestrian countermeasures including gateway treatments (p. 114), curb radii (p. 115), curb extension (p. 120), crossing islands (p. 122), raised crosswalks (p. 125), and crosswalk design. (p. 131)

ROAD DIETS AND RESURFACING: A Complete Streets policy requires that during road reconstruction and resurfacing projects, an assessment is conducted to examine the feasibility of reallocating space in the roadway to better accommodate pedestrians, bicycles, and transit vehicles. (p. 65)

Curb Extensions

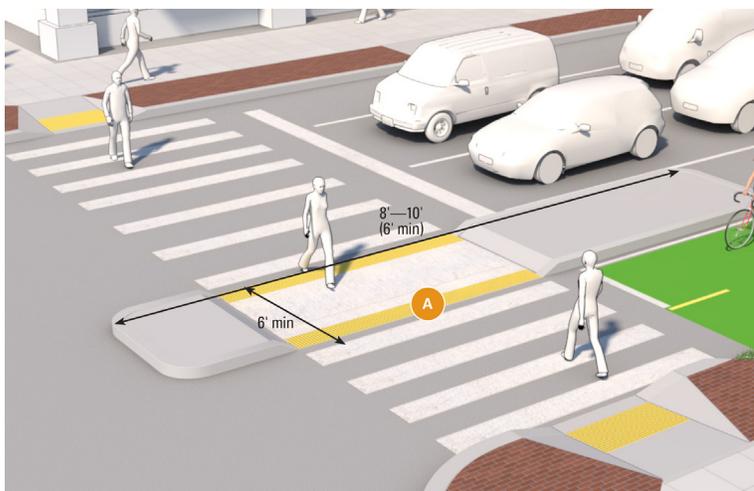


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