Complete Streets in NJ

NJDOT’s Complete Streets Policy
“In what is likely to be looked back on as a game changing moment, the NJDOT has adopted an internal “Complete Streets” policy, becoming only the second state in the nation to do so.”

-- Brent Barnes, Director, Statewide Planning, NJDOT
"This Complete Streets Policy is a profound statement by the Department that all users on New Jersey state roadways deserve to be safely accommodated. Our next steps are to institutionalize all aspects of this policy into our project pipeline delivery process and to work with local and regional jurisdictions to encourage them to adopt similar policies."

-- Sheree Davis, Bicycle & Pedestrian Office & Transp. Demand Management Office, NJDOT
Purpose

- Planning
- Design
- Construction
- Maintenance
- Operation

VISION STATEMENT

- Less Cars
- Corridor-wide Multi-modal Avenues
- More Bike Paths
- More Trails
- Interconnected Network
- Wider Shoulders
- Roadway/Vegetation Maintenance
Definition

Accommodates ALL Users for ALL Trips Safely & Efficiently, Along & Across

- Public transit users
- Bicyclists & Pedestrians
  - All ages
  - All abilities
- Motorists
A Complete Street:

“Get a bicycle. You will not regret it.”

-Mark Twain
A Complete Street:

“Anywhere is walking distance, if you have the time.”

-Stephen Wright
Why Complete the Streets?

COMPLETE STREETS

Bike Montclair

TOUR de MONTCLAIR 2009
Sunday, May 17, 2009 for families kids everybody!
*Americans want to walk and bike more*

- 52% of Americans want to bike more than they do now.

- 55% of Americans would prefer to drive less and walk more.
*About a third of Americans don’t drive*

- This includes:
  - Older people who don’t drive
  - All children under 17
  - Some people with disabilities
  - Many low income people who cannot afford automobiles.
  - Those that prefer a car-free lifestyle
*Existing streets are Inadequate*

- No sidewalks for pedestrians
- Lanes are too narrow for motorists to share with bikes
- Streets are too wide, too dangerous to cross on foot
- No accommodations for people with disabilities
Incomplete Streets Are Unsafe

Pedestrians and Bicyclists...

- Receive 1% of Federal Funding
- Represent 10% of Trips
- Suffer 13% of Fatalities

FMIS, NHTS, FARS federal databases
Portion of All Trips

<table>
<thead>
<tr>
<th>Country</th>
<th>Walk</th>
<th>Bike</th>
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<tbody>
<tr>
<td>USA</td>
<td>5%</td>
<td>0%</td>
</tr>
<tr>
<td>Germany</td>
<td>20%</td>
<td>15%</td>
</tr>
<tr>
<td>Netherlands</td>
<td>25%</td>
<td>30%</td>
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</tbody>
</table>

Pucher, AJPH Sept 2003
Deaths per 100 Million km Traveled

- USA
- Germany
- Netherlands

- Walk
- Bike

Pucher, AJPH Sept 2003
Benefits

- Improve Safety
- Provide Connections
- Promote Healthy Lifestyles
- Create More Livable Communities
- Reduce Congestion & Greenhouse Gas Emissions
- Make Fiscal Sense
The Many Types of Complete Streets

CONTEXT

<table>
<thead>
<tr>
<th>Rural</th>
<th>Low Density</th>
<th>Town</th>
<th>Dense Suburb</th>
<th>City</th>
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<tbody>
<tr>
<td>Center</td>
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<tr>
<td>Corridor</td>
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<tr>
<td>Waterfront</td>
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</tbody>
</table>
Roadway Design

Historic focus on moving high volumes of motor vehicle traffic as quickly and efficiently as possible.
What Pedestrians Need:

*Lower* volumes of motor vehicle traffic moving at *slow* speeds, sidewalks, separation from traffic.
Is this street complete?
Is this street complete?
Is this street complete?
Is this street complete?
Is this street complete?
Is this street complete?
Road diet – Watch it happen
Road diet – Watch it happen
Road diet – Watch it happen

League of American Bicyclists
What Bicyclists Need:

SPACE!

Lack of adequate space creates hazards for bicyclists and motorists
How do I look?
What does a Complete Street Look Like in NJ?

**Varying Types**
- Urban
- Metropolitan
- Suburban
- Vacation
- Rural

**Varying Needs**
- Urban Center
- Mature Metrop. Area
- Metrop. with Industry
- Metrop. with Office
- Metrop. with Shopping
- Rural Town
- Urban/Rural Area
- Vacation Area
Urban
Urban
Urban

Jersey City, NJ

Camden, NJ (Before & After)

Trenton, NJ
Urban
Mature Metropolitan
Mature Metropolitan
Mature Metropolitan
Urban/Metropolitan
State Highway Corridors
State Highway Corridors
State Highway Corridors
State Highway Corridors
Suburb
Vacation Area (Shore Town)

Cape May

Belmar

Ocean City
Vacation Area (Shore Town)
Vacation Area (Shore Town)
Students, Brooklyn, NY

Ladybug, Seattle, WA

Traffic Calming, Cambridge, MA

Community Intersection Repair, Portland, OR
Rural Area
Rural Towns

Elmer, NJ

Mullica, NJ

Cranbury, NJ

Long Valley, NJ
Rural Towns
Rural Towns
Basic Elements

Pedestrians * Bicyclists * Transit * Trucks * Buses * Automobiles
Complete Streets Atlas

120 jurisdictions committed to complete streets
Adopt a CS Policy in Your Community
Complete Streets in NJ

“Base your vision on how you want to live, not what you’ve learned to live with.” - Anonymous
Complete Streets in NJ

Contact:

New Jersey Department of Transportation
Office of Bicycle and Pedestrian Programs
P.O. Box 600
Trenton, NJ 08625-0600
www.njcommuter.com