Complete Streets and MPO Planning and Funding

NJ Complete Streets Summit
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Rutgers University Student Center

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North Jersey Transportation Planning Authority
NJTPA Region

Bergen          Newark
Essex           Ocean
Hudson          Passaic
Hunterdon       Somerset
Jersey City     Sussex
Middlesex       Union
Monmouth        Warren
Morris
NJTPA Core Responsibilities

- Regional Transportation Plan for Northern New Jersey (RTP) 
  Updated every four years

- Transportation Improvement Program (TIP) - 
  Updated annually

- Unified Planning Work Program (UPWP) 
  Updated annually
Overview

- How MPOs are supporting counties and towns in planning for and implementing Complete Streets
- How Complete Streets incorporated into regional funding decisions
- Costs and benefits of completing the streets
PURPOSE:

“…to identify the State's key safety needs and guide investment decisions to achieve significant reductions in highway fatalities and serious injuries on all public roads”

Eight Emphasis Areas:

- Minimize Roadway Departure Crashes
- Improve Design / Operation of Intersections
- Curb Aggressive Driving
- Reduce Impaired Driving
- Reduce Young Driver Crashes
- Sustain Safe Senior Mobility
- Increase Driver Safety Awareness
- Reduce Pedestrian, Bicycle, Rail and Vehicular Conflicts
Fatality Rate/100,000 Pop.

New Jersey = 2.07
Rank = 10th
National Average = 1.67
Highest = New Mexico = 3.23
Massachusetts = 0.92
Pennsylvania = 1.24
Connecticut = 1.44
Delaware = 1.98

Pedestrian Fatalities Statewide

Source: Governor’s Highway Safety Office

Fatalities

Year


Percent of All Fatalities

1998 1999 2000 2001 2002

Fatalities


Source: Governor’s Highway Safety Office
Why Calm Traffic?

Chances of being killed (Car vs. Person)

- Chance that a pedestrian is killed
- Vehicle Speed

Regional Safety Priorities Studies

- Initial study 2005; Update 2008
- Priority crash locations identified around the region using multiple factors, including bike/ped crashes
- Selection of New Safety Initiative Locations
- Programmatic Initiatives, including pedestrian safety
- Many locations become priority candidates for funding programs
Walkable Community Workshops

Promotes Accessibility, Safety, Public Health, Economic Development, Complete Streets

Almost two dozen workshops held in the NJTPA region since 2006

Workshops engage planners, engineers, elected officials, law enforcement and the public in identifying issues and solutions

Some recommendations have been implemented using federal state & local resources
Pedestrian Safety at and Near Bus Stop Study

**Project Background:**
- N.J. experiences a disproportionately high number of pedestrian injury crashes and fatalities compared to nation

- Approximately 600,000 bus trips per day boarding at over 20,000 marked bus stops in N.J.

**Purpose of Study:**
- Reduce severity and frequency of pedestrian - vehicle crashes at and near bus stops

- Develop a “4E” campaign
Crash data Supports NJTPA’s Pedestrian Safety at and Near Bus Stop Study

Preliminary analysis of pedestrian high crash segments and their proximity to bus stops within the NJTPA region
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Plan 2035

Help Northern New Jersey Grow Wisely
Focus on Climate Change
Make Travel Safer
Fix it First
Expand Public Transit
Improve Roads but Add Few
Move Freight More Efficiently
Manage Incidents and Apply Technology
Support Walking and Bicycling

Emphasis on Livable Communities
Distribution of Funds By RCIS Category

FY 2010

NJTPA Board Expenditure Goals
Complete Streets Related Prioritization Criteria
(317 out of 1,000 possible points)

ENVIRONMENT
Will it improve air quality? Max 60 points
Reduce VMT

USER RESPONSIVENESS
Will it reduce traffic congestion? Max 61 pts
Roadway and bike/ped improvements

SYSTEM COORDINATION
Will it provide bicycle or pedestrian improvements? Max 37 pts
Off-road and on-road facilities and improvements

REPAIR AND MAINTENANCE
Will the project improve a safety problem? Max – 110 pts
Includes traffic calming

LAND USE /TRANSPORTATION PLANNING
Has the project emerged from the planning process required to establish an officially adopted improvement district? Max -49 pts
Federally Funded Local Safety Program

Since 2005, over $10M allocated in the NJTPA region

$2M per year in TIP

Examples of Funded Projects:

- New pavement markings and signage
- Traffic and pedestrian signals and upgrades
- Crosswalks, traffic calming
New Jersey Road Segments Eligible for Funding through the High Risk Rural Road Program

(3,600 miles)
Other Funding Resources for Complete Streets Implementation

• Safe Routes to School (Federal)

• Transportation Enhancements (Federal)

• Local Aid Programs (State)

• County and Municipal Funding

• Developer Contributions
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Why have a policy?

To save money: in the long run, retrofit projects always cost more than getting it right the first time.
Incomplete Streets are Unsafe

Bicyclists and Pedestrians

- Receive 1% of federal funding
- Represent 12% of trips
- Suffer 13% of fatalities
South Orange Avenue, CR 501
East Orange (2.5 mile segment)

• Priority location from 2005 safety study

• 2003 - 2006: Average of 19 pedestrian & bicycle crashes per year

• 2007 Improvements made: $2.4M LSP funds for pedestrian count down signals, crosswalks, ADA compliant curb cuts, and repaving

• 2008-2009: Pedestrian and bicycle crashes reduced 47% (average of 10 per year)
Kennedy Blvd., CR501
10 mile segment: Jersey City, Union City, North Bergen, West New York

• Priority location from 2005 safety study

• 2003 - 2005: Average of 117 pedestrian & bicycle crashes per year

• $1.38M in improvements made over several years: pedestrian count down signals, crosswalks, ADA compliant curb cuts, delineators

• 2006-2008: Pedestrian and bicycle crashes reduced 53% (down to an average of 54 per year)

• Pedestrian and bicycle crashes down 12% countywide 2006-2008
MPOs support Complete Streets implementation…

• through planning studies and data.
• by prioritizing construction projects that complete the streets.
• with dedicated resources that improve multi-modal safety and connectivity.
• by acting as a forum for a “4E” approach (Engineering, Education, Enforcement, Encouragement)
Thank You!

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