

Complete Streets and MPO Planning and Funding

NJ Complete Streets Summit
October 22, 2010

Rutgers University Student Center

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Regional Planning Director

North Jersey Transportation
Planning Authority

NJTPA Region

Bergen

Essex

Hudson

Hunterdon

Jersey City

Middlesex

Monmouth

Morris

Newark

Ocean

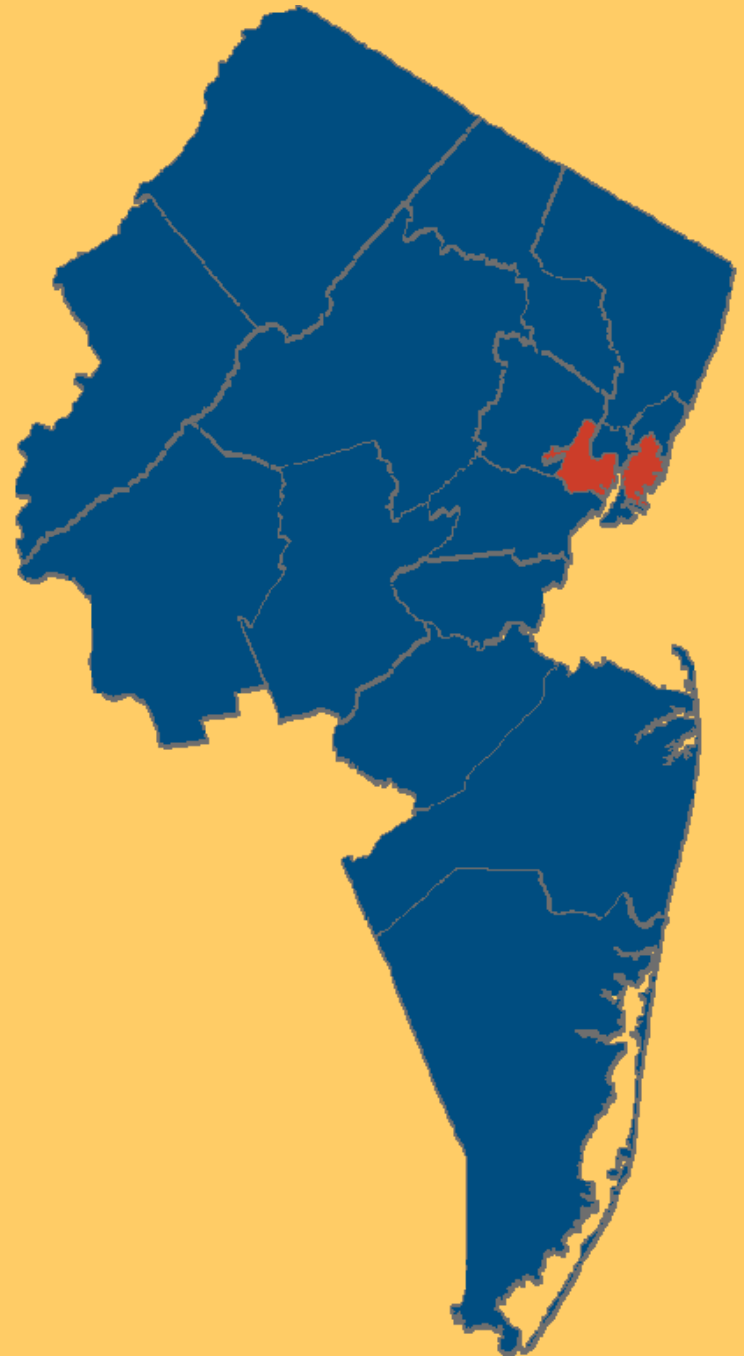
Passaic

Somerset

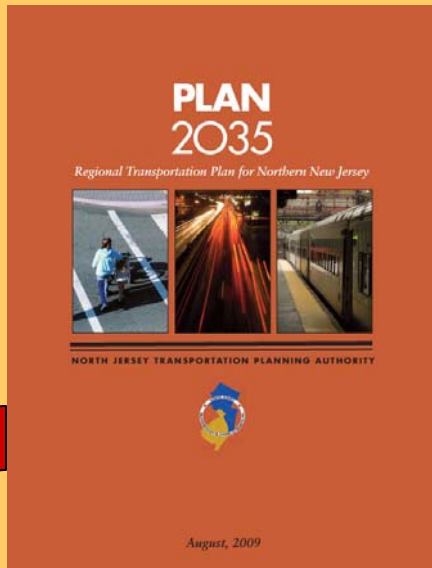
Sussex

Union

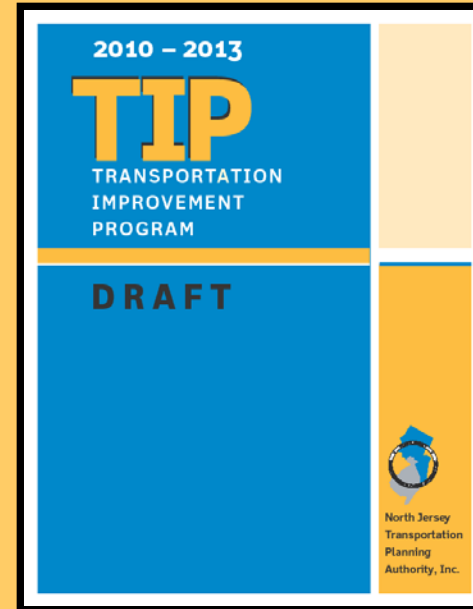
Warren



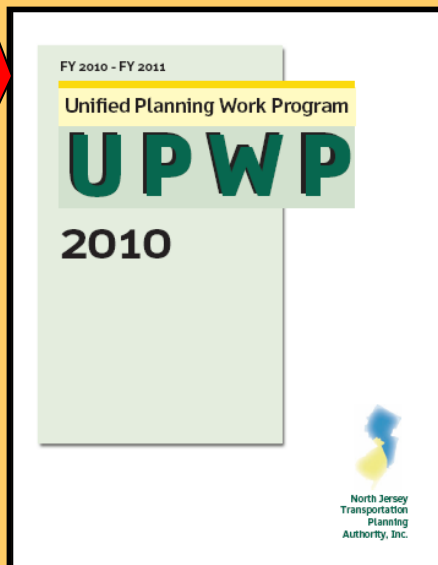
NJTPA Core Responsibilities



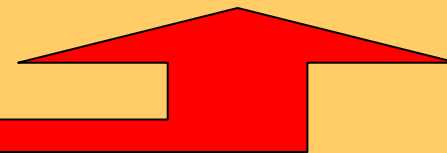
- Regional Transportation Plan for Northern New Jersey (RTP)
Updated every four years



- 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

NJ STRATEGIC HIGHWAY SAFETY PLAN

PURPOSE:

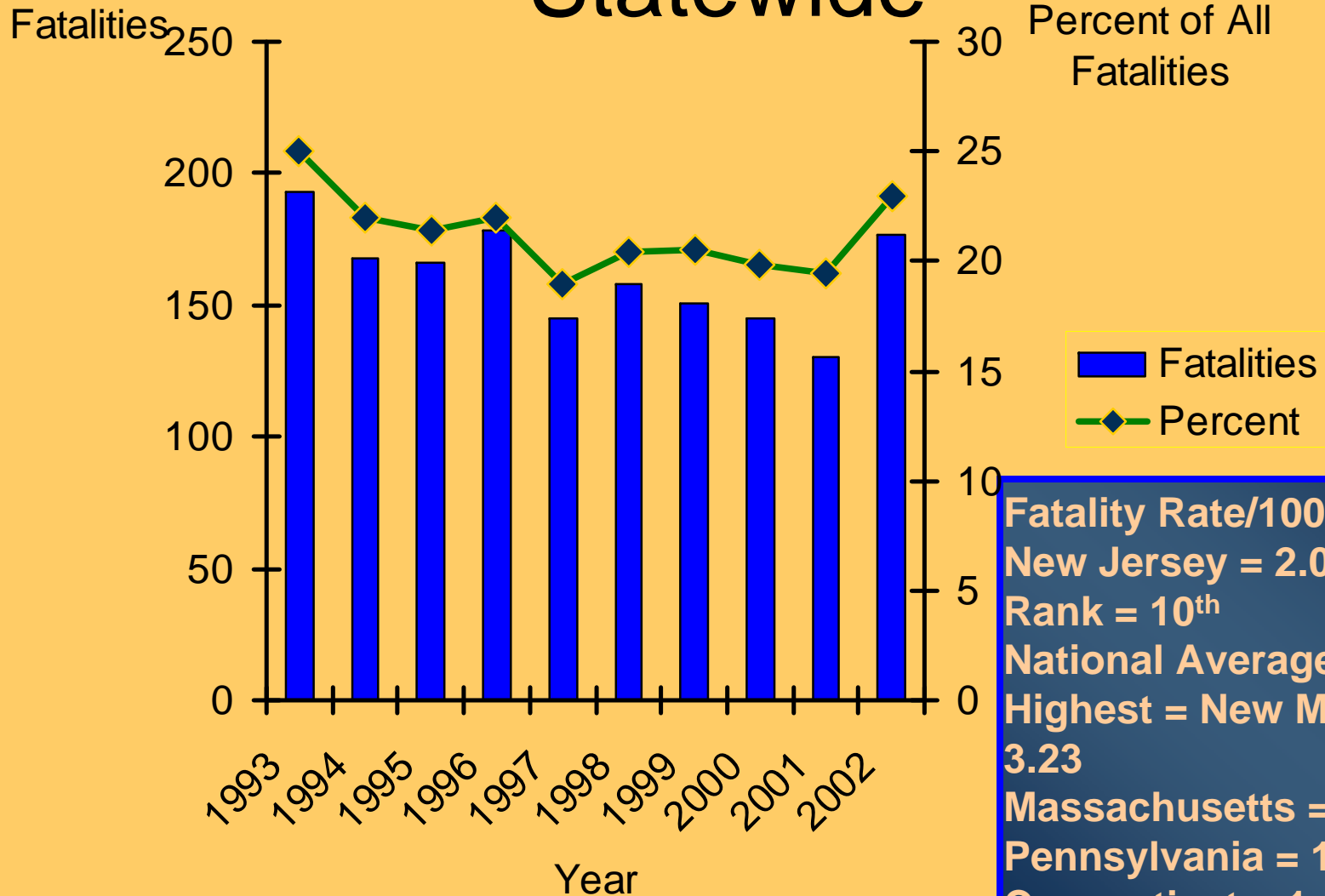
“...to identify the State's key safety needs and guide investment decisions to achieve significant reductions in highway fatalities and serious injuries on all public roads”

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**

Pedestrian Fatalities

Statewide

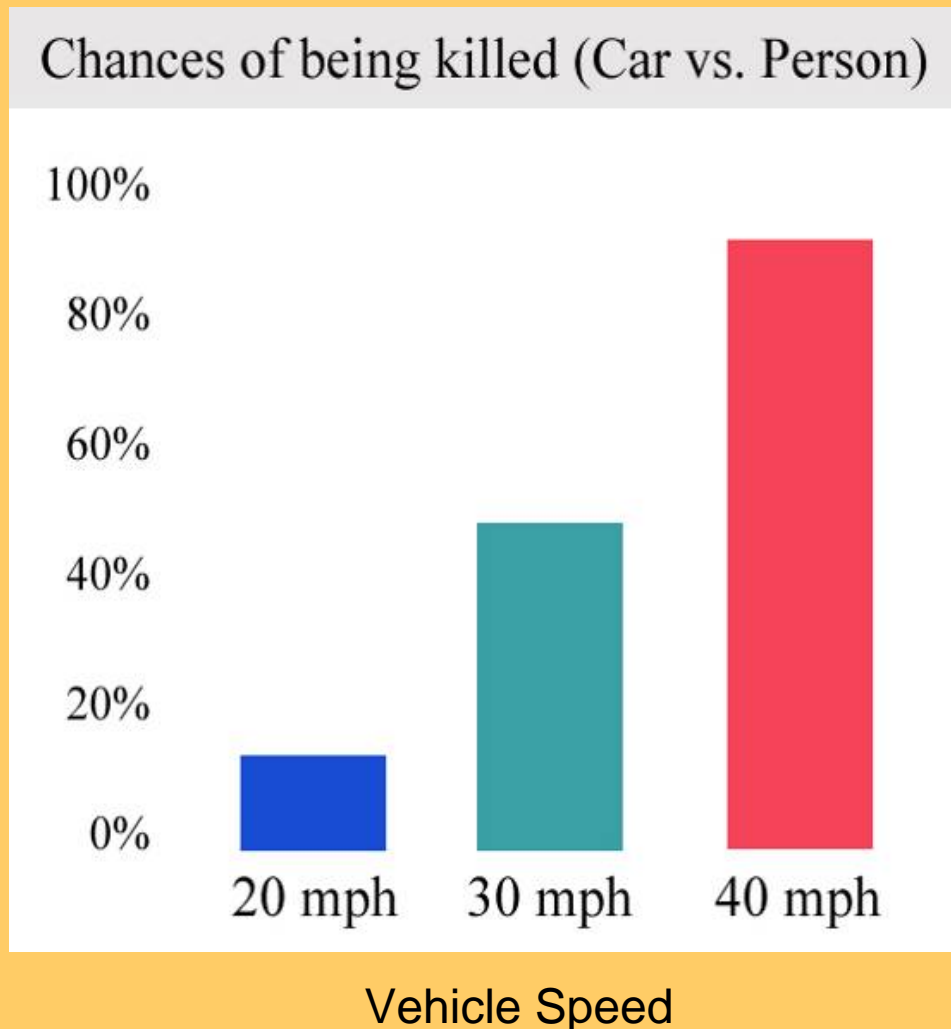


Fatality Rate/100,000 Pop.
 New Jersey = 2.07
 Rank = 10th
 National Average = 1.67
 Highest = New Mexico = 3.23
 Massachusetts = 0.92
 Pennsylvania = 1.24
 Connecticut = 1.44
 Delaware = 1.98

Source: Governor's Highway Safety Office

Why Calm Traffic?

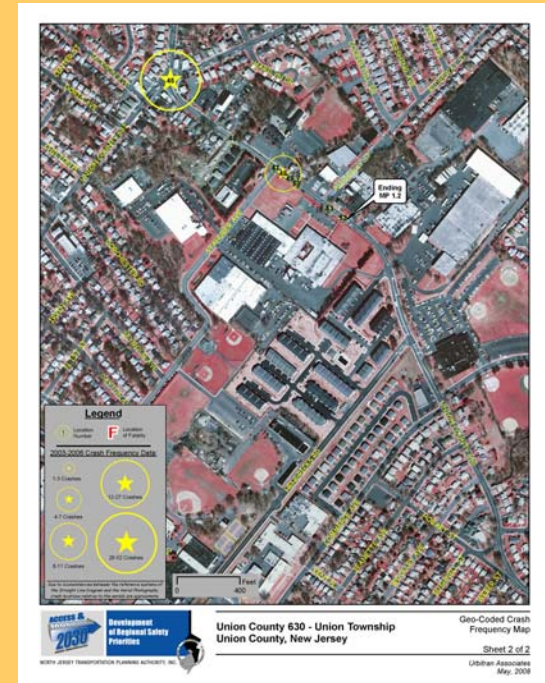
Chance
that a
pedestrian
is killed



(FHWA, Pedestrian Facilities Users Guide, 2002)

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



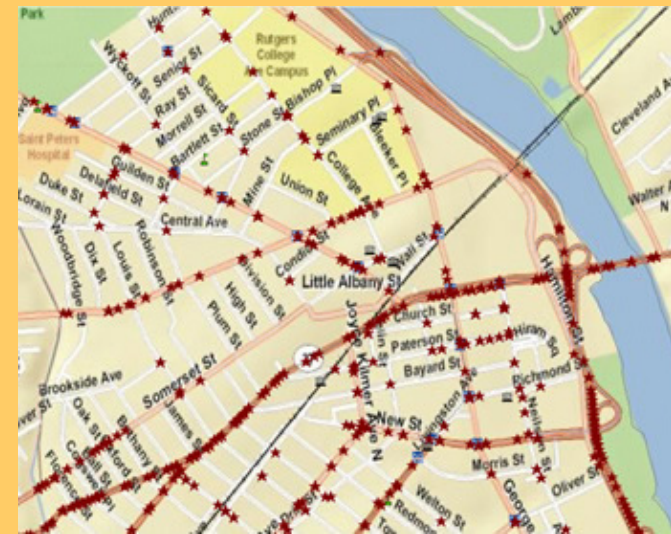
Pedestrian Safety at and Near Bus Stop Study

Project Background:

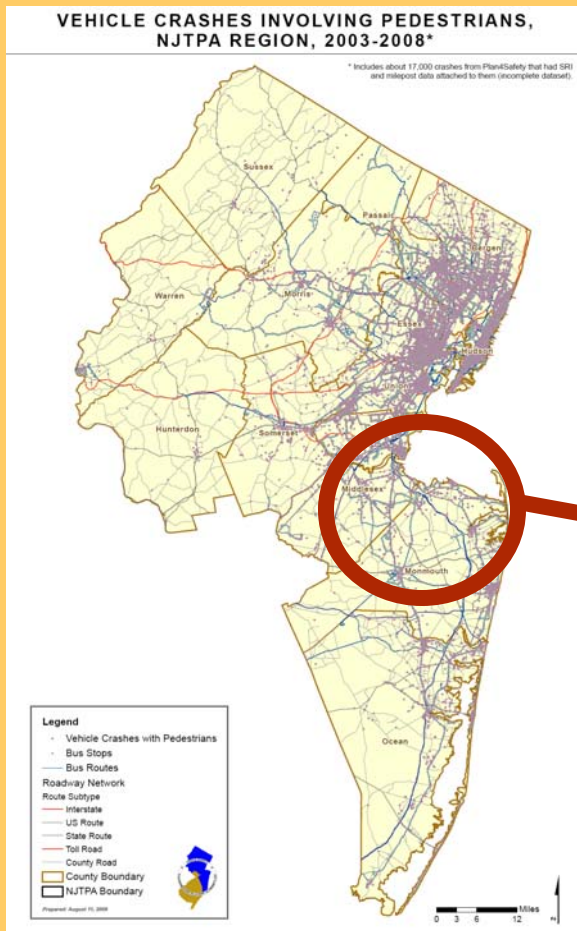
- N.J. experiences a disproportionately high number of pedestrian injury crashes and fatalities compared to nation
- Approximately 600,000 bus trips per day boarding at over 20,000 marked bus stops in N.J.

Purpose of Study:

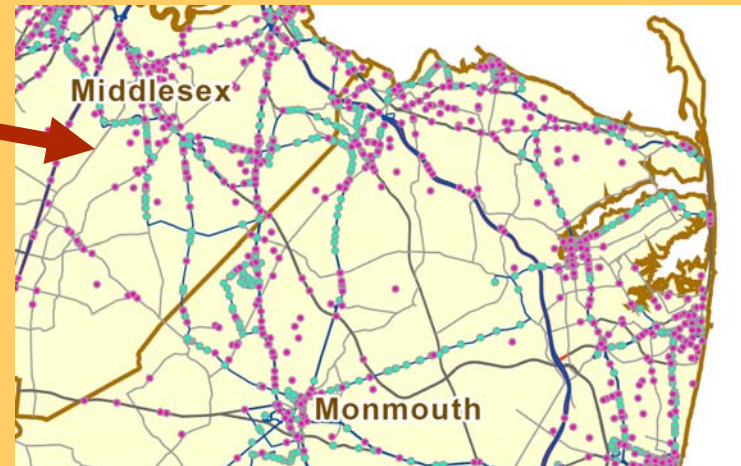
- Reduce severity and frequency of pedestrian - vehicle crashes at and near bus stops
- Develop a “4E” campaign



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

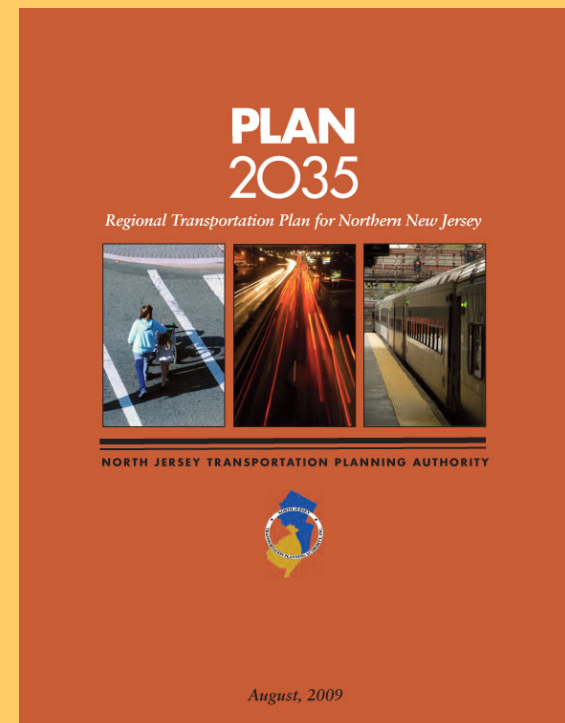
Move Freight More Efficiently

Manage Incidents and Apply

Technology

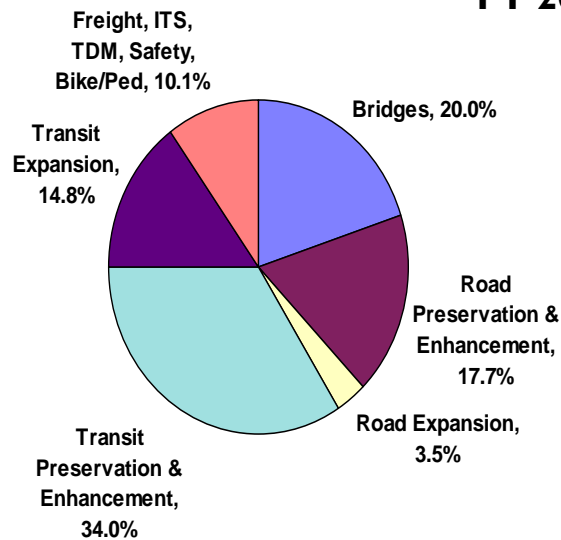
Support Walking and Bicycling

Emphasis on Livable Communities

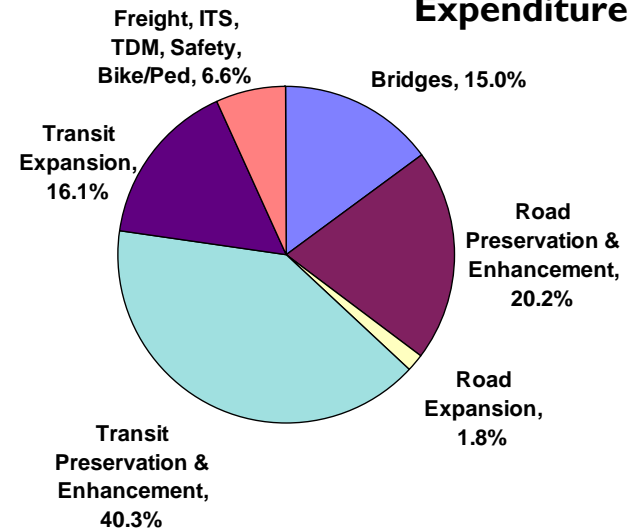


Distribution of Funds By RCIS Category

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)

RURAL ROUTES IN NEW JERSEY

Legend

Roadway - Functional Class

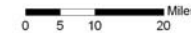
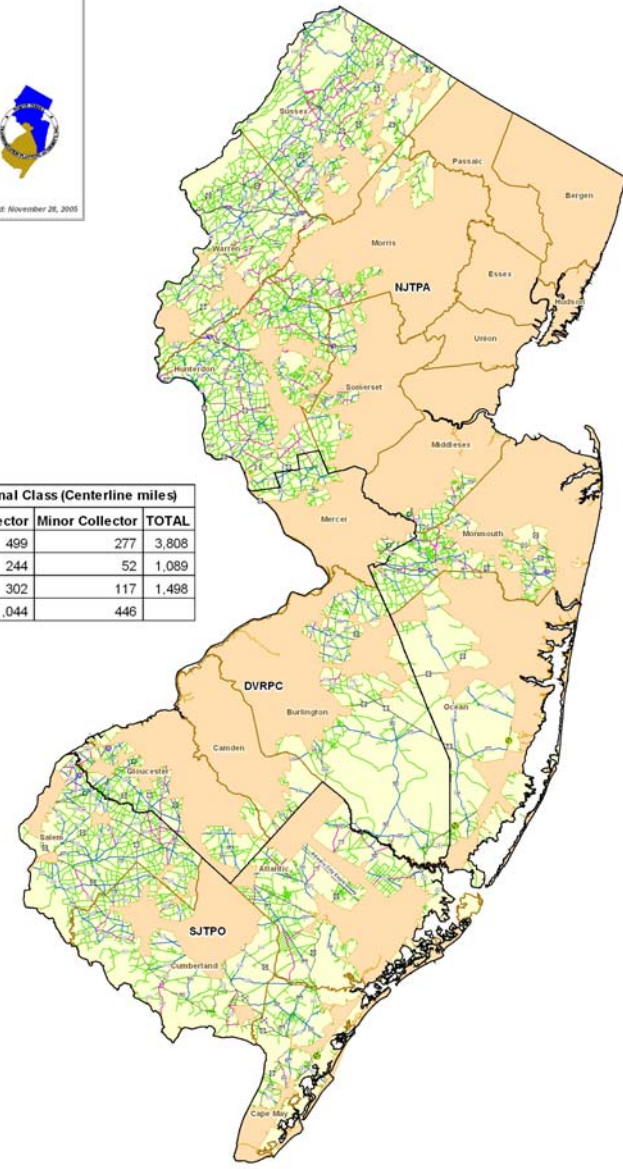
- Rural Major Collector
- Rural Minor Collector
- Rural Local
- Rural Interstate
- Rural Principal Arterial
- Rural Minor Arterial

- MPO Boundary
- County Boundary
- Urban Area Boundary

Prepared: November 26, 2005



Rural Routes by Functional Class (Centerline miles)				
MPO	Local	Major Collector	Minor Collector	TOTAL
NJTPA	3,033	499	277	3,808
DVRPC	794	244	52	1,089
SJTPO	1,079	302	117	1,498
TOTAL	4,905	1,044	446	



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

Overview

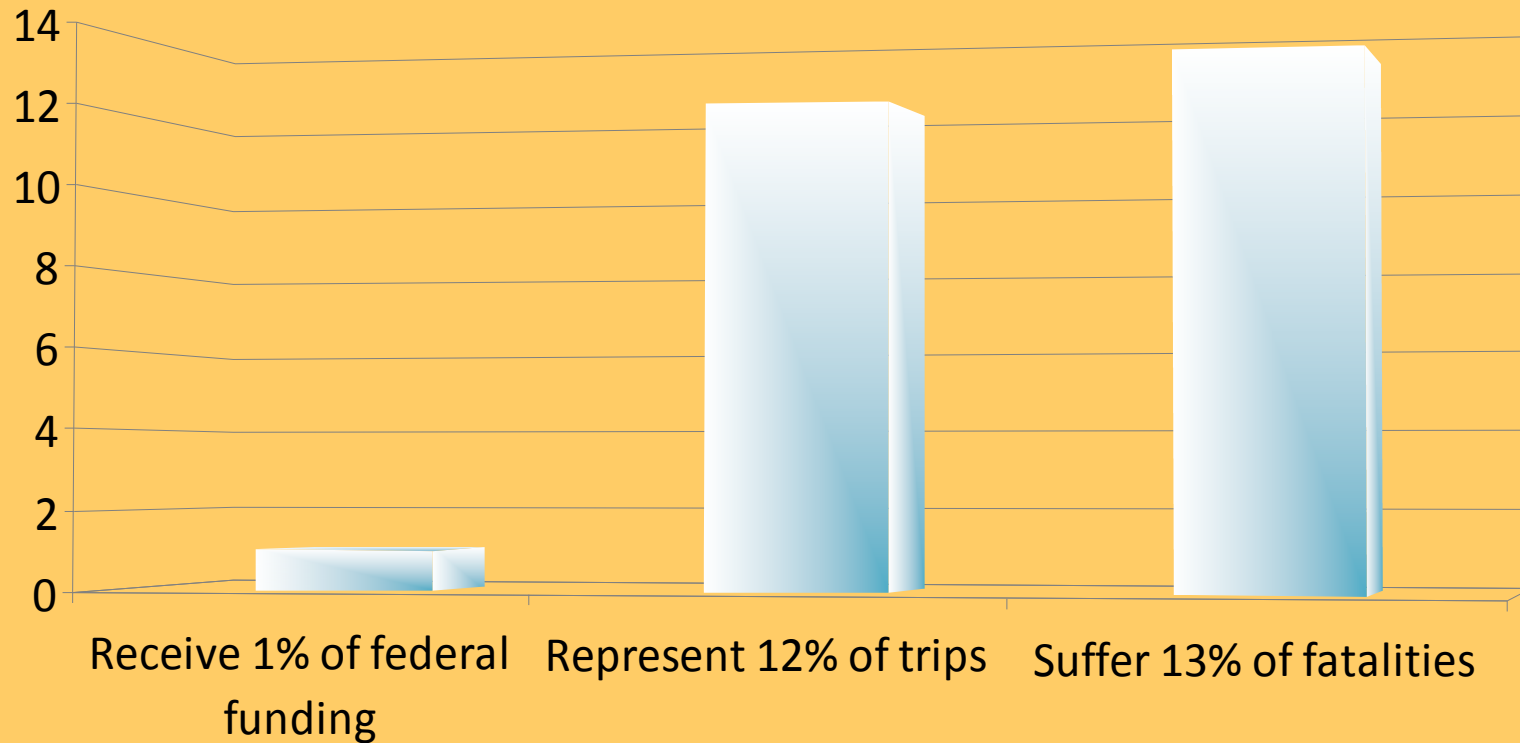
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Why have a policy?

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

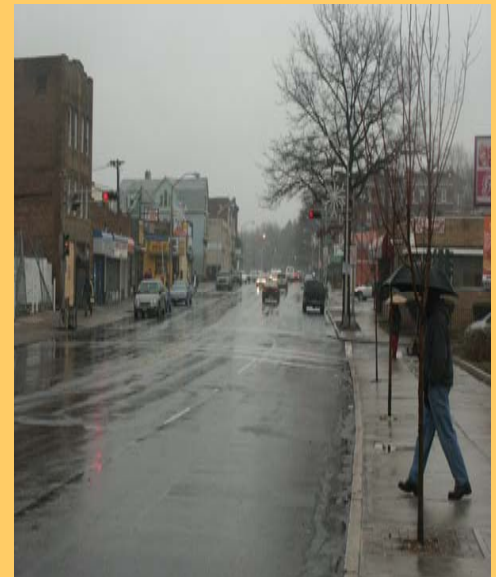
Incomplete Streets are Unsafe

Bicyclists and Pedestrians



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!

For further information, contact:

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