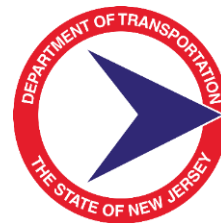

New Jersey Complete Streets Training

Complete Streets Summit
November 1, 2023



Michael Baker
INTERNATIONAL



N | V | 5

Meet the facilitators



Laura Torchio
AICP



Pete Kremer
AICP/PP



Recap of the Day

- Session 1

1. Local Success Stories of Complete and Green Streets

2. Advancing CS & VZ through Safe System Approach

3. Transit-Friendly Planning

- Session 2

1. Funding the Future

2. Inclusive Streets and Cognitively Divergent Individuals

3. Micromobility and Complete Streets

What to Expect

A Sneak Peek into NJDOT's Complete Streets Training



- Tools & Resources



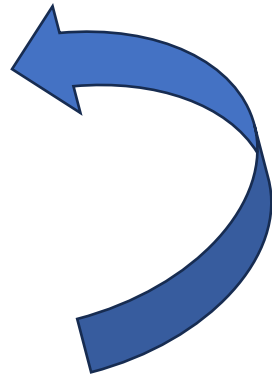
- Balance & Trade-offs



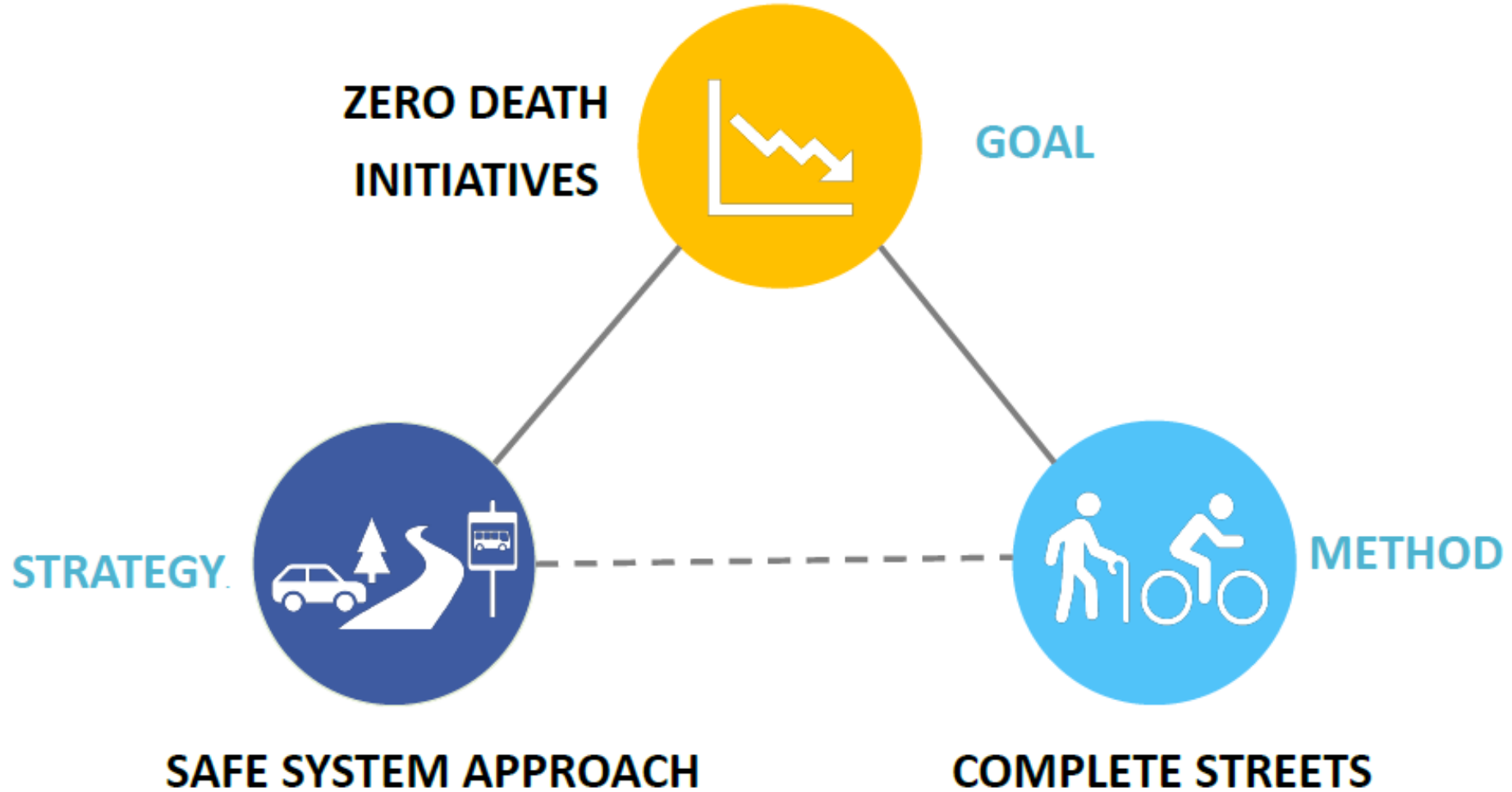
- Skill Building

Ground Rules

- Be ready to interact
- Paper & pen
- Work hats off
- Avoid "Yes, but"
(Stick with "Yes, and")
- Assume positive intent



Tools & Resources



What is Vision Zero?



1990s

Proactive, preventative approach that prioritizes traffic safety as a public health issue

Global Strategy



2009

National strategy on highway safety advocating for eliminating serious injuries and deaths on nation's roadways

US National Strategy



2016

Collaborative effort focused on eliminating traffic fatalities within 30 years

US NGO National Safety Council
Road to Zero Coalition



ZERO DEATH INITIATIVES



NJ BICYCLE & PEDESTRIAN
RESOURCE CENTER
Educate. Encourage. Empower.

What is the Safe System Approach?

**A paradigm shift
towards zero
deaths and
serious injuries.**

**US DOT's
National
Roadway Safety
Strategy**

The Safe System Approach

TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**

PERFECT human behaviour

Prevent **COLLISIONS**

INDIVIDUAL responsibility

Saving lives is **EXPENSIVE**

VS

VISION ZERO

Traffic deaths are **PREVENTABLE**

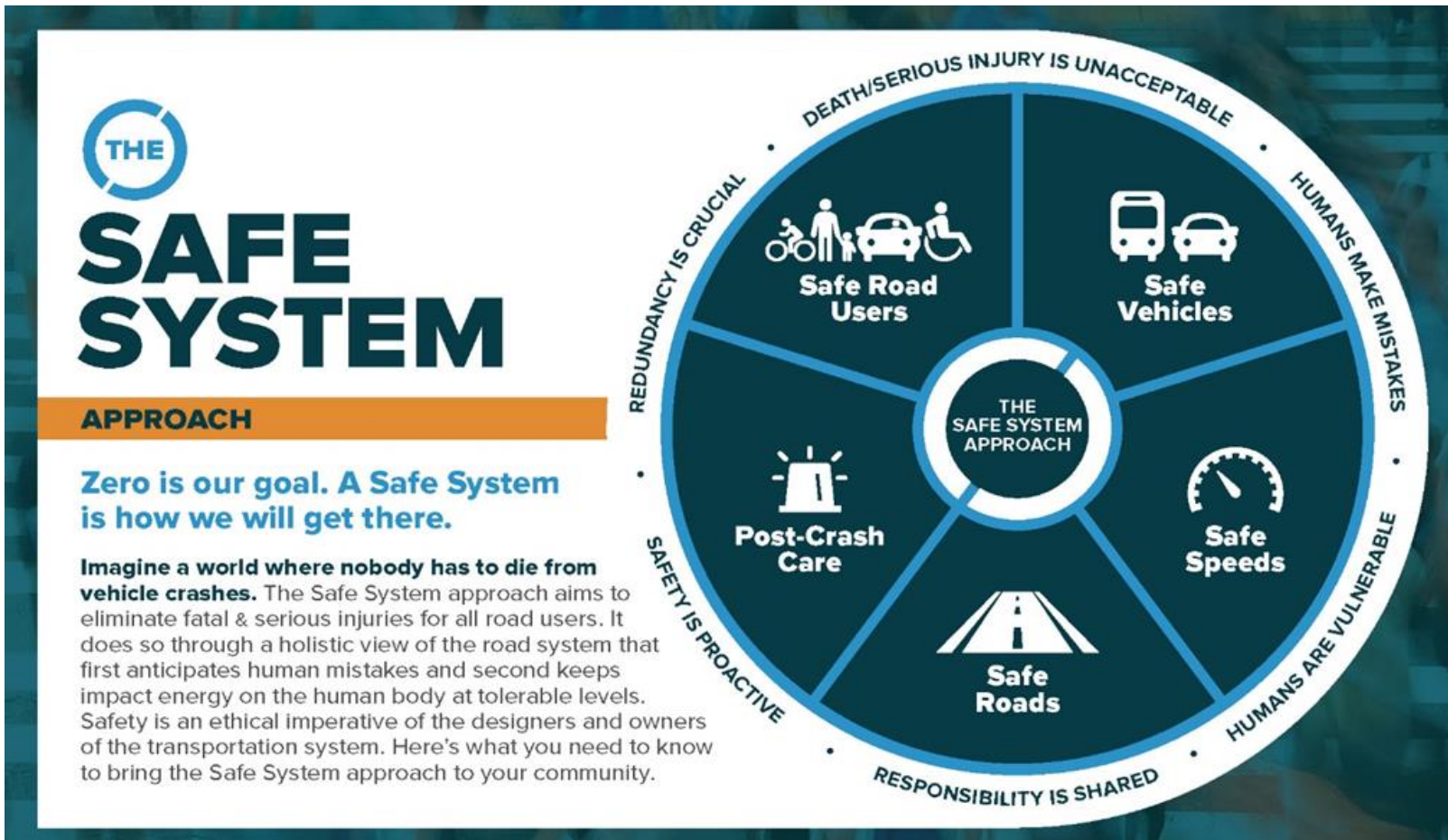
Integrate **HUMAN FAILING** in approach

Prevent **FATAL AND SEVERE CRASHES**

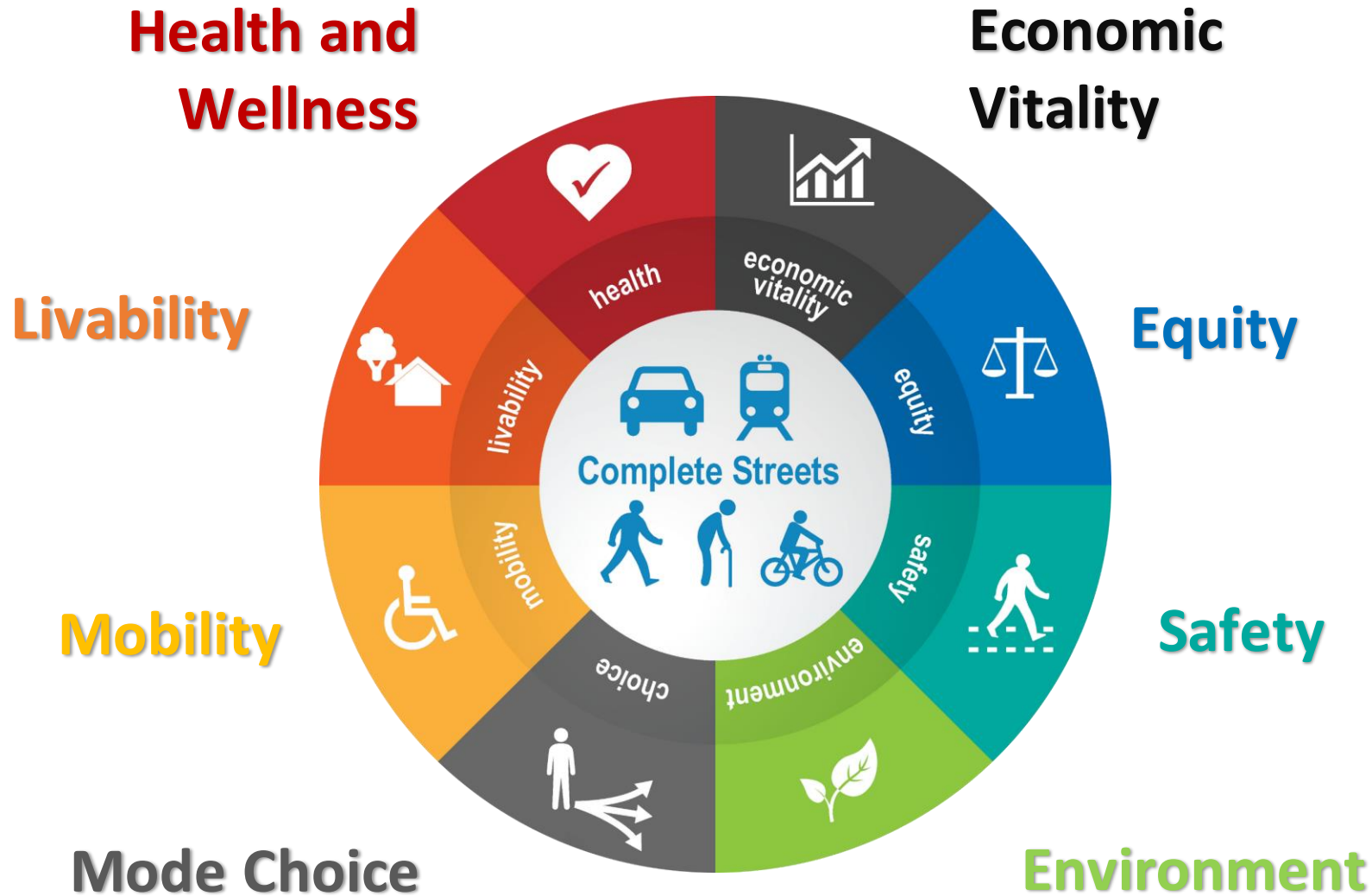
SYSTEMS approach

Saving lives is **NOT EXPENSIVE**

Safe System Approach: Principles & Elements



Benefits of Complete Streets/Networks



Prioritization: Safety, Comfort, Equity

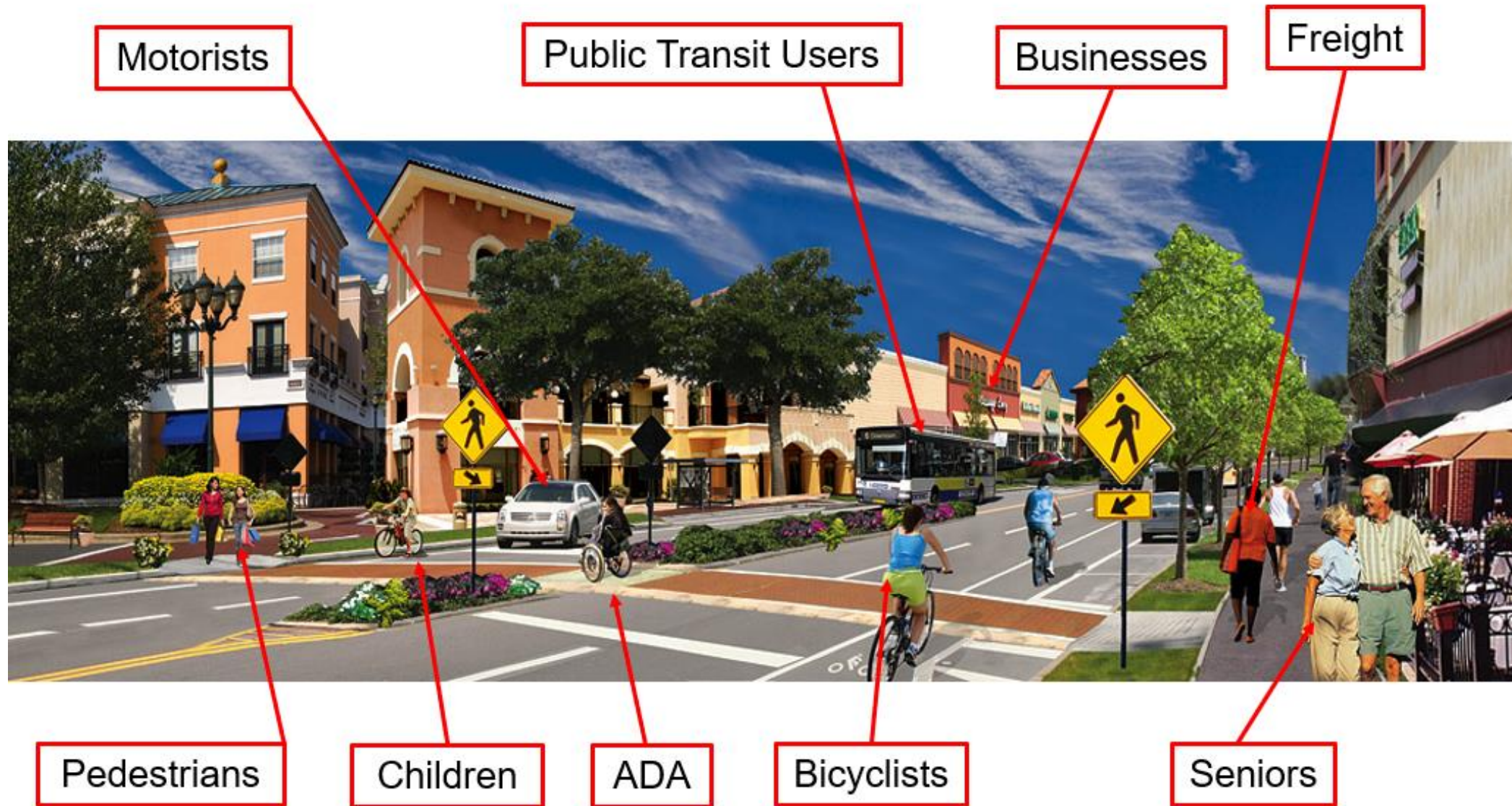


Diagram of a complete street. Photo credit: [AARP](#)

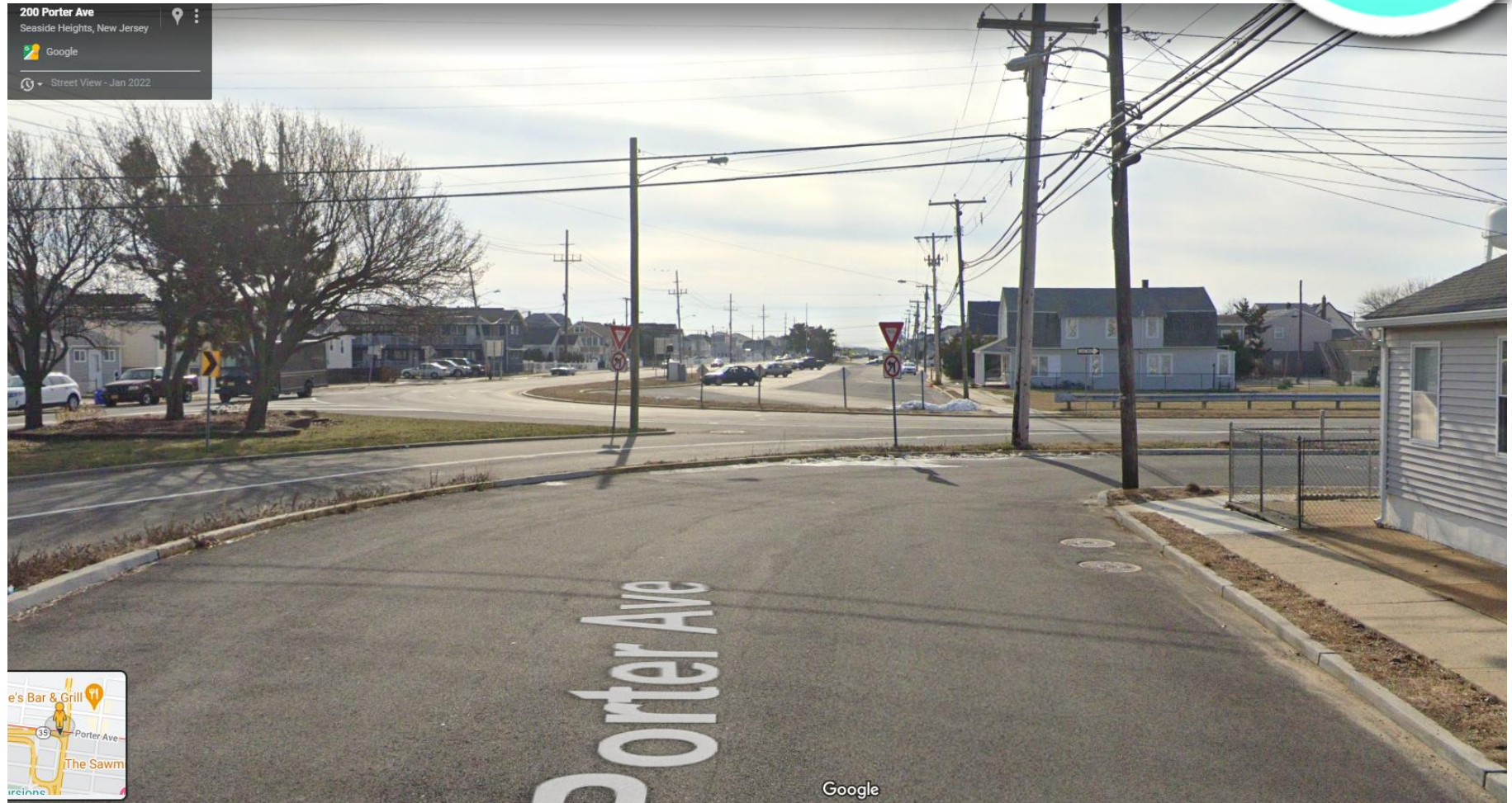
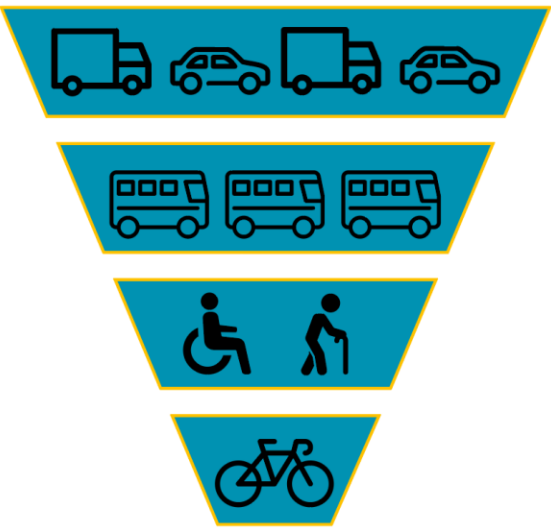
Not statistics ... people



Prioritization: Safety, Comfort, Equity



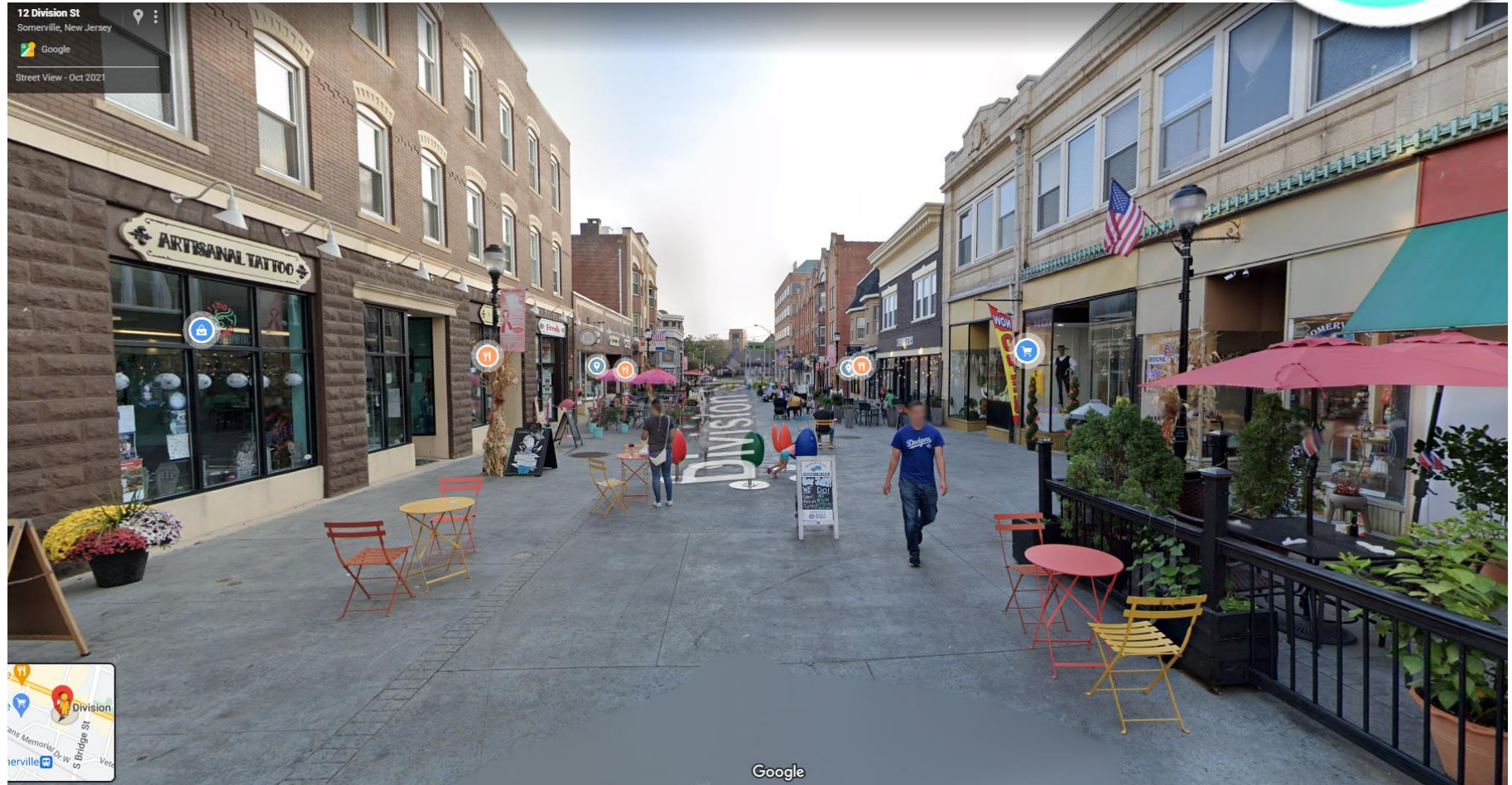
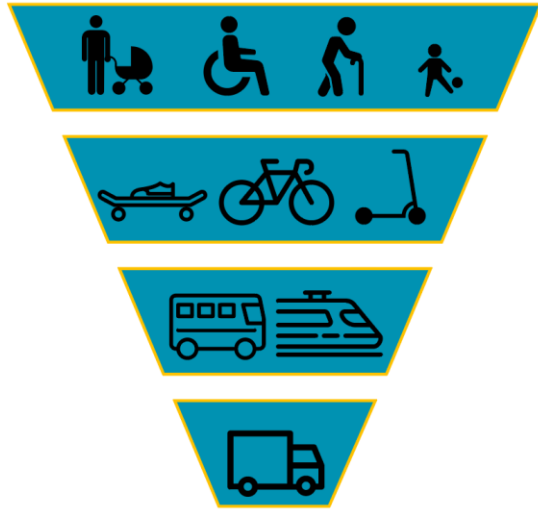
- Who is prioritized here? Who is comfortable here?



Prioritization: Safety, Comfort, Equity

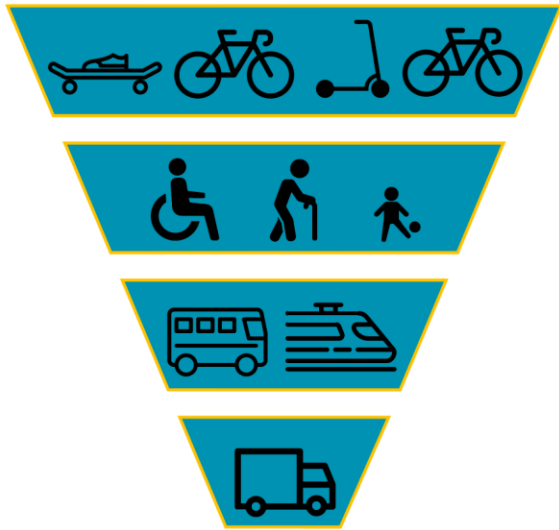


- Who is prioritized here? Who is comfortable here?



Prioritization: Safety, Comfort, Equity

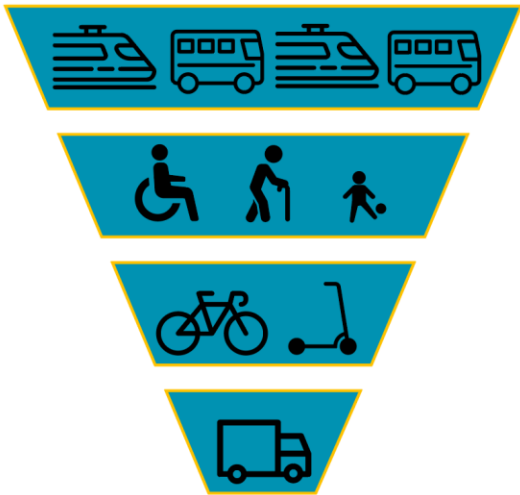
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Prioritization: Safety, Comfort, Equity



- Who is prioritized here? Who is comfortable here?



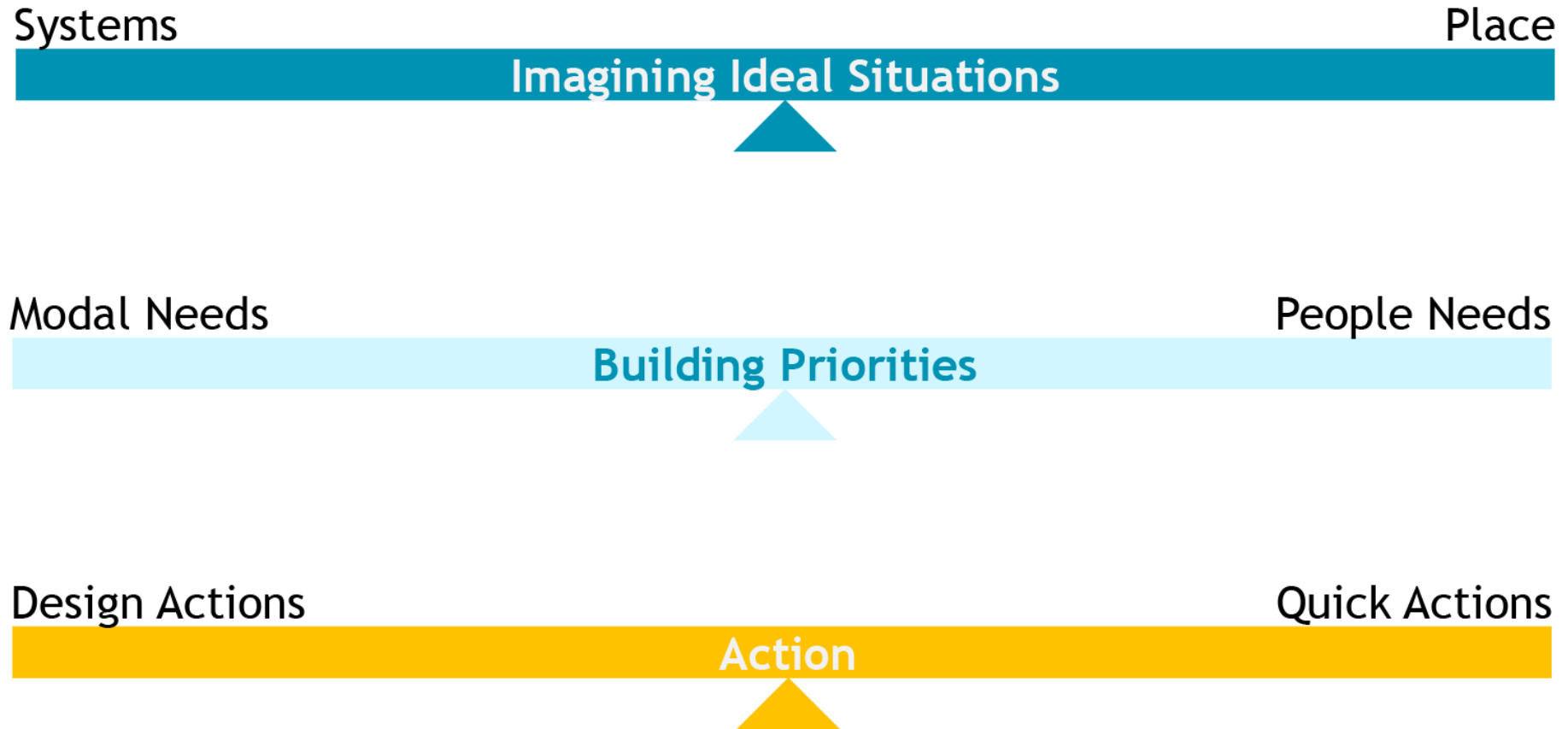
A Balanced Approach to Action



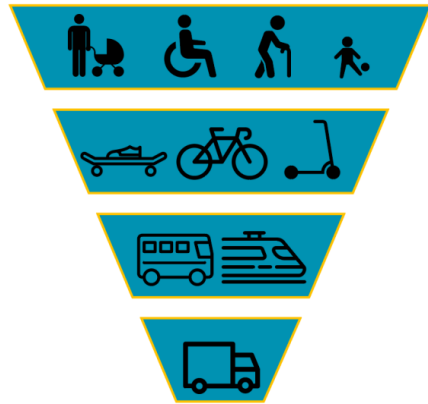
A Balanced Approach to Action



A Balanced Approach to Action



Balance & Tradeoffs



A VARIETY OF **STREET TYPES** IN EVERY STREET NETWORK



Pop-ups, Pilots, and Demonstration Projects

Quick-Build



Spectrum of Change

Course Overview

WHY

Module 1: Benefits

- Basics
- Costs & Benefits
- Emerging Trends

WHAT

Module 2: Planning & Placemaking

- Engagement & Visioning
- Planning & Zoning
- Policies
- Performance Measures

HOW

Module 3: Design

- Assessment
- Typologies & Design Elements
- Group Exercise

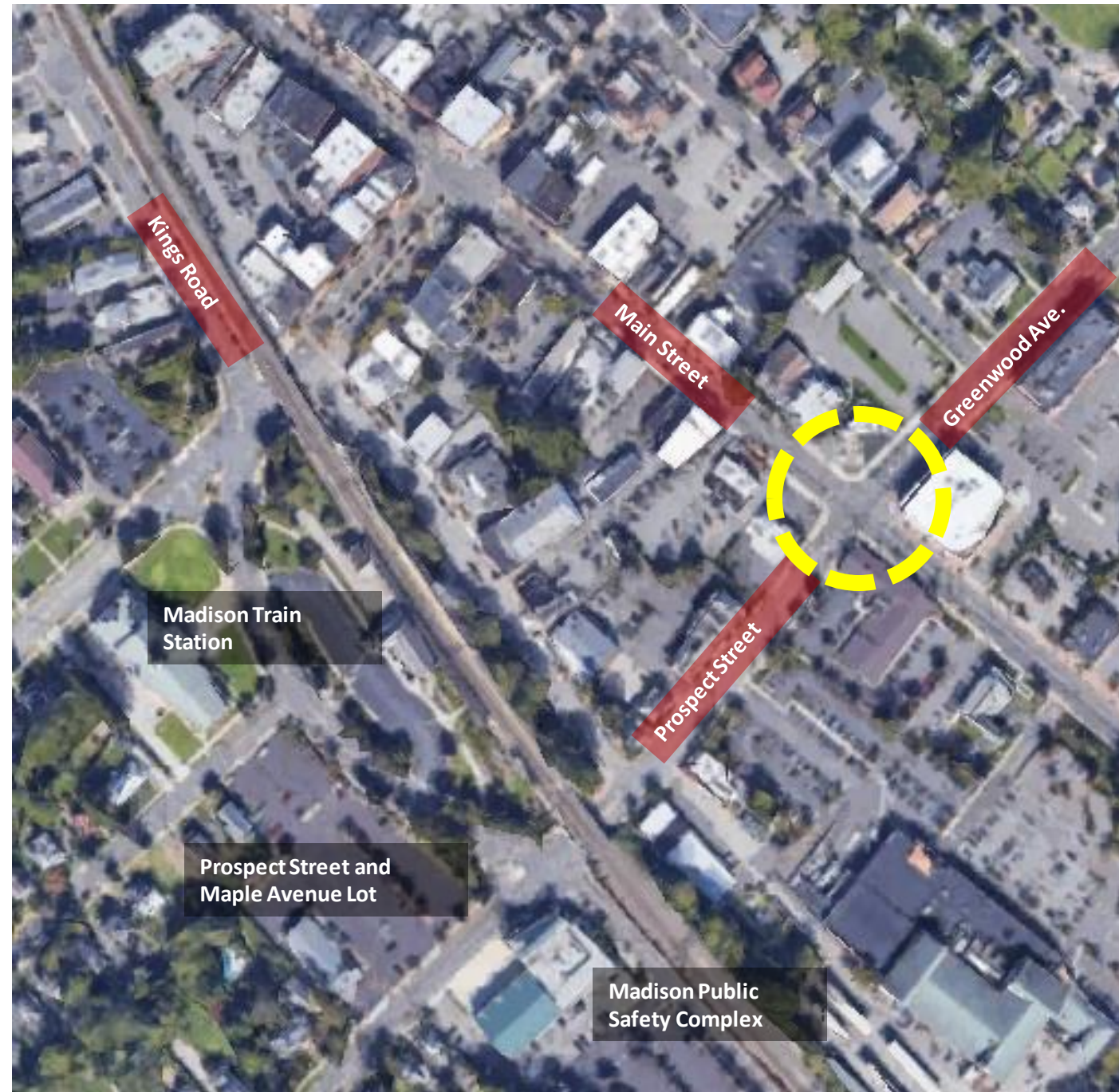


Local Street Case Study

Madison Borough, Morris County, NJ
Greenwood Avenue/Prospect Street

Location of Case Study

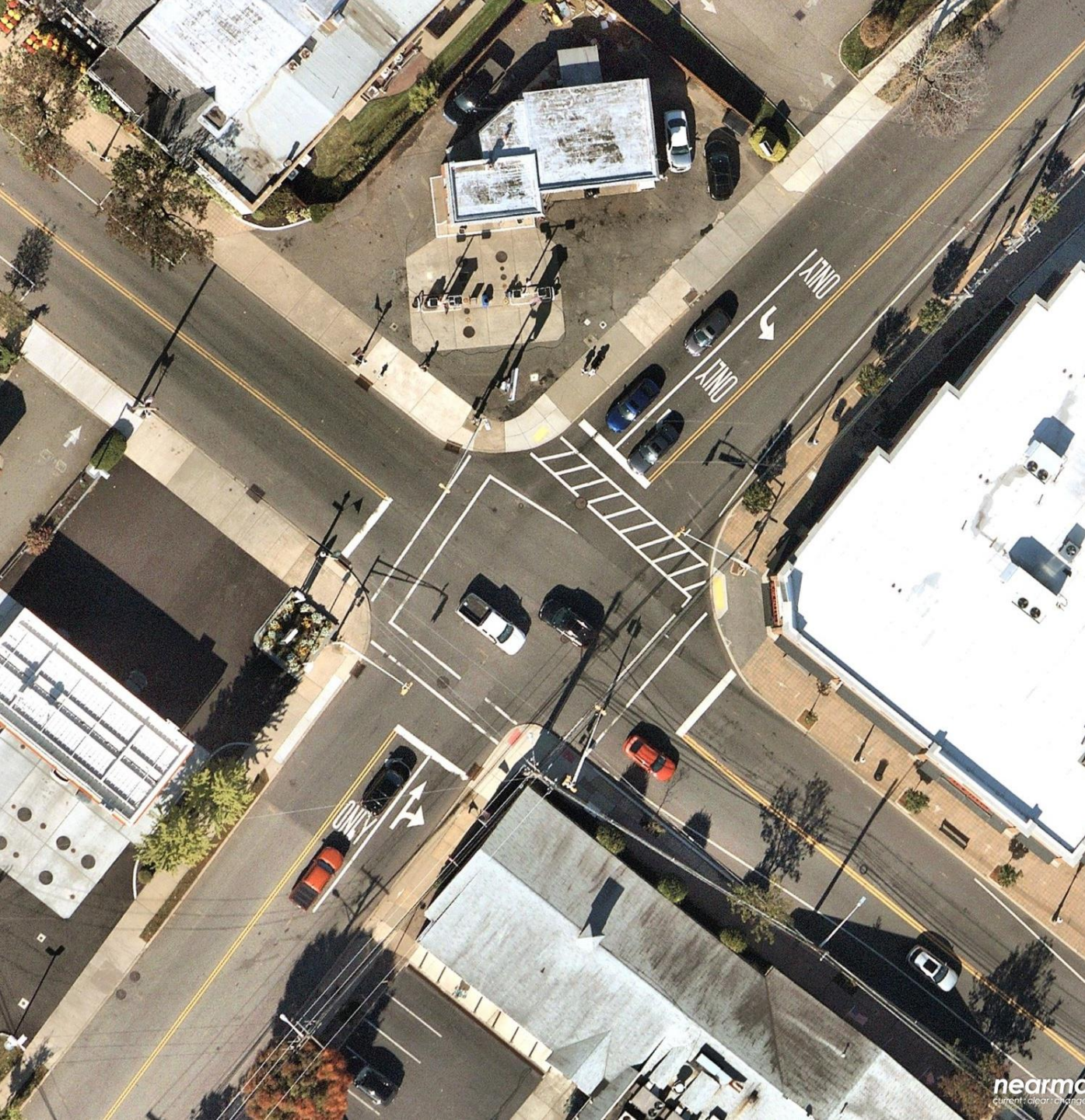
- Madison Borough, Morris County, NJ
- Small, moderate density, walkable downtown
- Greenwood Avenue at Prospect Street
- NJTRANSIT rail service





Background Data

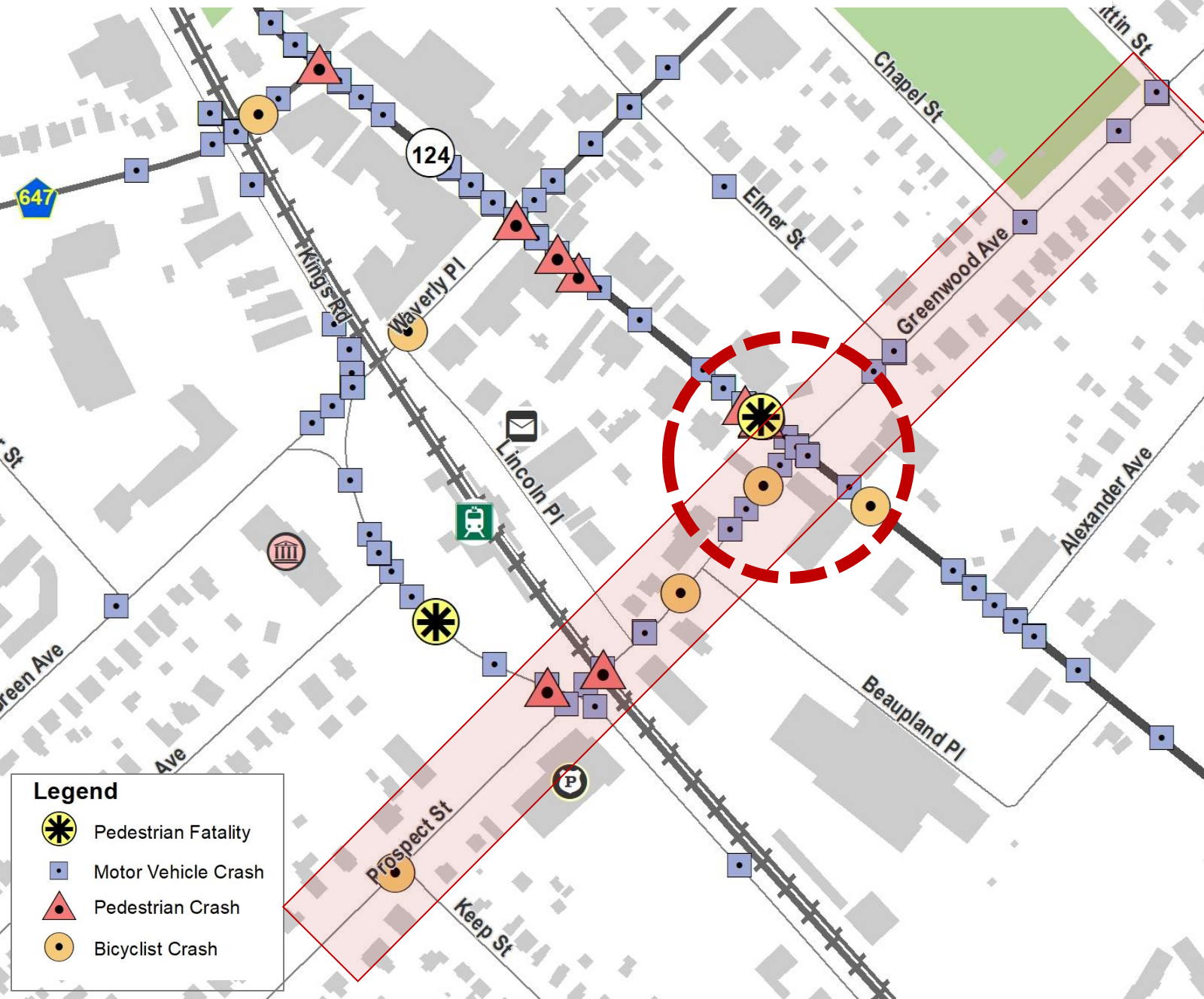
- Posted Speed Limit: 25 mph
- Road Width (curb to curb): 36 feet
- Annual Average Daily Traffic: 7,156 (2019)
- Truck Volume = 3%
- Population: 16,937 (2020)
- Population Density = 3,927 people/square mile



Existing Conditions

- Portions of the street are marked with sharrow symbols
- Greenwood Avenue and Prospect Street are part of the Borough's bicycle network but facilities end before the intersection.
- Notice the dedicated left turn lanes

Crashes in Downtown Madison 2014-2018



Crash Data

- 36 crashes at the intersection of Main Street/Greenwood Ave during the five years analyzed.
- Eight of the crashes involved a pedestrian or bicyclist (14%) including one pedestrian fatality.
- 44% of the crashes were same direction – rear end, and another 17% were same direction – sideswipe.

Complete Streets Policy

Madison Borough adopted a CS Policy in 2012.

Emphasis areas

- all modes, all ages, all abilities
- Safety, walkable, livable, sustainable
- Balance!

RESOLUTION OF THE BOROUGH OF MADISON RECOGNIZING THE ADOPTION OF A COMPLETE STREETS POLICY

WHEREAS, the Borough of Madison recognizes the need to accommodate many modes of travel on local streets, including pedestrian, cyclists, motorist and mass transit riders; and

WHEREAS, the Borough of Madison seeks to meet the transportation needs of all its citizens by providing road networks that are safer, healthier, more livable and welcoming to everyone, regardless of age and ability; and

WHEREAS, the Borough of Madison defines complete streets as roadways designed and operated to enable safe, attractive, comfortable access and travel for many users. Pedestrians, bicyclists, motorists and public transportation users of all ages and abilities are intended to safely and comfortably move along and across a complete street; and

WHEREAS, Complete Streets are typically designed to include sidewalks, pedestrian intersections treatments, bicycle facilities, traffic calming measures, landscaping and transit accommodations; and

WHEREAS, a Complete Streets policy is consistent with the NJDOT Policy 703 effective 12-3-09, the Borough of Madison Master Plan, certain sustainability goals; and

WHEREAS, the Borough of Madison has identified priority corridors that have been selected to provide the greatest benefit to the community via the Master Plan, Bicycle Route Plan, Traffic Calming Guidelines, Sidewalk Plan, and formal public input.

NOW, THEREFORE, BE IT RESOLVED by the Council of the Borough of Madison, in the County of Morris and State of New Jersey, that Resolution 187-2010 that:

Section 1. Madison hereby establishes a Complete Streets Policy, which directs staff to accommodate all appropriate modes of travel, including pedestrians, cyclists and transit riders, to the highest degree possible when redesigning the public right-of-way on a formally identified priority route.

Section 2. Madison authorizes staff to utilize documented priorities for Complete Streets, which identify those streets with the highest priority for improvement as resources become available.

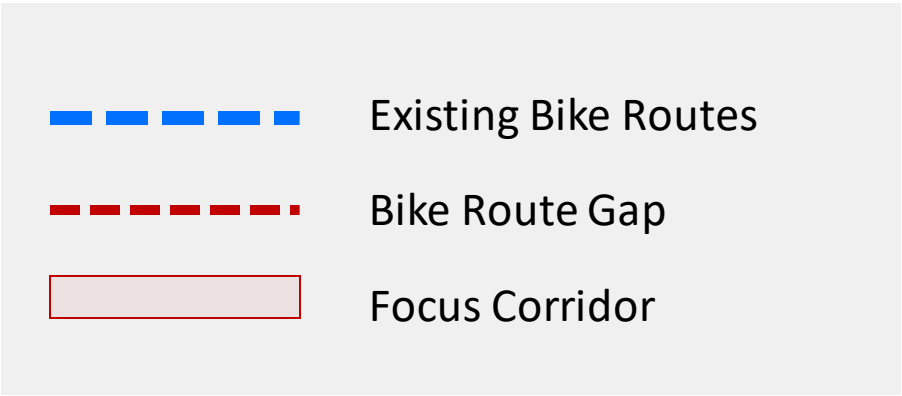
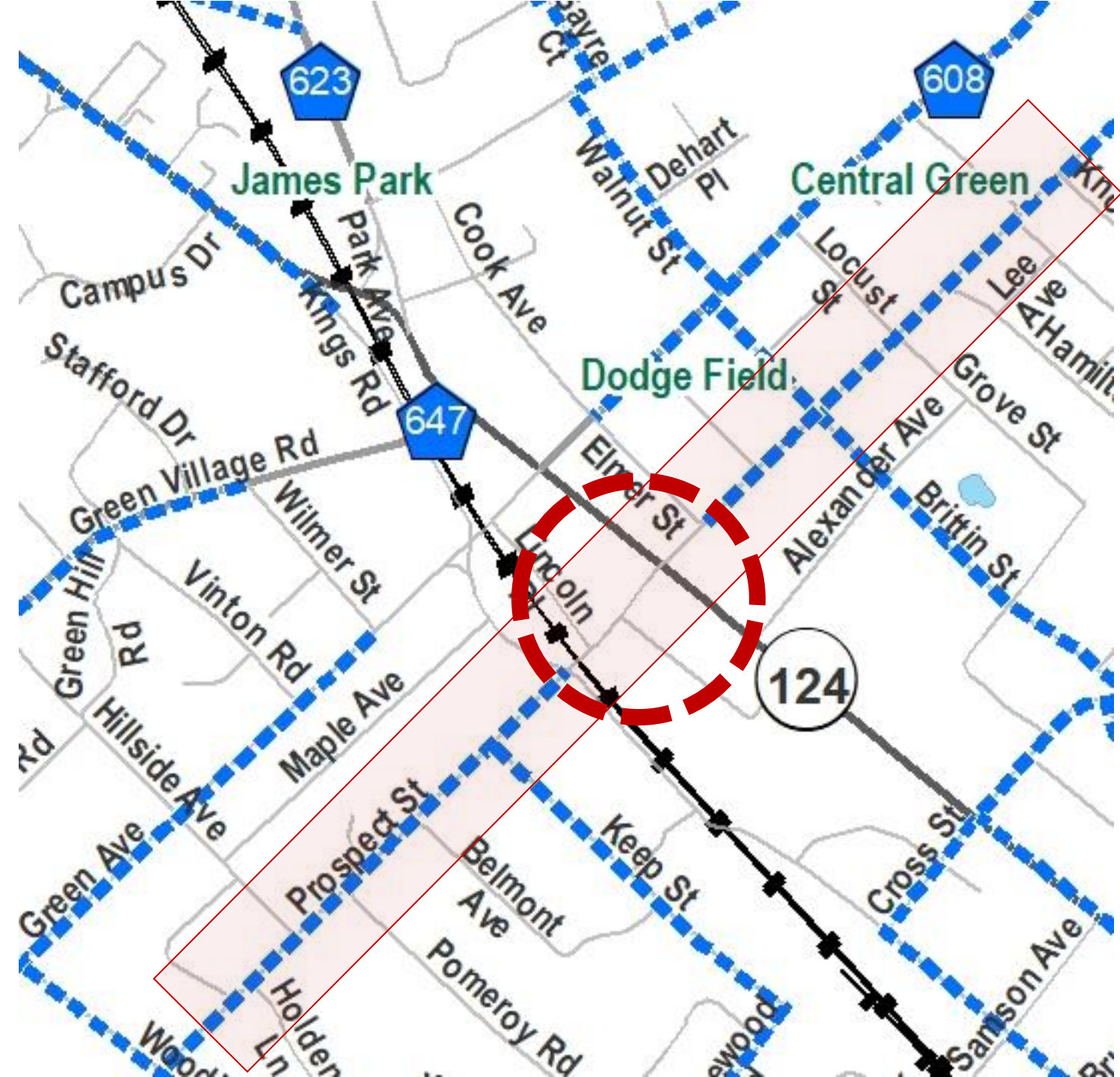
ADOPTED AND APPROVED

June 11, 2012

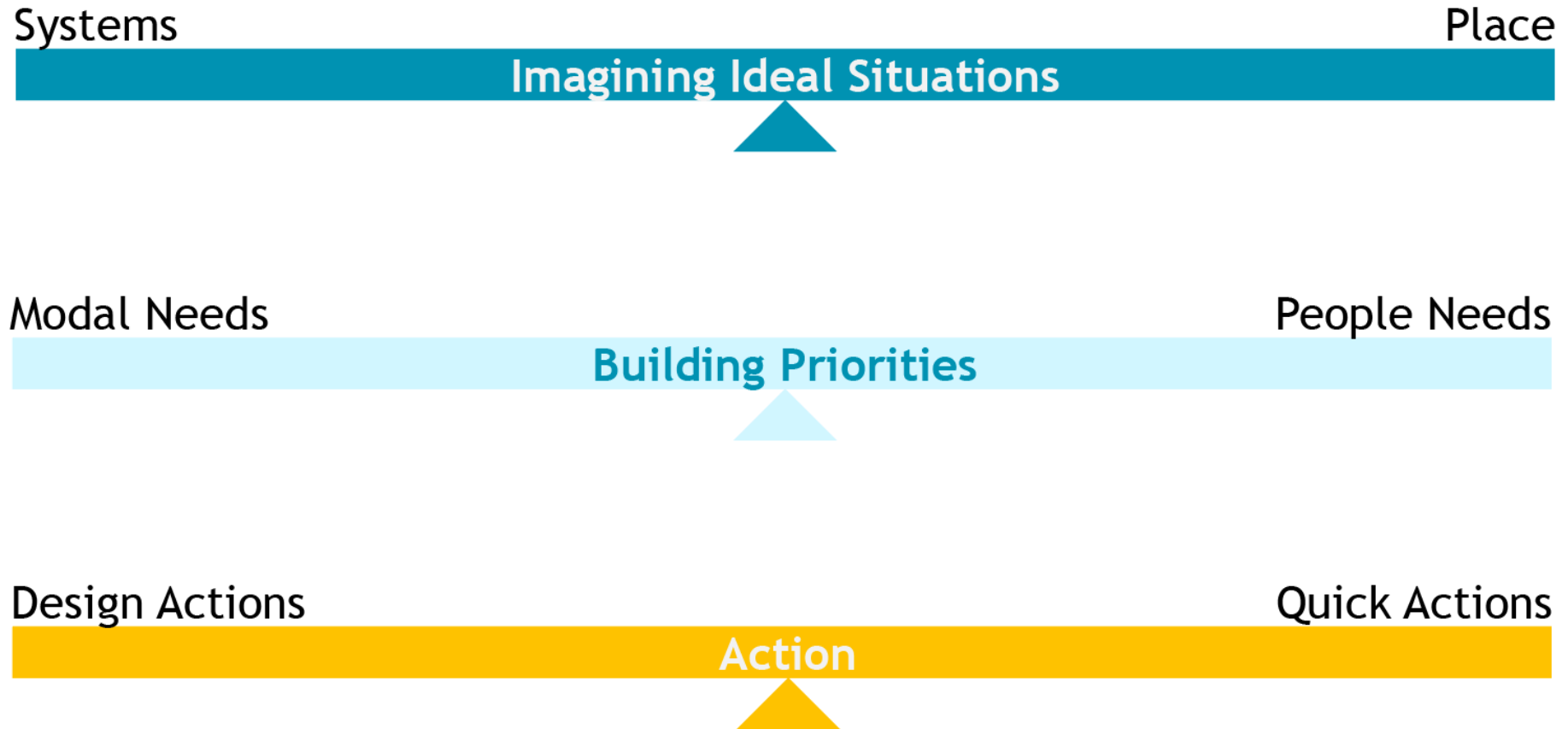

ROBERT H. CONLEY, Mayor

Attest:

Significant Gaps in Bicycle Network



A Balanced Approach to Action



Think about BALANCE

Read and understand the Street and the Local Context:

- What mode(s) are most comfortable here? Who SHOULD be prioritized?
- Identify existing gaps and risks (i.e. crash occurrence and severity)

Design Ideas & Trade-offs:

- What design elements might begin to address your biggest concerns?
- What else do you need to know?
- What opportunities are present? (THINK turn lanes and traffic data!)
- What trade-offs would be needed?

Placemaking:

- What else would make this a great place (think beyond traffic and business)?

FHWA Proven Safety Countermeasures

PEDESTRIANS/BICYCLES



Crosswalk Visibility Enhancements



Bicycle Lanes



Rectangular Rapid Flashing Beacons (RRFB)



Leading Pedestrian Interval



Medians and Pedestrian Refuge Islands in Urban and Suburban Areas



Pedestrian Hybrid Beacons



Road Diets (Roadway Reconfiguration)



Walkways

CROSSCUTTING



Pavement Friction Management



Lighting



Local Road Safety Plans



Road Safety Audit

FHWA Proven Safety Countermeasures

SPEED MANAGEMENT



**Speed Safety
Cameras**



Variable Speed Limits



**Appropriate Speed
Limits for All Road Users**

ROADWAY DEPARTURE



Wider Edge Lines



**Enhanced Delineation
for Horizontal Curves**



**Longitudinal Rumble
Strips and Stripes on
Two-Lane Roads**



SafetyEdgeSM



**Roadside Design
Improvements at
Curves**



Median Barriers

INTERSECTIONS



**Backplates with
Retroreflective
Borders**



**Corridor Access
Management**



**Dedicated Left- and
Right-Turn Lanes at
Intersections**



**Reduced Left-Turn
Conflict Intersections**



Roundabouts



**Systemic Application
of Multiple Low-Cost
Countermeasures at
Stop-Controlled
Intersections**



**Yellow Change
Intervals**

Skill Building Group Exercise

Ideas & Trade-offs:

- Based on what you have learned today, what ideas do you have that might “complete” this project?
 - Consider this morning’s sessions:
 - Complete & Green
 - Advancing CS - safe system approach
 - Transit Friendly
 - Funding the Future
 - Inclusive Streets
 - Micromobility
- Are your ideas short, medium, or long-term?

Report Back

- Choose **ONE IDEA** to share with the room.



Taking Action

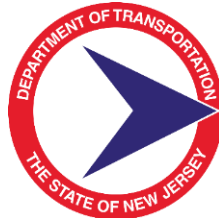


In the next day, week, month, what will YOU do to implement Complete, Green, and Equitable Streets in YOUR community?

Thank
You

New Jersey Complete Streets Training

Sneak Peek



Michael Baker
INTERNATIONAL



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