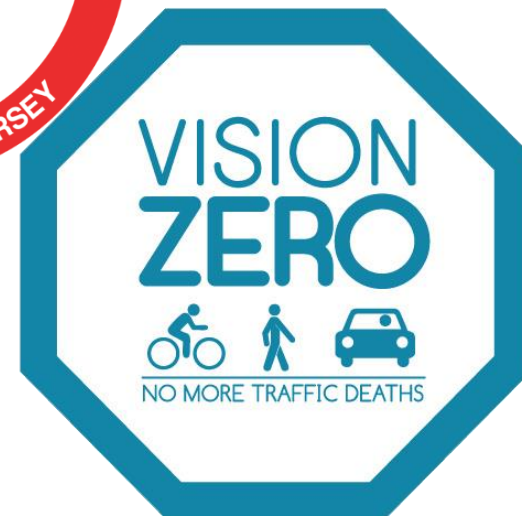
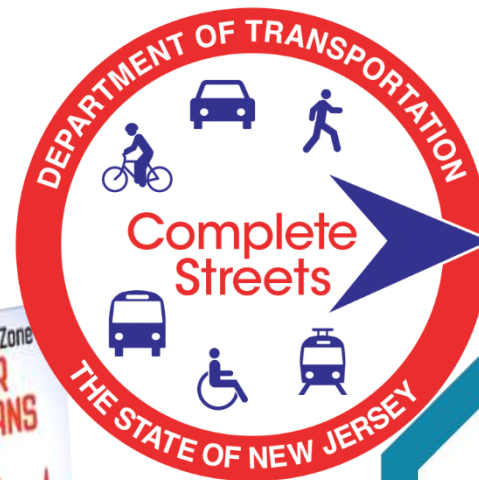


Creating Better Projects for Pedestrians

Tools and Resources



Today's Presentation

- **Overview of NJ Tools and Resources**
- **Best Practices for Better Projects**
- **Applications**
- **Success Stories**

Overview of New Jersey Tools & Resources

Plans

NJDOT

New Jersey Complete Streets Design Guide (2016)

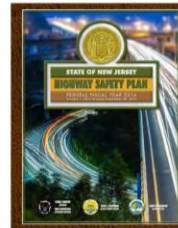
This guide will provide planners and engineers with strategies, design guidelines, and illustrative street typologies to support implementation of complete streets throughout New Jersey.



NJ Division of Highway Traffic Safety

New Jersey Highway Safety Plan (2016)

The mission of the Highway Safety Plan is "the safe passage of all roadway users as we move toward zero fatalities." The plan supports NJDOT's *Pedestrian Safety Action Plan* and includes specific educational, enforcement and safety outreach strategies to reduce pedestrian and bicyclist injuries and fatalities.



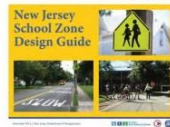
Pedestrian Safety Action Plan & Toolbox (2014)

This data-driven study analyzes pedestrian crashes and presents strategies to reduce pedestrian fatalities and serious injuries in New Jersey by 20% in five years.



New Jersey School Zone Design Guide (2014)

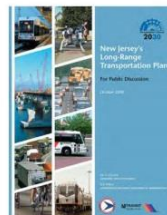
This guide provides design recommendations to support safe and accessible school environments that encourage and enable students to safely walk and bike to school.



NJDOT & NJ TRANSIT

New Jersey Long Range Transportation Plan (2008)

New Jersey's most recent Long Range Transportation Plan, *Transportation Choices 2030*, recognizes the integration of transportation and land use planning, via the Smart Growth lens. Smart Growth refers to concentrating growth in existing centers that support public transit, walking, and bicycling, and is essential to achieving a sustainable transportation system.



THE PLAN

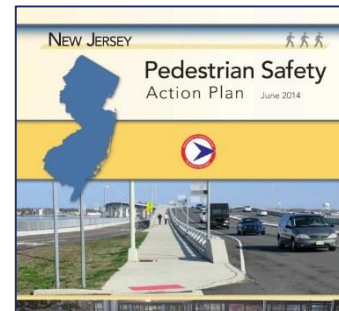
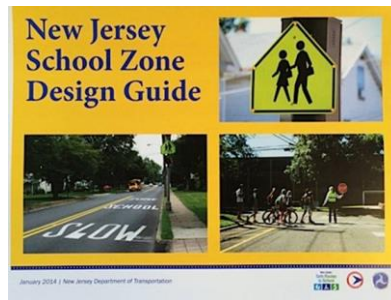
2015



Connecting People, Places, and Potential

NJDOT Complete Suite

NJDOT has developed an integrated suite of plans and guides to assist policy makers, government officials, citizens, and advocates



NJDOT Complete Suite

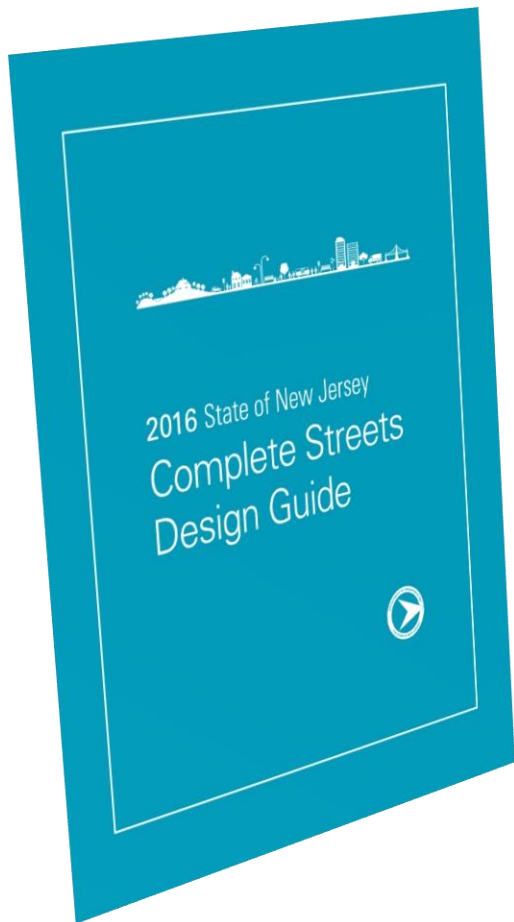
- Pedestrian Safety Action Plan (2014)
- Bicycle Safety Action Plan (2016)
- New Jersey School Design Guide (2014)
- Guide to Complete Streets Policy Development (2014)
- Guide to Complete Streets Implementation (2015)
- NJ Complete Streets Design Guide (2017)
- NJ Bicycle and Pedestrian Master Plan (2016)

Best Practices

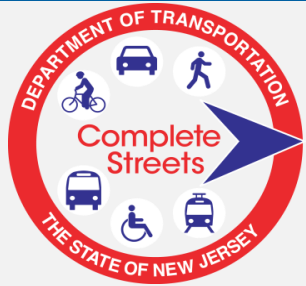
Making things happen starts with providing the necessary resources and tools

- Data/information
- Design guidance
- Training/education
- Funding

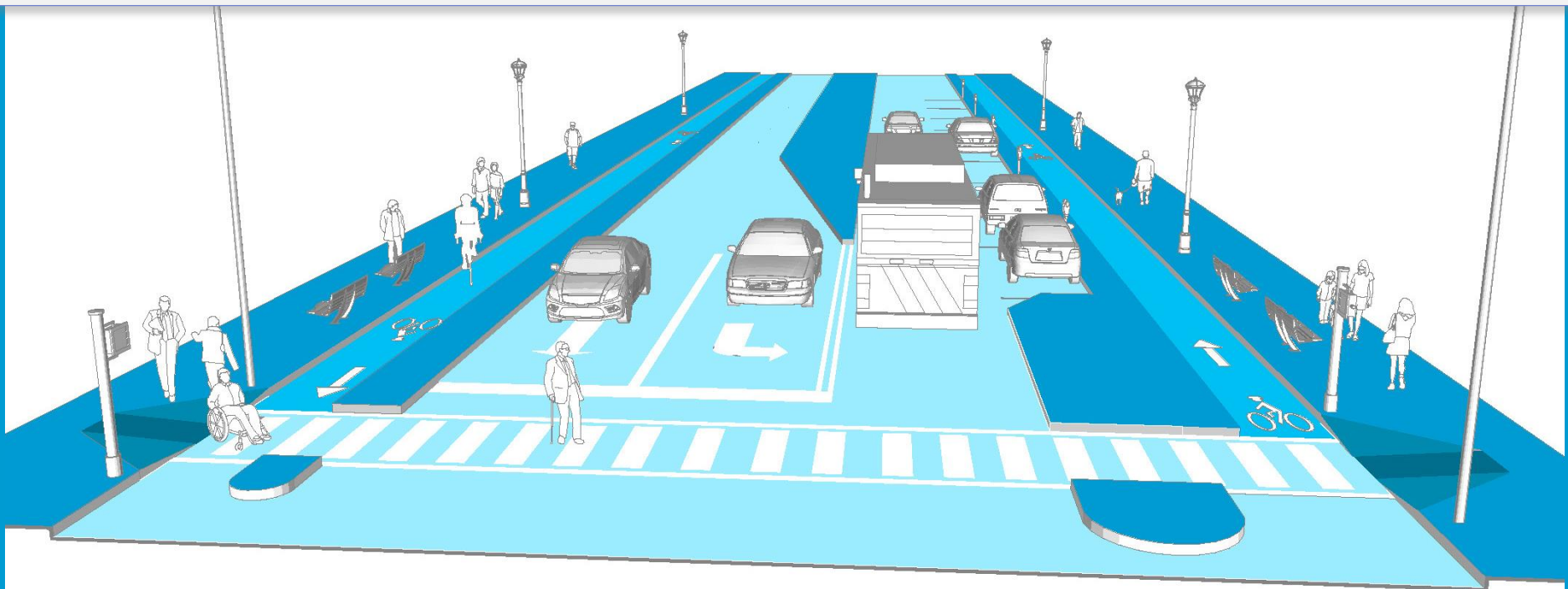
Best Practices



Best Practices



NEW JERSEY COMPLETE STREETS REGIONAL WORKSHOPS







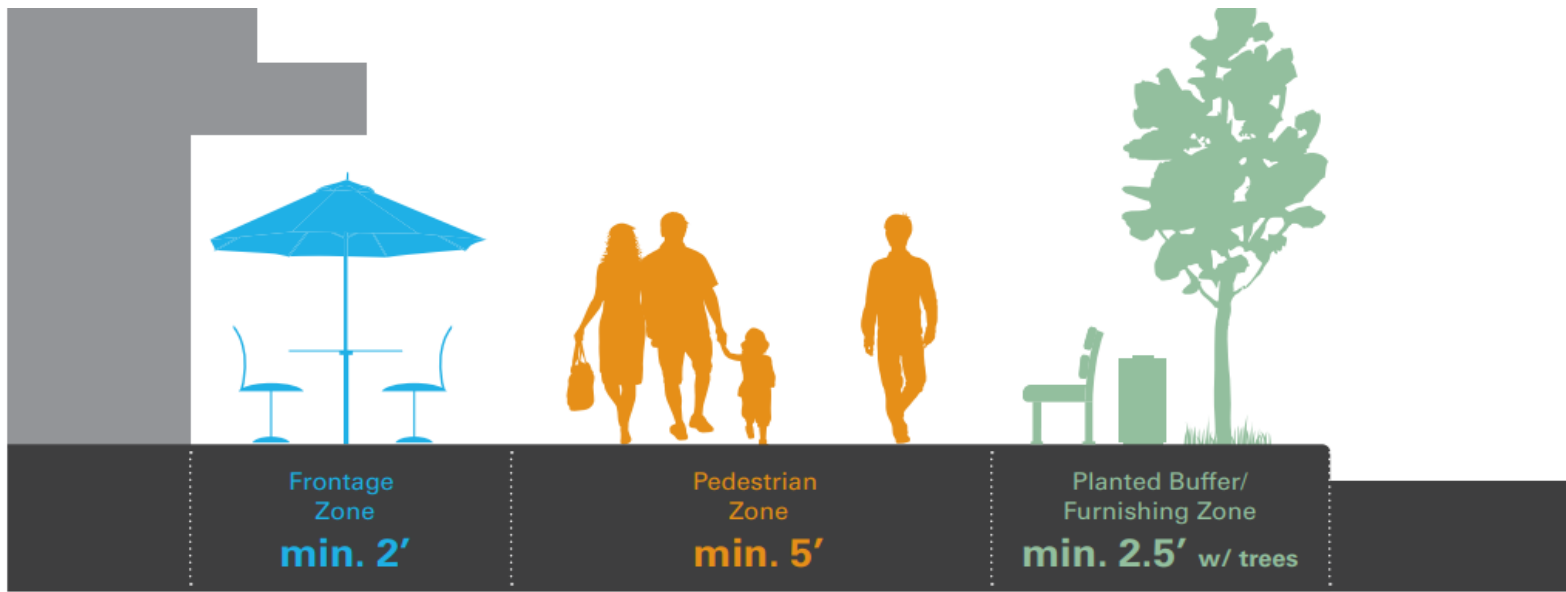
Best Practices



**Beyond
the
Basics**



| Sidewalk Zones



Frontage Zone:

- + Buffer between peds and doors
- + Keeps the pedestrian zone safe and clear of obstructions

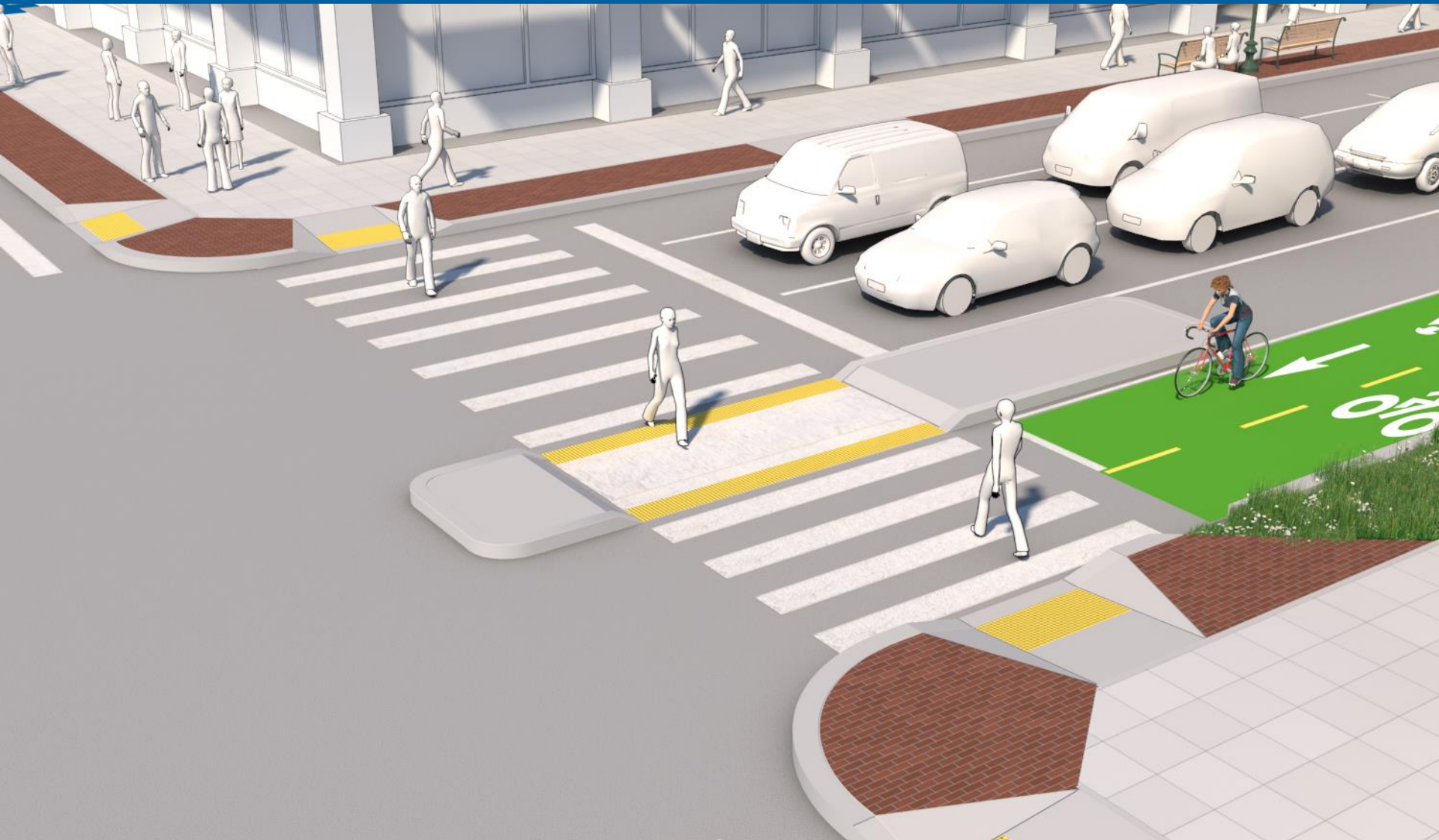
Pedestrian Zone:

- + Free of physical obstructions
- + Quality of sidewalk surface in ped zone is very important

Planted Buffer Zone:

- + Space for objects that obstruct ped movement
- + Buffer for peds from the adjacent roadway

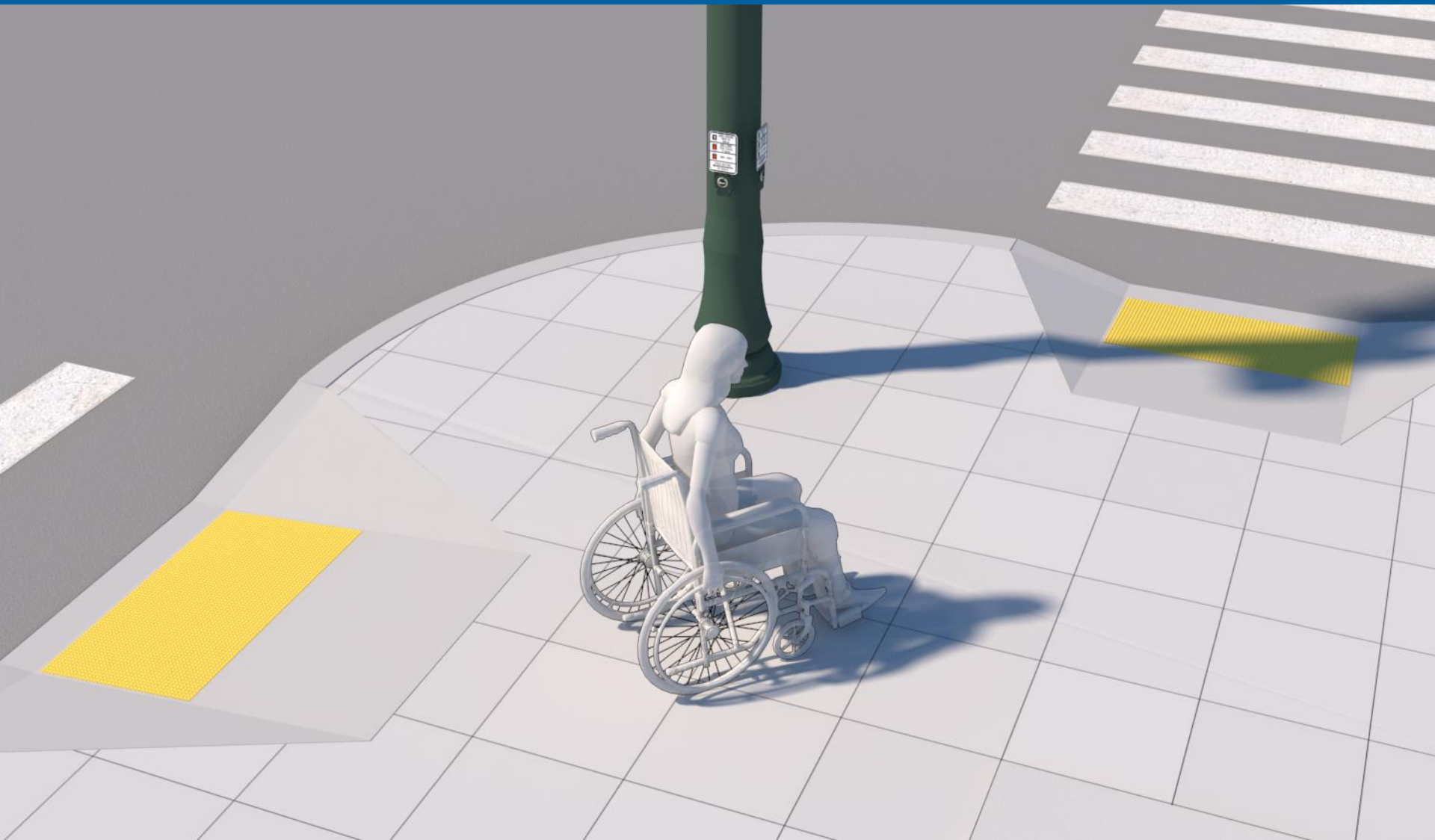
Best Practices



Best Practices



Best Practices



Best Practices



Best Practices

NEW
JERSEY



BICYCLE
& PEDESTRIAN
MASTER PLAN.

Vision for Walking and Bicycling in New Jersey

The vision statement is an aspirational description of desired future conditions for walking and bicycling in New Jersey that guides the development and execution of all goals and strategies.

Vision Statement

New Jersey is a place where people of all ages and abilities are able to bicycle and walk. Those who live, work, or visit are able to conveniently walk and bicycle with confidence, a sense of security in every community, and with the respect of all modes. Both activities are a routine part of the transportation and recreation systems.



Goals

- 1. Improve Safety**
 - 2. Enhance Access, Mobility, Connectivity**
 - 3. Achieve Healthy, Equitable, Sustainable Communities**
 - 4. Foster a Culture Shift**
 - 5. Facilitate Coordination & Integration**
- 
- A person is riding a bicycle on a road. The road has a white line and a bicycle symbol painted on it. The background is dark and blurry, suggesting a city street at night or in low light.

Top Issues



Safety



Facilities



Mobility



Health



Community Design



Confidence & Security



Acceptance & Legitimacy



Economy



Environment

Benefits

Walking and bicycling are important to New Jersey because they...



... are healthy.



... contribute to the economy.



... promote equity.



... are good for the environment.



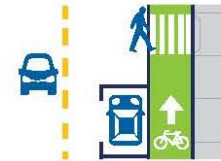
... improve access to schools.



... improve access to public transit.



... help enhance transportation systems to better serve disabled persons.



... are at the heart of Green, Smart, and Complete Streets.



... are fiscally attainable.



... are good for personal finances.



... are growing in acceptance, legitimacy, and preference.



... contribute to placemaking and quality of life in New Jersey.

Meeting Needs: Most Vulnerable Users

While all pedestrians and bicyclists are vulnerable users of the roadway system, strategies that reduce risk for the most vulnerable are especially needed. These include persons in low-income communities, particularly those who depend on walking and transit, and those most at risk of injury from crashes, including youth, the elderly, and the disabled. Chapter 3 outlines strategies to improve conditions and reduce risks to the most vulnerable users.



Existing Data

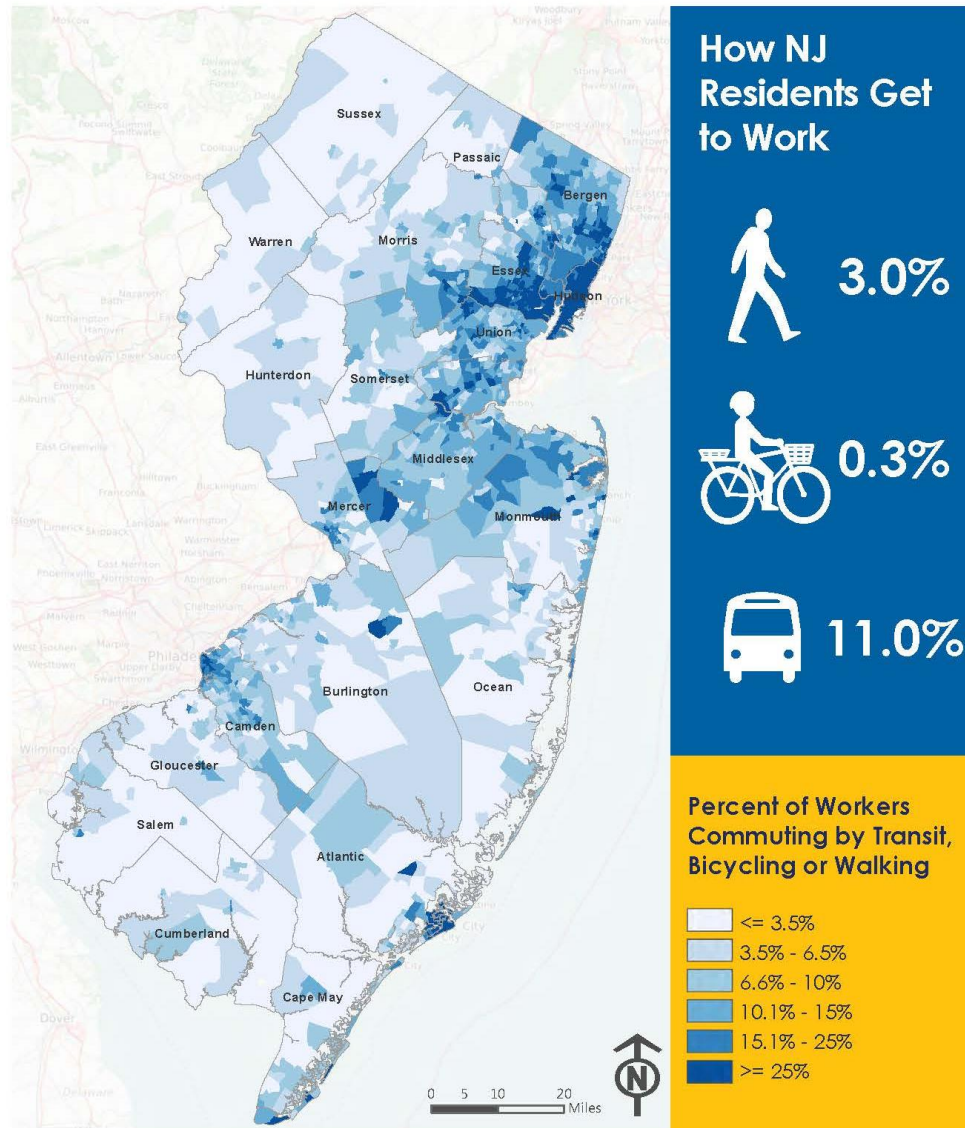
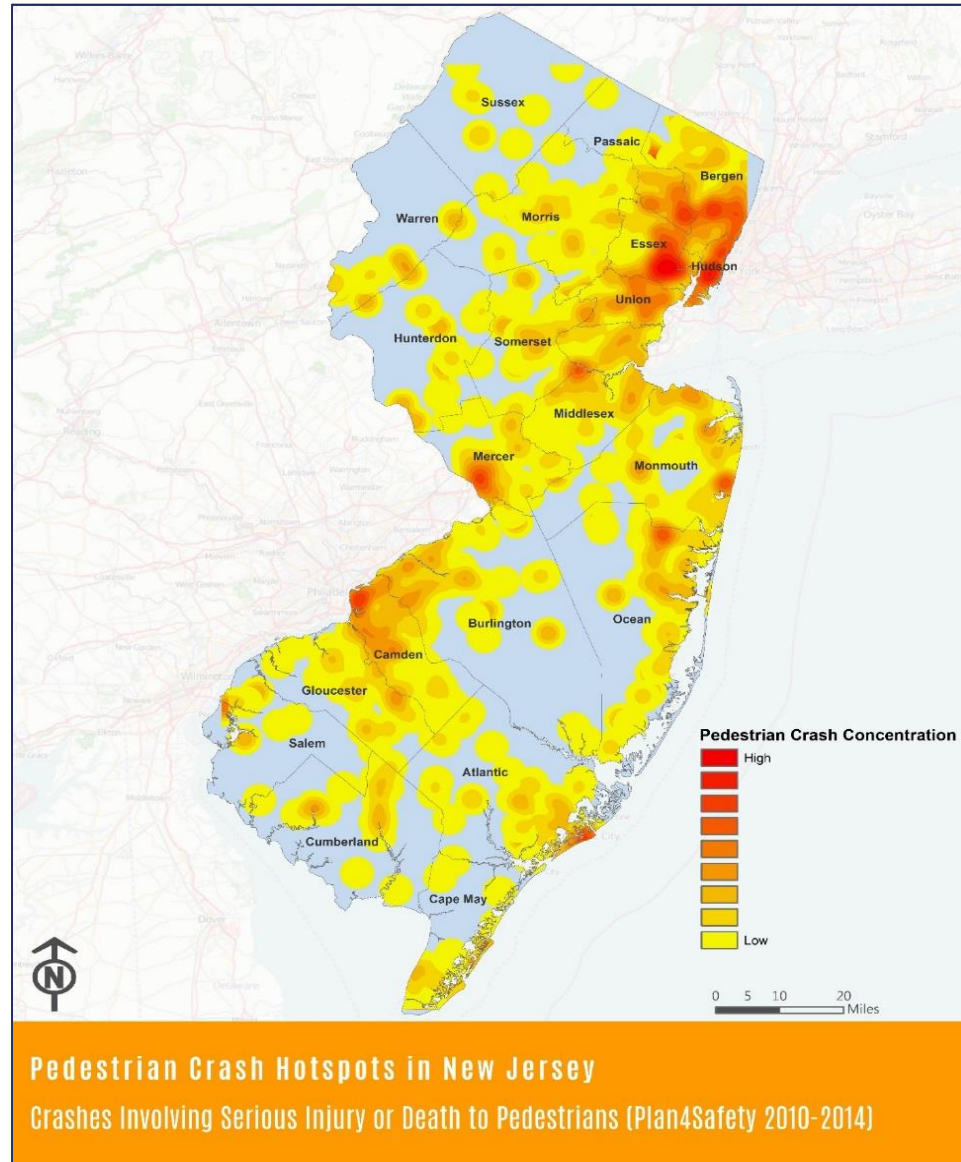


Figure 2-2. Modeshare in New Jersey by Census Tract (ACS 2014) illustrating the concentration of New Jersey residents who use public transit, walk, or bicycle to work. Hudson, Bergen, and Essex Counties have the highest concentrations. Communities along the Northeast Corridor and the North Jersey Coast transit lines also have higher concentrations.

Existing Data



Trends

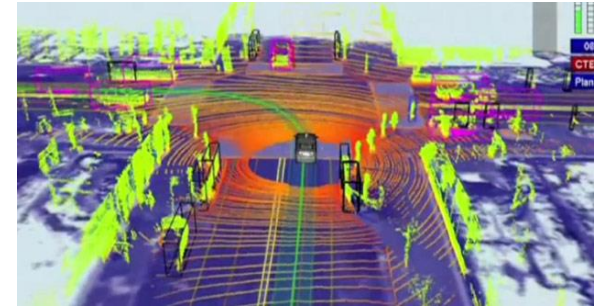
Safety

- Pedestrian crashes (each year)
 - 138 people killed
 - 264 severely injured
 - 5,950 struck by motor vehicles each year (NJ Pedestrian Safety Action Plan, 2006-2011)
- Pedestrian fatalities account for almost 25% of all traffic fatalities in NJ - 4th highest in the US

Emerging Trends

- Bike share
- E-bikes
- Smartbikes
- Bike Parking
- Placemaking
- Sharing economy
- Driverless Cars
- Connected corridors
- Trikeshare in retirement communities
- Re-making the Office Park
- ADA (accessible design)
- Adult strollers
- Utility bikes (as an indicator species)
- Green Infrastructure
- Smart Infrastructure
- Complete Corridors (transit, light rail)
- Head-out angle parking
- Zoning regulations (re: bike parking)
- Parking regulations
- Public art bike racks
- SRTS – how many children have been trained? They are future bike riders
- Flexible design (e.g. bollards that collapse for bus access)

Emerging Pedestrian Safety Issues....



SUCCESS STORIES



SUCCESS STORIES



Rt 52 Causeway

Completed in 2012, NJDOT's Route 52 bridge replacement project is an example of synergy between local and state Complete Streets policies to create a more robust, complete network. The bridge project links Ocean City with its mainland neighbors and features a separated shared use path for pedestrians and bicyclists. Since a permanent count station was installed in 2014, over 250,000 people used the shared use path between August 2014 and September 2015, with an average of over 1,400 people per day in July and August.



Camden GreenWay Circuit Trails Plan

With the support of NJDOT, Cooper's Ferry Partnership, and the City of Camden, the Camden GreenWay Circuit Trails Plan advances development of an active transportation network with regional connectivity throughout the City of Camden. The plan identifies proposed routes that will close gaps in the city's trails system and bicycle network, as well as integrate the Camden GreenWay (within the City of Camden) with the Circuit (Greater Philadelphia Regional Trails Network). Upon completion, the network will connect over 128 miles of bicycle and pedestrian facilities, with Camden acting as a hub for South Jersey.



Trenton Wellness Loop

The Wellness Loop serves Trenton citizens in a number of ways. It links Battle Monument and the D&R Canal trail system with Mill Hill Park and downtown Trenton, providing a safe opportunity for bicycle commuting, recreational use, and children traveling to and from school. In June of 2016, the project was awarded funding through a Phase IV Regional Trails Program Grant (DVRPC).

New Brunswick Ciclovía

The first of its kind in New Jersey, the New Brunswick Ciclovía is an open streets event where streets are closed to vehicular traffic and open to bicyclists and pedestrians. First held in 2013, the event draws thousands of residents, students, and visitors to downtown New Brunswick for a day of walking, bicycling, and festivities. Ciclovía strives to show the positives of walking and bicycling and how these modes of transportation help bring a community together. (Photo credit: nj.com).



Division Street

Division Street in Somerville became a pedestrian-only street in 2013. The street has attracted new businesses, serves as a focal point for the community, and provides a flexible public space for community events.



Crossing Guard Training

The Safe Routes To School Resource Center (SRTSRC) compiles research and tools to support school crossing guards and conducts training programs for the municipal police traffic safety officers that supervise school crossing guards. The SRTSRC has released a Crossing Guard Training Manual detailing topics ranging from post routes to incident reporting. The training program, which has proven to be a major success, is offered regionally throughout the state and is open to any municipality. The SRTSRC offers other vital resources on their website, such as New Jersey traffic laws and legislation, crossing guard placement considerations and gap assessment, and a crossing procedures tip sheet.



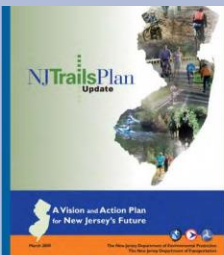
Montclair Bike Depot

With support from the NJ Bike & Walk Coalition, Montclair opened a bike depot at the Bay Street NJ TRANSIT commuter rail station in 2014. The first of its kind in New Jersey, the depot features 24 indoor bike parking spaces, storage lockers, key card access control, and 24/7 security camera monitoring. (photo credit: nj.com).



New Jersey Trails Plan Update (2009)

This update of the *New Jersey Trails Plan*, developed in coordination among NJDOT, NJDEP, and the New Jersey Trails Council, presents a renewed vision, goals, and strategic actions to help guide and coordinate the efforts of all those who plan, build, operate and maintain New Jersey's trails. The *Trails Plan* reaffirms the importance of providing trails for all and emphasizes the value of trails in supporting a wide range of benefits.



Lawrence Hopewell Trail

The Lawrence Hopewell Trail (LHT) is a 22-mile bicycle and pedestrian recreational trail and transportation corridor through public and private lands in Lawrence and Hopewell Townships, Mercer County, New Jersey. Through public-private partnerships, trail segments have been added over time to create a robust trail system that connects neighboring communities, parks, employment hubs, and schools.



Liberty Water Gap Trail

The Liberty Water Gap trail is a 130-mile long pedestrian trail that connects two national landmarks at each end: the Delaware Water Gap and the Statue of Liberty. The trail is comprised of six individual, interlinked trails. The segment of the trail towards the eastern terminus that passes through the City of Newark, Kearny, and into Jersey City is known as the East Coast Greenway.



East Coast Greenway

The East Coast Greenway is a 3,000-mile urban trail from northern Maine to southern Florida. The Greenway covers 93 miles in New Jersey, passing through urban centers, suburban settings, and rural landscapes. More than half of the Greenway in New Jersey is off-road, the second highest rate of completed trail in any Greenway state.

Appendix

- **Acronyms**
- **References**
- **Related Policies, Plans & Programs**
- **B/P Funding Sources**



Applications

- **Municipal-level**
- **County-wide**
- **Advocate/Citizen Perspective**

Municipal Perspective

Town of Morristown

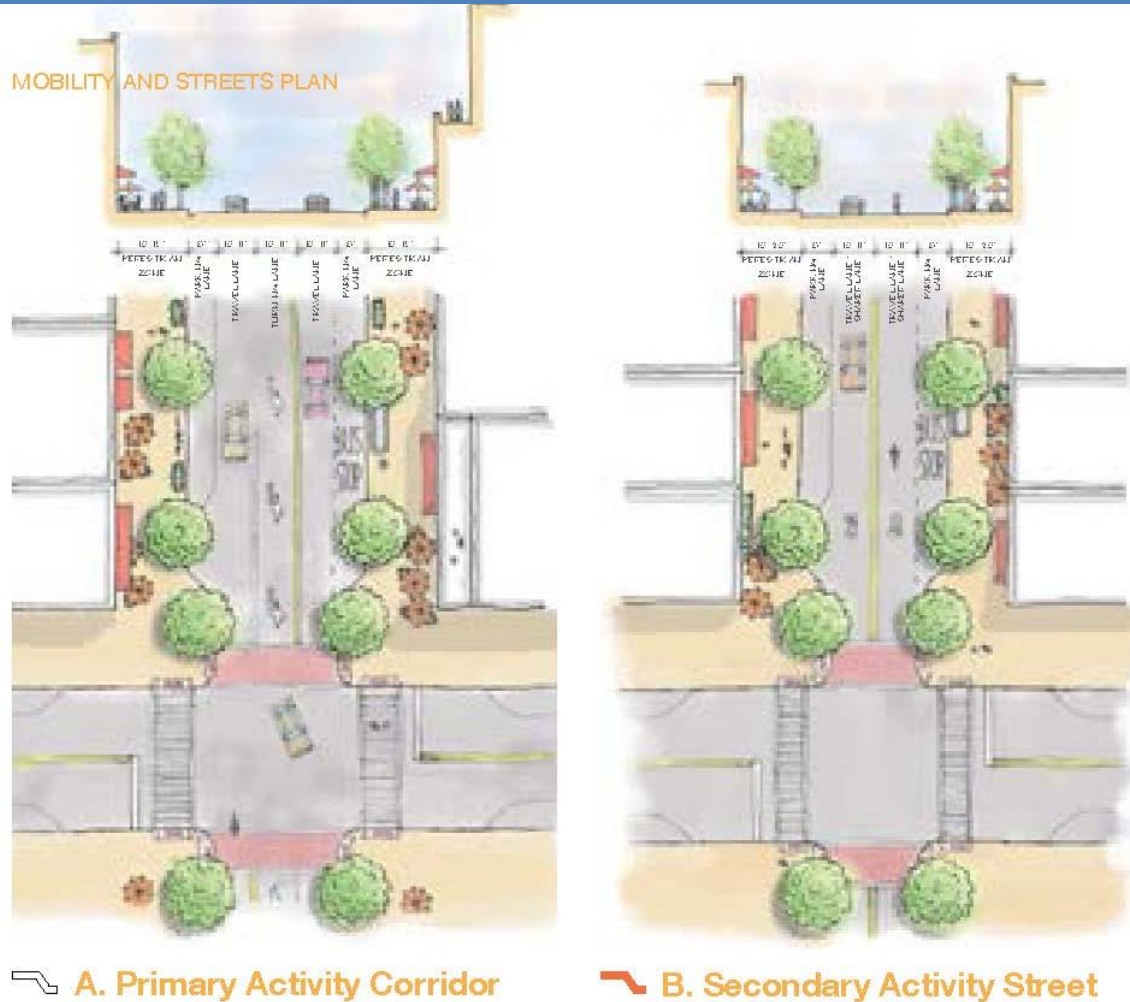


Stefan Armington AICP, Town of Morristown

Mobility & Streets Plan: Street Typologies



Town of Morristown: Mobility & Streets Plan



Best Practices: Pedestrian Improvements

- ✓ “Stop for Pedestrians in Crosswalk” signs installed 2014
- ✓ 2016 Crosswalk Surveys – consistency in highest visibility crosswalk designs and placement of ADA curb ramps – implemented 2017
- ✓ Pedestrian Signal Surveys – replaced bulbs, adjusted green time – implemented on Town and County streets in 2017
- ✓ Beyond basic pedestrian signals (brail & voice activated; Seeing Eye training area)



NJ Pedestrian Safety Action Plan Street Smart Program (NJTPA)

Targeted pedestrian and driver safety education and enforcement sponsored by Transportation Management Organizations (TransOptions) in 2016 and 2017



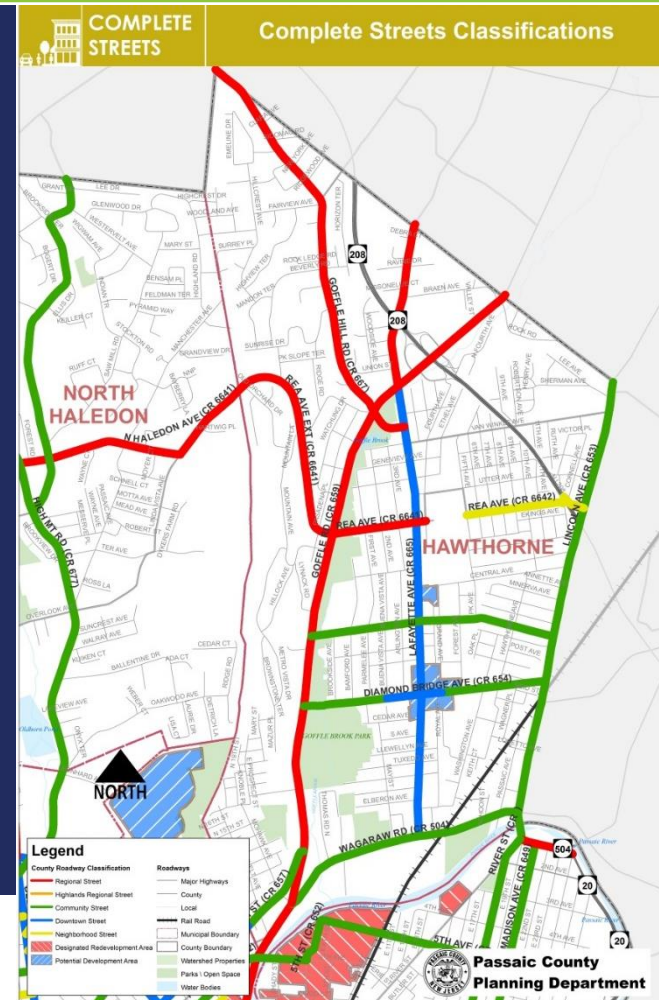
County Perspective

Passaic County Complete Streets Program



- County Complete Streets Policy adopted February 11, 2014
- Includes checklists for development, preliminary engineering, repaving, and development review
- References the Passaic County Complete Streets Guidelines (CSG) and corridor classification system
- **Being used for the sixth year of the resurfacing program**
- Tracks outcomes in regards to types of facilities and impacts

Michael Lysicatos, AICP, PP, Passaic County

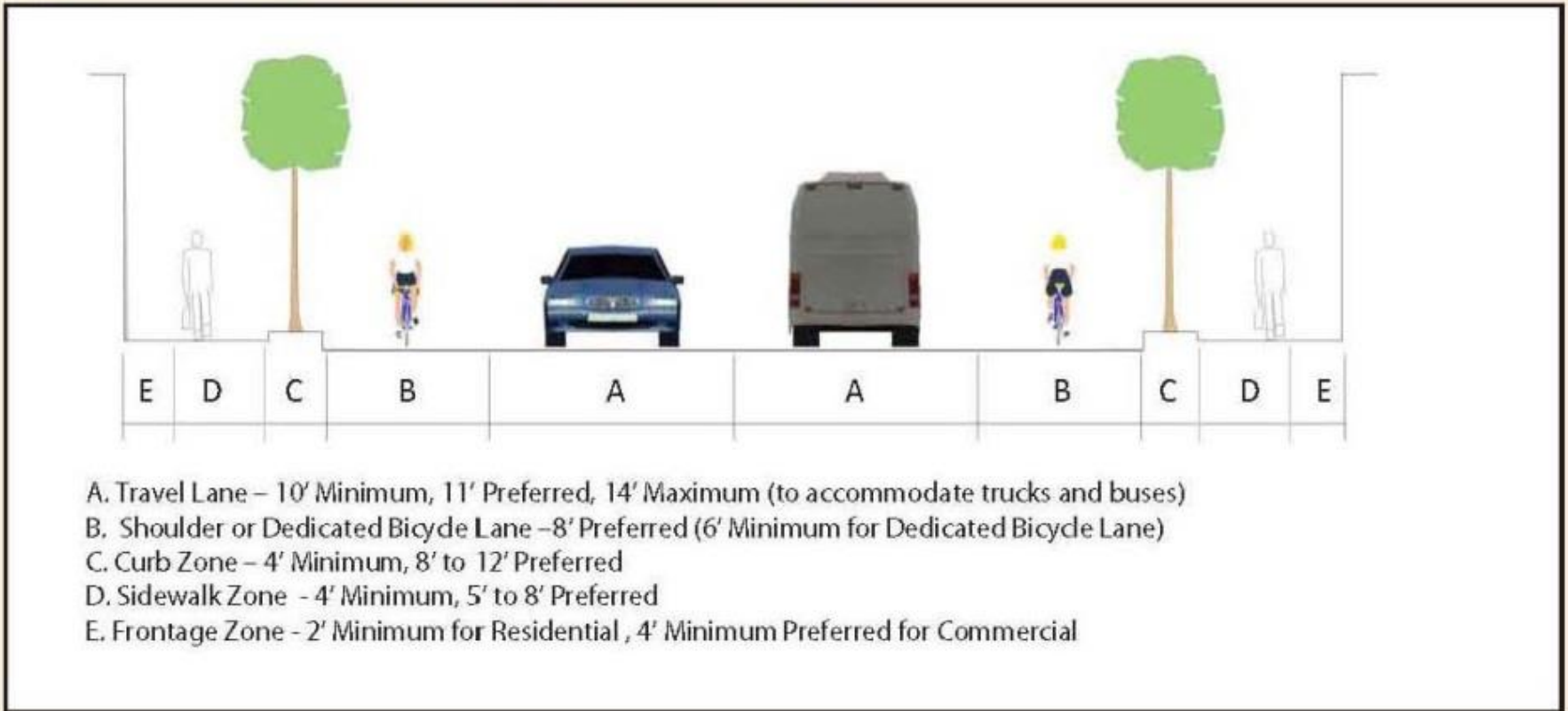




Complete Streets Guidelines

1

Figure 2.1 - Regional Street Typical Cross-Section





Education – Street Smart Campaign

- Completed in Cities of Paterson and Passaic
- Builds on Court House Plaza and Main Avenue Safety Projects respectively
- Adds an education and enforcement component to the engineering that has been completed
- Completed through NJTPA and TMA Support (EZ-Ride)

STREETSMART
NEW JERSEY'S PEDESTRIAN SAFETY PROGRAM

Local police are enforcing pedestrian laws

As you commute to and from work, remember your loved ones are counting on you to make it home safely. **Be street smart; check your vital signs. Stop signs, speed limit signs, cross walk signs – these signs ensure you have a safe trip.**

When you heed these signs you're choosing the best path for your family, friends and community who share the road with you. Your choices affect the lives of those around you. Obey the law, drive and walk with care, and protect your loved ones.

Be a leader and others will follow.

Check your vital signs

SPEED LIMIT
Obey speed limits

STOP
Stop for pedestrians

WAIT
Wait for the walk

CROSSWALK
Use crosswalks

To learn more visit www.bestreetsmartnj.org.

Check your vital signs
Stop for pedestrians



STREETSMART
BeStreetSmartNJ.org

Local police are enforcing pedestrian laws

Advocate/Citizen Perspective

- Change the conversation
- Validate the rhetoric with “real” information
- Address the liability question
- Help to educate municipal officials



Success Stories

- Get creative, act fast, involve everyone
- Move the “line” - small changes matter
- Pursue major design projects
- Adopt the rules
- Use the tools – safety data/design info

Success Stories

- Get creative, act fast, involve everyone



**Tactical
Urbanism**

**Lighter, Quicker,
Cheaper**

Pop-ups/Demos





Success Stories

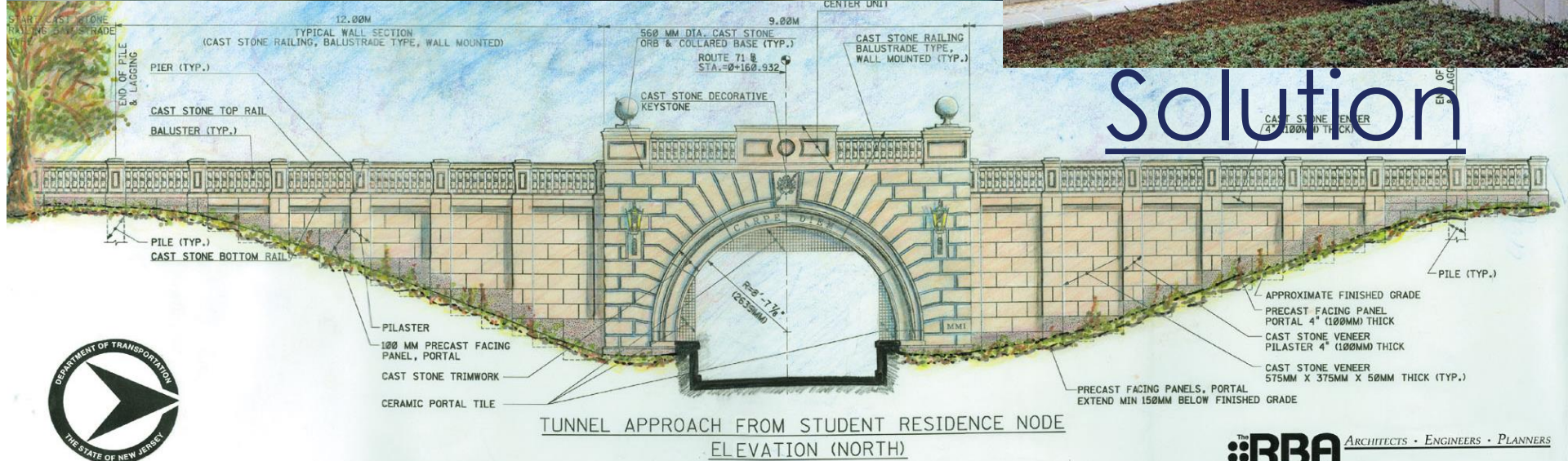
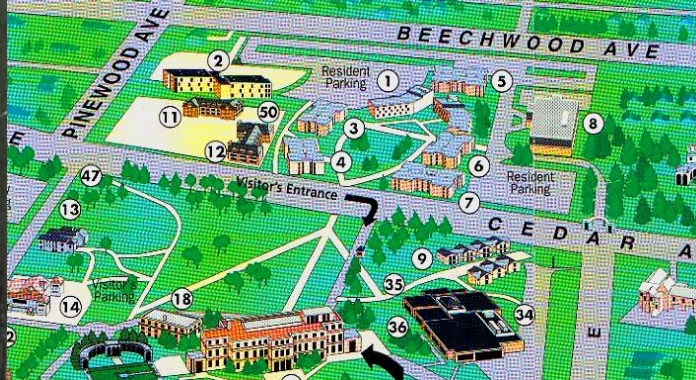
- Move the “line” - small changes matter



Success Stories

- Pursue major design projects



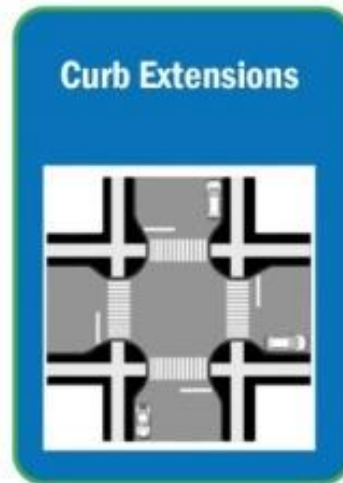
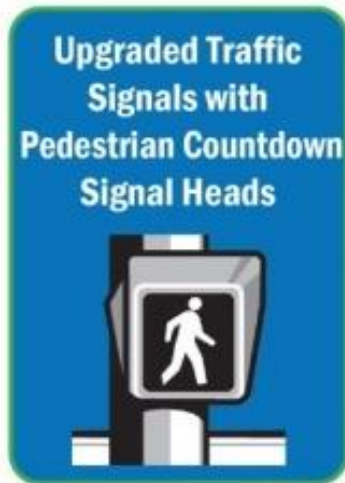




Delaware & Raritan Canal State Park

Success Stories

- Adopt the rules
- Use the tools – safety data/design info



Thank You!

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