

JOB ANNOUNCEMENT

Senior Research Specialist

The **Alan M. Voorhees Transportation Center** at Rutgers, The State University of New Jersey seeks qualified candidates to fill the Senior Research Specialist position. The center's research portfolio includes projects that address a broad range of planning and policy topics, including: regional planning, transit-oriented development, bicycle and pedestrian transportation, transit planning, emerging mobility options, human services transportation, and others. The senior research specialist will potentially lead projects as well as provide project management and research support on assigned projects. Responsibilities include:

- Serves as Principal Investigator (PI), Co-PI, project manager and/or task leader overseeing the execution of work plan tasks on externally-funded projects and programs;
- Conducts qualitative and quantitative research, applied planning, training and technical assistance activities;
- Writes proposals and contributes to business development activities in order to maintain and grow the level of external funding available to support the center's research, planning, training and technical assistance activities;
- Enhances the visibility of the center and the center's programs/work products by participating on industry-related external committees, making presentations at conferences, writing and co-authoring reports and articles; and
- Provides subject matter expertise and technical assistance to outside agencies, professionals, policy makers, and the general public.

The candidates filling this position will be initially assigned to support the **NJ Bicycle and Pedestrian Resource Center** project, as well as to support and provide leadership on the **Middlesex County Bicycle and Pedestrian Master Plan Update** project, the **Middlesex County Vision Zero** initiative, and **North Jersey Transportation Authority (NJTPA) Complete Streets Outreach and Technical Assistance** project and other projects as needed. See page 3 for brief project descriptions.

The ideal candidate will have current experience and expertise in the following areas: bicycle and pedestrian planning, urban design, transportation planning, community engagement, transportation equity, and complete streets. The successful candidate will have demonstrated project management experience and the ability to coordinate multiple projects simultaneously. Additionally, the candidate will have a passion for creating a safe walking and bicycling environment for people of all ages, abilities, and backgrounds. Critical thinking and robust analytical skills are essential. Excellent communication skills, especially compelling writing skills are paramount. The ability to collaborate effectively internally and with external partners is also required.

Requirements:

- Master's degree in urban planning, public policy, transportation planning or engineering, or closely related field, or an equivalent combination of education and/or experience.
- Requires a demonstrated knowledge and understanding of planning principles and practices and/or public policy development; quantitative and qualitative research methods and analysis; as well as article/report preparation and submission; as well as subject matter expertise related to bicycle and pedestrian research and planning.
- Requires excellent written and verbal communication skills and computer literacy.

A Ph.D. in transportation planning or engineering, public policy, sociology, economics or other closely related social science field is desired but not required. Experience, knowledge and subject matter expertise in the concentrations metropolitan and regional planning; public and stakeholder engagement; and/or transit/paratransit planning and operations are also desired.

Preferred Knowledge and Expertise:

- In-person and online outreach, engagement, and summit/conference planning
- Bicycle and pedestrian planning such as tactical urbanism, walkability and road safety audits, bicycle and pedestrian network plans, and complete streets conceptual plan and renderings.
- Research, evaluation and policy assessment using quantitative and qualitative research methods and tools (e.g., survey design, focus groups, Stata, R, SPSS, ArcGIS) applied to projects such as crime and walking, bike share pilot evaluation, crash analysis.
- Active transportation training including projects such as bicycle and pedestrian advisory council, complete streets workshops, and walkability audit training.
- Demonstrated technical and non-technical professional writing.
- Demonstrated knowledge of transportation design fundamentals, including familiarity with design guidelines (i.e., AASHTO, NACTO, FHWA, ITE, MUTCD, ADA, etc.)
- Graphic design - Must be proficient to above average in Adobe Creative Suite – InDesign report development, rendering, illustration etc.

Salary will be competitive, and commensurate with experience within University guidelines for this position. See job posting for salary range. These positions are part of the Alternate Benefit Program (ABP). Information on the benefits associated with the ABP can be found on the Rutgers University website at the following link: <https://uhr.rutgers.edu/alternate-benefit-program-abp>.

Interested candidates should apply via the internet through the Rutgers University office of human resources at the following link: <https://jobs.rutgers.edu/postings/121713>

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About VTC: The Alan M. Voorhees Transportation Center at Rutgers University (RU-VTC) is a national leader in the research and development of innovative transportation policy. Established in 1998, RU-VTC is one of several research centers within the Edward J. Bloustein School of Planning and Public Policy. The center specializes in identifying and exploring linkages between transportation and other public policy areas, such as economic development, land use, political governance, finance and social policy. The center has an annual operating and research budget of approximately \$4 million. Additional information on VTC can be found here: <http://vtc.rutgers.edu/>.

NJ Bicycle and Pedestrian Resource Center: The New Jersey Bicycle and Pedestrian Resource Center (BPRC) assists public officials, transportation and health professionals, and the public in creating a safer and more accessible walking and bicycling environment through primary research, education and dissemination of information about best practices in policy and design. The Center is supported by the New Jersey Department of Transportation through funds provided by the Federal Highway Administration. The BPRC and NJ Safe Routes to School Program are managed RU-VTC's Pedestrian and Bicycle Practice Group. More information on NJ BPRC can be found at the following link: <http://njbikeped.org/>.

Middlesex County Bicycle and Pedestrian Master Plan Update: The Middlesex County Bicycle and Pedestrian Plan was adopted in 2001. As part of this project, RU-VTC will work with Middlesex County Office of Planning staff and Street Plans, an internationally recognized urban planning, design, architecture, and transportation planning practice to: 1) Update and refine the goals established in the 2001 plan; 2) Map current bicycle-pedestrian routes in the County; 3) Identify critical gaps in the walking and bicycling network, especially areas with a history of traffic collisions; 4) Map recommended future bicycle routes, providing connectivity between municipalities and major destinations, such as colleges, job centers, and transit; 5) Recommend standard bicycle facilities for typical County roadway cross sections; 6) Recommend programs and policies to increase bike and walk mode share, and to support new infrastructure; 7) Collect input and feedback from the public, including through an online mapping tool and survey; and 8) Develop an implementation plan.

Middlesex County Vision Zero: This project, which will result in the first of its kind countywide Vision Zero initiative in New Jersey. The initiative will adhere to the “Nine Components of a Strong Vision Zero Commitment,” as recommended by the Vision Zero Network, including: political commitment, multi-disciplinary leadership, action planning, equity, cooperation and collaboration, systems-based approach, data-driven, community engagement, and transparency. With the support and commitment of Middlesex County and its residents, business owners, and visitors, the Vision Zero Action Plan will help to improve the safety, comfort, and usability of County streets for all users. As part of this project, RU-VTC will work with the Department of Transportation’s Offices of Planning, Engineering, Public Works and Keep Middlesex Moving; Department of Public Safety and Health; Department of Community Services; and a leading engineering and consulting services firm, to develop a Middlesex County Vision Zero Action Plan. This will include: 1) Convening a Middlesex County Vision Zero Task Force; 2) Performing crash data collection and analysis; 3) Identifying a countywide High Injury Network; 4) Documenting existing safety programs, projects and initiatives that can contribute to the Vision Zero Action Plan; 5) Engaging the public, municipalities and other stakeholders in the Vision Zero planning process; 6) Identifying Vision Zero goals and targets; 7) Developing and implementing a Vision Zero communications strategy; and 8) Preparing a detailed countywide three-year Vision Zero Action Plan.

North Jersey Transportation Planning Authority (NJTPA) Complete Streets Outreach and Technical Assistance Project: The complete streets workshop and technical assistance project is funded by the North Jersey Transportation Planning Authority (NJTPA, and managed and delivered by The Sustainability Institute (SI) at the College of New Jersey as part of the Sustainable Jersey Program and the Alan M. Voorhees Transportation Center (VTC) at Rutgers, The State University of New Jersey. The project was developed to address specific complete streets implementation and technical assistance needs that were identified by the Together North Jersey (TNJ) Efficient, Livable and Resilient Task Forces. While New Jersey leads the nation in the number of complete streets policies adopted, it continues to lag behind in overall complete streets implementation. One reason for the lag in implementation is the overall lack of knowledge, skills, and resources by local governments to properly identify, plan, and address complete streets-related needs and solutions. To learn more: <https://www.njtpa.org/completestreets.aspx>