

Applicant:		
Adopt a Complete Streets Policy – 10 Points	Yes	Comments
Description of Implementation (300-word narrative).	<input type="checkbox"/>	
Complete Streets Policy resolution or ordinance (To receive credit the resolution or ordinance must include each of the following requirements)		
Completed within 3.5 Years of June submission.	<input type="checkbox"/>	
a) Stated intent to plan, design, build, and maintain roads for all users.	<input type="checkbox"/>	
b) Clear definition of “all users” (pedestrians, bicyclists, transit vehicle users, motorists of all ages and abilities, etc.)	<input type="checkbox"/>	
c) Commitment to create a comprehensive, integrated, connected multi-modal transportation network.	<input type="checkbox"/>	
d) Recognition of the fact that flexibility and community context is needed when addressing needs of streets and users.	<input type="checkbox"/>	
e1) Application of policy to all new and retrofitted projects, including design, planning, construction, maintenance and operations , for the entire right-of-way. (Policies that exclude maintenance will not receive SJ points.)	<input type="checkbox"/>	
e2) Exceptions to the policy to be contingent upon the presence of specific safety concerns and set a clear procedure that requires high-level approval prior to granting exceptions, in writing.	<input type="checkbox"/>	
<p>f) Includes language acknowledging the health benefits of complete streets. Recommended text:</p> <p>Whereas, complete streets have the potential for improving physical and mental health either directly or indirectly in the following ways:</p> <ul style="list-style-type: none"> i. Incorporating physical activity into our daily lives by increasing pedestrian activity and bicycle use. ii. Reducing rates of several chronic diseases related to increases in physical activity from walking and bicycling. Key impacted diseases include diabetes, heart disease, depression, and some cancers. iii. Reducing rates of injury and death from decreased traffic crashes and improved road safety for all users. iv. Reducing rates of asthma and other respiratory issues due to improved air quality through emissions reductions and vegetative air filtration. v. Multiplying health and wellness benefits resulting from improved access to necessary amenities for vulnerable populations. vi. Reducing the risk of illnesses related to water-borne pathogens resulting from improved stormwater infiltration. 	<input type="checkbox"/>	

vii. Increasing the sense of social connectivity & sense of community belonging. viii. Improving aesthetics through decorative and functional vegetation.		
g) Inclusion of an Implementation section that articulates the intent of community in regards to public health. For example the provision could state: "Now, be it resolved that, all initial planning and design studies of complete street infrastructure projects shall consider opportunities to improve public health."	<input type="checkbox"/>	
Evidence (<i>emails, meetings, newsletter</i>) of distribution of adopted policy to all municipal departments.	<input type="checkbox"/>	

Notes: 1. Applicants should review the requirements for and consider working towards both Adopt a Complete Streets Policy and Institute Complete Streets actions simultaneously since both require municipal government adoption in order to receive points.

2. Approved actions will be set to expired 3.5 years from the date the Complete Streets Policy was adopted. To reapply for points under this action, evidence that the policy is still in effect and being followed is required.

3. If you would like our staff to review your draft Complete Streets policy prior to formal adoption in order to make sure it meets Sustainable Jersey requirements, please contact:

New Jersey Safe Routes to School Resource Center
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Website: saferoutesnj.org
The Center is supported by the New Jersey Department of Transportation through funds provided by the Federal Highway Administration.

Reviewed by:

Date:

