Complete and Green Streets for All

NJ Bike and Walk Summit
Saturday March 7, 2020
Does your town have a Complete Streets Policy?

- Yes
- No
- I don’t know
Why is a New Policy Needed?
Policy Problems

No Transparency or Accountability
- Not providing exceptions in writing
- No public involvement

Lots of Caveats

Exemptions on spending
- > 5-20% of cost

No Benchmarks

No Actual Policy
Lack of Implementation

What happened to implementation?
Strong, Stronger, Strongest

Resolution

official statement of support, includes “WHEREAS” statements

Policy

process and actions designed to ensure that Complete Streets are routinely considered in all transportation decisions

Ordinance

law that can be enforced
COMPLETE & GREEN STREETS FOR ALL
MODEL COMPLETE STREETS POLICY & GUIDE
MAKING NEW JERSEY'S COMMUNITIES HEALTHY, EQUITABLE, GREEN & PROSPEROUS

JULY 2019
(Updated January 2020)
WHEREAS, Complete Streets that incorporate sustainable **Green Streets** design elements, such as **green stormwater infrastructure**, traffic calming treatments, shade trees, and the use of recycled materials, protect and create a healthier natural and social environment, improve air and water quality, and reduce localized flooding; and
WHEREAS, Complete Streets implementation enhances access to local businesses, encourages reinvestment, increases property values and employment, and stimulates private investment, especially in retail districts, downtowns, and tourist areas; and
WHEREAS, Complete Streets encourage an active lifestyle through increased physical activity, social connectivity, and sense of community belonging, thereby lowering risk of obesity, reducing chronic disease, improving mental health, and promoting wellness; and

WHEREAS, traffic crashes are preventable and the only acceptable number of traffic deaths for my town is zero; and
WHEREAS, Complete Streets allow for safe, accessible, and convenient travel, reducing serious injuries and fatalities for all users of the roadway, including pedestrians, bicyclists, children, older adults, people with disabilities, non-drivers, transit riders, residents of Priority Communities, and those who cannot afford a car or choose to reduce their car usage; and

WHEREAS, low- and moderate-income areas, whether in rural, urban, or suburban communities, are typically the least safe for pedestrians and bicyclists, especially for children walking and biking to school, due to long-standing infrastructure disparities and higher concentration of streets with faster-moving and higher-volume traffic; and

WHEREAS, procedures should be implemented that ensure fair treatment, equitable funding and resource distribution, and meaningful involvement of all communities in all phases from selection, planning, and design to construction and long-term maintenance; and
The term **Priority Communities** refers to categories of **underserved** and **adversely impacted** populations.

Each county or municipality should evaluate who and where there are concentrations of underserved or marginalized populations based on available data. Below are some of the categories to consider when defining Priority Communities:

1. Minority Concentrations
2. Low-Income Concentrations
3. Other Indicators of Disadvantage:
   a. Female Head of Household with Children
   b. Persons with Limited English Proficiency
   c. Carless Households
   d. Elderly Populations/Children
   e. Persons with Disabilities
   f. Hispanic Populations
   g. Other Ethnic Minorities
   h. Families in Poverty with Children
The Council shall establish a **Complete Streets Advisory Body** to help Anytown, NJ comply with the Complete Streets policy and to provide ongoing feedback to the town related to the implementation of the Complete Streets Policy.
The Complete Streets advisory body shall consist of a broad group of stakeholders including:

a. Elected Officials;
b. Law Enforcement;
c. Public Works;
d. Planners;
e. Engineers;
f. Emergency Medical Services (EMS);
g. Fire;
h. Schools;
i. Business and Developer Community;
j. Civic And Advocacy Groups;
k. Public Health Professionals;
l. Transit Professionals; and
m. Community Members, including Persons with Disabilities, Senior and Youth Organizations, Persons Representing Priority Communities.
Within two years of the effective date of this Policy, Anytown, NJ shall inventory and audit procedures, policies, plans, documents, training programs, performance measures and other guidance documents to be consistent with this policy.

The Council, Planner and Engineer shall routinely work in coordination with each other and adjacent jurisdictions, and any relevant advisory committees/teams, to create Complete and Green Streets and to ensure consistency with the Municipal Master Plan and Elements and any other existing Pedestrian/Bicycle/Multimodal Plans, Stormwater Management Plans, and Pollution Prevention Plans.
Model Policy: Accountability

The Council shall establish benchmarks reflecting the ability of all users to travel safely and conveniently along highways, roads and streets within the agency’s jurisdiction.

Benchmarks shall include but are not limited to:
Model Policy: Accountability

a. Mileage by of new and existing bicycle infrastructure including in Priority Communities (e.g., bicycle lanes, bike parking, paths, and boulevards)
b. Linear feet (or mileage) of new and existing pedestrian infrastructure (e.g., sidewalks, trails, transit amenities)
c. Number of new and existing ADA-compliant infrastructure (e.g., curb ramps, pedestrian buttons)
d. Number of new street trees
e. Number of green street practices (e.g., rain gardens, bioswales, permeable pavement)
f. Number of pedestrian and bicycle lighting improvements.
g. Bicycle and pedestrian counts
h. Commute mode percentages (e.g., drive alone, carpool, transit, bicycle, walk)
i. The number and percentage of designated transit stops accessible via sidewalks and curb ramps
j. The number, locations, and causes of collisions, injuries, and fatalities by each mode of transportation
k. The percentage of children walking or bicycling to school
Model Policy: Accountability

Complete Streets Checklists

- Concept Development
- Preliminary Engineering
- Construction
- Maintenance
## Sustainable Jersey
### Complete Streets Action, Jan 2020

<table>
<thead>
<tr>
<th>Tier</th>
<th>Action</th>
<th>Points</th>
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<tbody>
<tr>
<td>1</td>
<td>Adopt a resolution with policy</td>
<td>10</td>
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<tr>
<td>2</td>
<td>Adopt checklists, advisory body, training, list of plans to update</td>
<td>10</td>
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<td>3</td>
<td>Adopt benchmarks in policy</td>
<td>5</td>
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<td><strong>Adopt an ordinance</strong></td>
<td>25</td>
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<td><strong>good for 10 years</strong></td>
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*Equity is part of every tier*
NJ Complete Streets Working Group

AARP—NJ
American Heart Association
Bicycle Coalition of Greater Philadelphia
NJ Bike & Walk Coalition
NJ Conservation Foundation
NJ Department of Community Affairs
**NJ Department of Transportation**
New Jersey Future, Jersey Water Works
NJ Healthy Community Network
Passaic County
Rails to Trails Conservancy
Rutgers University:
• Voorhees Transportation Center, Bloustein School of Planning & Public Policy
• Water Resources Program, Agricultural Experiment Station Cooperative Extension
Sustainable Jersey
Transportation Management Associations:
• Cross County Connection TMA
• Greater Mercer TMA
• RideWise TMA, Inc.
**Tri-State Transportation Campaign**
West Windsor Council
EIGHT GOOD REASONS TO ADOPT A COMPLETE STREETS POLICY

1. Provide an equitable transportation system that serves all residents.
2. Reduce rates of injury and death from traffic crashes and improve road safety for all users.
3. Shift transportation investments to safer, better-functioning streets, gradually creating Complete Streets networks and saving money by reducing the need for costly retrofits.
4. Provide more transportation options and reduce traffic congestion, increasing transportation network capacity.
5. Improve air quality and reduce localized flooding by installing green stormwater infrastructure, street trees, and other vegetation.
6. Reduce rates of asthma and other respiratory issues by improving air quality through reduced traffic congestion and emissions.
7. Encourage walking and bicycling, healthy habits that reduce rates of chronic diseases such as diabetes, heart disease, cancer and stroke through increased physical activity.
8. Promote health equity by providing people who typically face significant barriers to better health with more opportunities to live healthier lives.

Complete & Green Streets Resources

To download the guide visit: https://www.state.nj.us/transportation/eng/completestreets/resources.shtm
Background

- 2017 Master Plan Re-Examination
- League of Municipalities
- Formed by Resolution
- Two Successful Grants
Eatontown Complete Streets

Complete Streets Policy

- County and Borough Resolutions 2014
- Expert Input and Best Practices
- Review by Borough Professionals
- Adopted Ordinance

§ 7-99. Creation.
The governing body of the Borough of Eatontown, County of Monmouth and State of New Jersey, created the Complete Streets Committee by way of Resolution 99-2016 on April 25, 2016, hereby established as Chapter 7, Article XVI.

§ 7-100. (Reserved)

§ 7-101. Complete Streets Policy.
A. Policy. The Borough of Eatontown shall develop an integrated and connected multimodal transportation system of Complete Streets that serve all neighborhoods and populations. Towards this end:

1. All transportation projects shall create Complete Streets that allow safe, environmentally healthy, economically sound, equitable, accessible, and convenient travel along and across streets for users of all ages and abilities and for all modes of transportation, including motorists, bicyclists, public transportation vehicles and their passengers, and pedestrians, and strive to meet the following goals.

   a. Safety: Eliminate all road fatalities, significantly reduce crash severity and injury, and minimize crime risk.

   b. Environment: Improve air quality, water quality, and stormwater management; reduce flooding; mitigate traffic congestion.


   d. Health: Increase physical activity and social connectivity with the goal of lowering the risk of obesity, reducing chronic disease and promoting wellness.

   e. Equity: Implement policies and distribute funding and other resources equitably and responsibly in all neighborhoods, particularly in priority communities; improve non-motor vehicle transportation systems.

2. The Planning Board, Zoning Board of Adjustment, along with their respective planning and engineering professionals, shall incorporate this Complete Streets policy into its reviews and
Eatontown Complete Streets

Complete Streets Checklist

- Areas of Focus
- How it’s Applied
- Human Error and Advocacy
- Zoning/Planning Examples
Eatontown Complete Streets

Thank you!

Candace Faust
Chair, Eatontown Complete Streets Advisory Committee
candacefaust@gmail.com
Complete Streets: Let's Play
Commonwealth Avenue, Strathmere/ Landis Avenue, Sea Isle City – Signs & Striping

Public Participation

• Steering Committee

• On-site field evaluation

• Multi-jurisdiction rough concept review & coordination
Outreach – Building Consensus
Strathmere and Sea Isle City
Public Opinion – Building Consensus
Commonwealth Avenue, Strathmere/ Landis Avenue, Sea Isle City – Signs Striping

Design Elements

• Reallocating Roadway space, converting on-street parking to buffered pedestrian space
• High visibility crosswalks
• Daylighting crosswalks, to ensure crosswalk visibility
Concept Plan – requested/preferred treatment

**ALTERNATIVE E**
Shift Centerline 2’ (eastside)
Shared Use Path (Westside) w/ Buffer, Parking restricted (westside), Parking permitted (eastside)

- 8’ Shared Use Path
- 2’ Buffer
- 11’ Travel Lane
- 11’ Travel Lane
- 8’ Parking
What would YOU DO?

We will show you what Cape May County striped in June 2019 after the exercise…
Concept Plan – Upper Township/Strathmere Details

PROPOSED SIGN LEGEND

- W11-2 36"x36"
- R1-5b 36"x36"
- W16-7P 24"x12"
- R1-6a 12"x36"

REDUCED SPEED AHEAD

- W11-2 W16-7P R1-6a R1-5b
- R1-6a R1-6a

NO PARKING FIRE HYDRANT

25' (TYP.)

6' (TYP.)

30+00

F

D

C

B

R1-5b