



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

State Policy

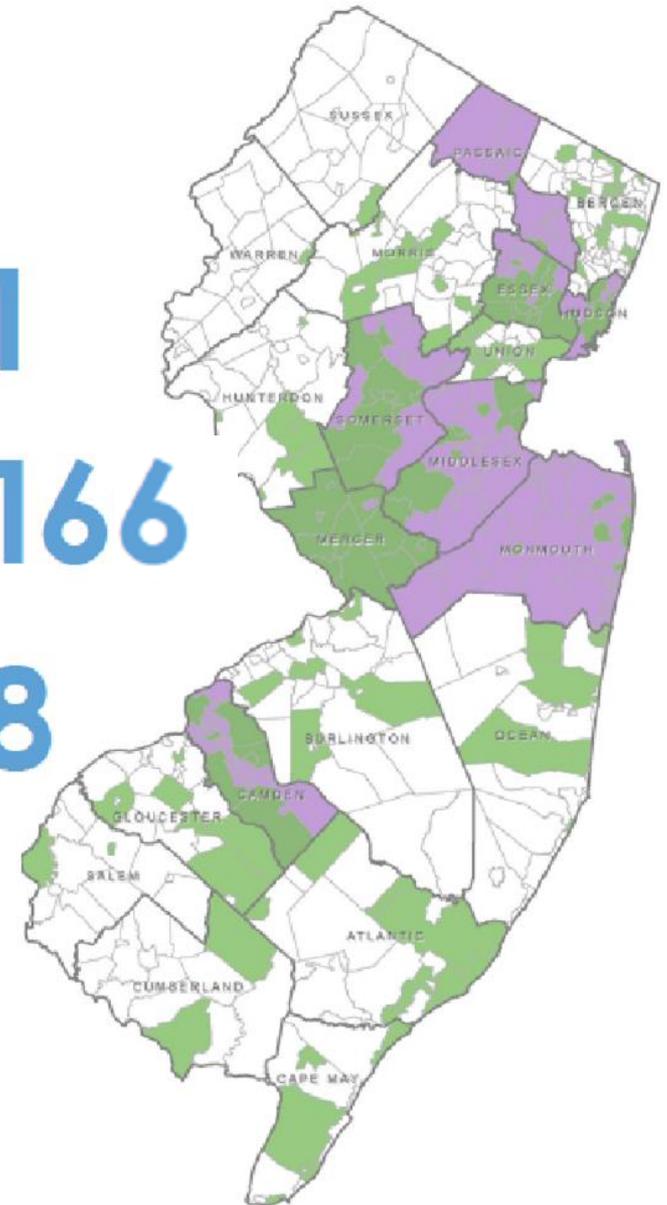
1

Municipal Resolutions

166

County Resolutions

8



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

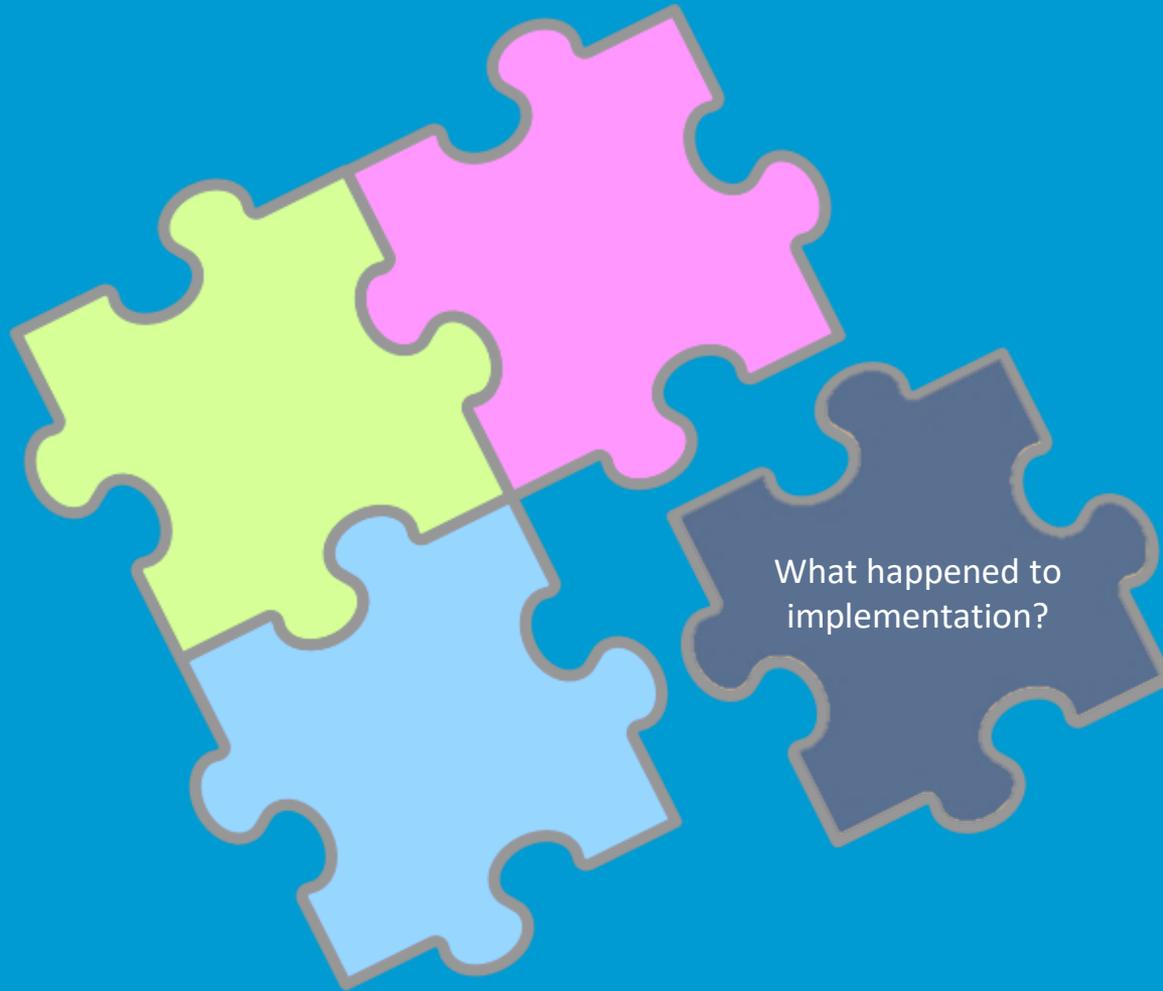
No Benchmarks

No Actual Policy

“when feasible”
“if practical”
“when possible”
“except maintenance”



Lack of 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





Public Health
& Safety



Green Streets



Economy



Equity

Model Resolution: Spelling It Out

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



Public Health
& Safety



Green Streets



Economy



Equity

Model Resolution: Spelling It Out

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



Public Health
& Safety



Green Streets



Economy



Equity

Model Resolution: Spelling It Out

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



Public Health
& Safety



Green Streets



Economy



Equity

Model Resolution: Spelling It Out

WHEREAS, Complete Streets allow for safe, accessible, and convenient travel, reducing serious injuries and fatalities for all users of the roadway⁶, 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



Public Health
& Safety



Green Streets



Economy



Equity

Model Resolution: Spelling It Out

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

Putting the Policy into Action



Model Policy: Accountability



Advisory Body



Plans & Practices



Benchmarks/
Reporting



Checklists

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.



Advisory Body



Plans & Practices



Benchmarks/
Reporting



Checklists

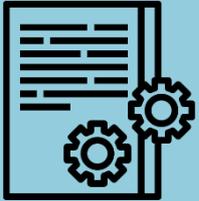
Model Policy: Accountability

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**.



Advisory Body



Plans & Practices



Benchmarks/
Reporting



Checklists

Model Policy: Accountability

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.



Advisory Body



Plans & Practices



Benchmarks/
Reporting



Checklists

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:



Advisory Body



Plans & Practices



Benchmarks/
Reporting



Checklists

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



Advisory Body



Plans & Practices



Benchmarks/
Reporting



Checklists

Complete Streets Checklists

CONCEPT
DEVELOPMENT

PRELIMINARY
ENGINEERING

CONSTRUCTION

MAINTENANCE

Sustainable Jersey

Complete Streets Action, Jan 2020



Tier	Action	Points
1	Adopt a resolution with policy	10
2	Adopt checklists, advisory body, training, list of plans to update	10
3	Adopt benchmarks in policy	5
	Adopt an ordinance	25 good for 10 years

*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





Public Health & Safety



Green Streets



Economy



Equity

COMPLETE & GREEN STREETS FOR ALL

MODEL COMPLETE STREETS POLICY & GUIDE

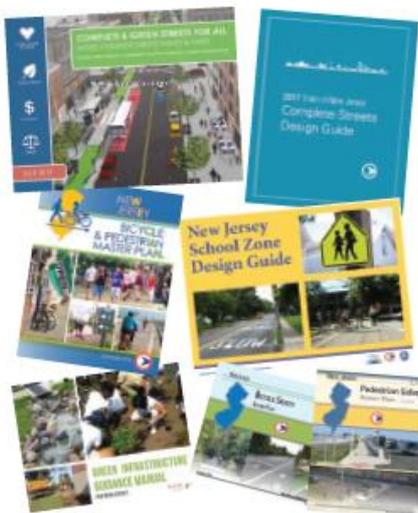
MAKING NEW JERSEY'S COMMUNITIES HEALTHY, EQUITABLE, GREEN & PROSPEROUS

Complete & Green Streets for All is a one-stop resource for adopting and implementing Complete Streets policies and practices. Developed by the **NJ Complete Streets Working Group** in partnership with the NJ Department of Transportation, it features:

- A state-of-the-art **Model Complete Streets Resolution and Policy** that can be adopted in full or tailored to meet your needs.
- A set of 4 comprehensive **Model Checklists** to ensure that Complete Streets are considered throughout the project development process.
- **Tools & Resources** on a wide range of topics related to Complete Streets policies and implementation.
- **Guidance** on the many benefits of Complete Streets highlighting Public Health and Safety, Green Streets, Economic Vitality and Equity.

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

Complete & Green Streets Resources



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.



To download the guide visit:

<https://www.state.nj.us/transportation/eng/completestreets/resources.shtm>





NEW JERSEY
Safe Routes to School



www.saferoutesnj.org

Leigh Ann Von Hagen, AICP, PP

NJ Safe Routes Resource Center

Rutgers, The State University of New Jersey

848.932.2854

lavh@ejb.rutgers.edu

www.saferoutesnj.org



RUTGERS

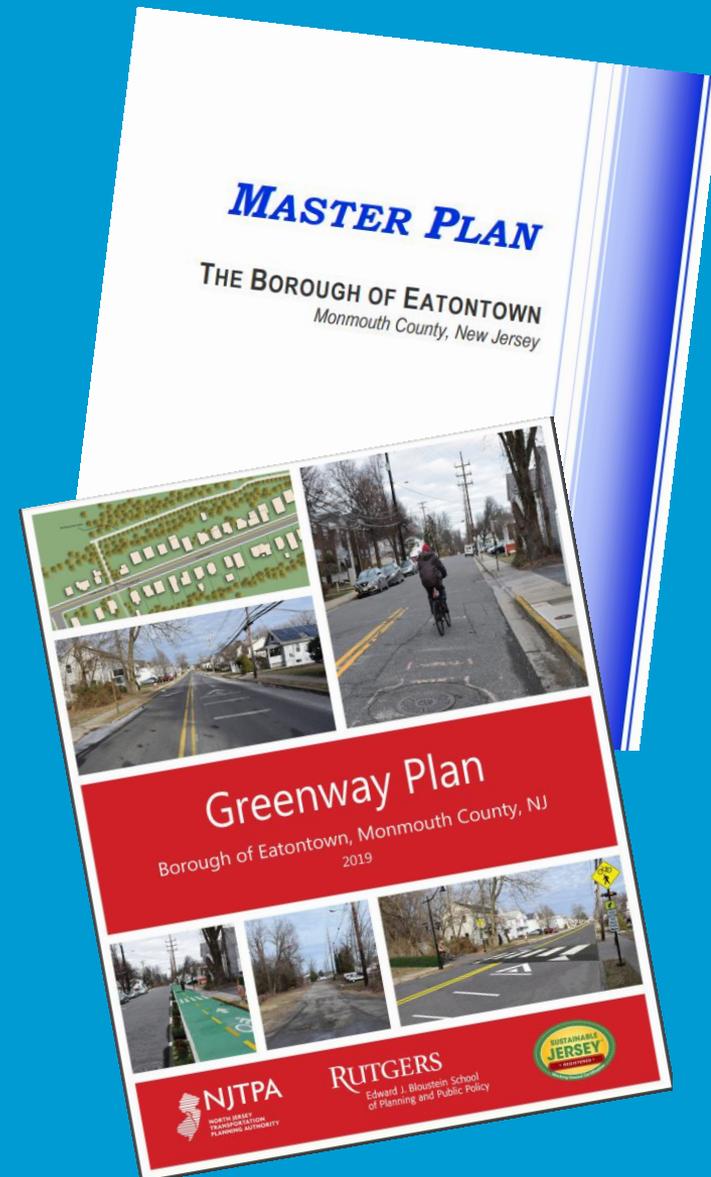
Edward J. Bloustein School
of Planning and Public Policy



Eatontown Complete Streets

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

§ 7-101

ARTICLE XVI
Complete Streets
[Adopted 5-22-2019 by Ord. No. 12-2019]

§ 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 99-2018 on April 25, 2018, hereby established as Chapter 7, Article XVI.

§ 7-100. (Reserved)

§ 7-101. Complete Streets Policy.

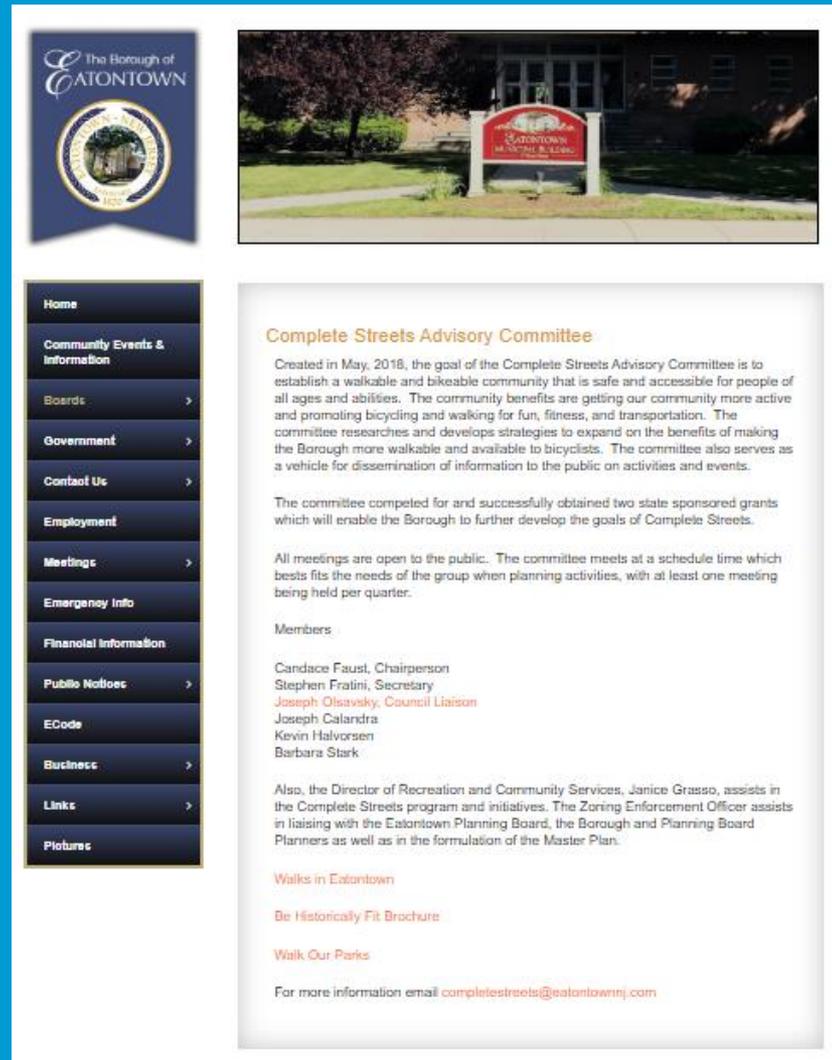
- A. Policy. The Borough of Eatontown shall develop an integrated and connected multimodal transportation system of Complete Streets that serve all neighborhoods and populations. Towards this end:
- (1) All transportation projects shall create Complete Streets that allow safe, environmentally healthy, 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.
 - (c) Economic: Stimulate economic prosperity.
 - (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



The Borough of
EATONTOWN



Complete Streets Advisory Committee

Created in May, 2016, the goal of the Complete Streets Advisory Committee is to establish a walkable and bikeable community that is safe and accessible for people of all ages and abilities. The community benefits are getting our community more active and promoting bicycling and walking for fun, fitness, and transportation. The committee researches and develops strategies to expand on the benefits of making the Borough more walkable and available to bicyclists. The committee also serves as a vehicle for dissemination of information to the public on activities and events.

The committee competed for and successfully obtained two state sponsored grants which will enable the Borough to further develop the goals of Complete Streets.

All meetings are open to the public. The committee meets at a schedule time which best fits the needs of the group when planning activities, with at least one meeting being held per quarter.

Members

Candace Faust, Chairperson
Stephen Fratini, Secretary
Joseph Olasovsky, Council Liaison
Joseph Calandra
Kevin Halvorsen
Barbara Stark

Also, the Director of Recreation and Community Services, Janice Grasso, assists in the Complete Streets program and initiatives. The Zoning Enforcement Officer assists in liaising with the Eatontown Planning Board, the Borough and Planning Board Planners as well as in the formulation of the Master Plan.

[Walks in Eatontown](#)

[Be Historically Fit Brochure](#)

[Walk Our Parks](#)

For more information email completestreets@eatontownnj.com

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

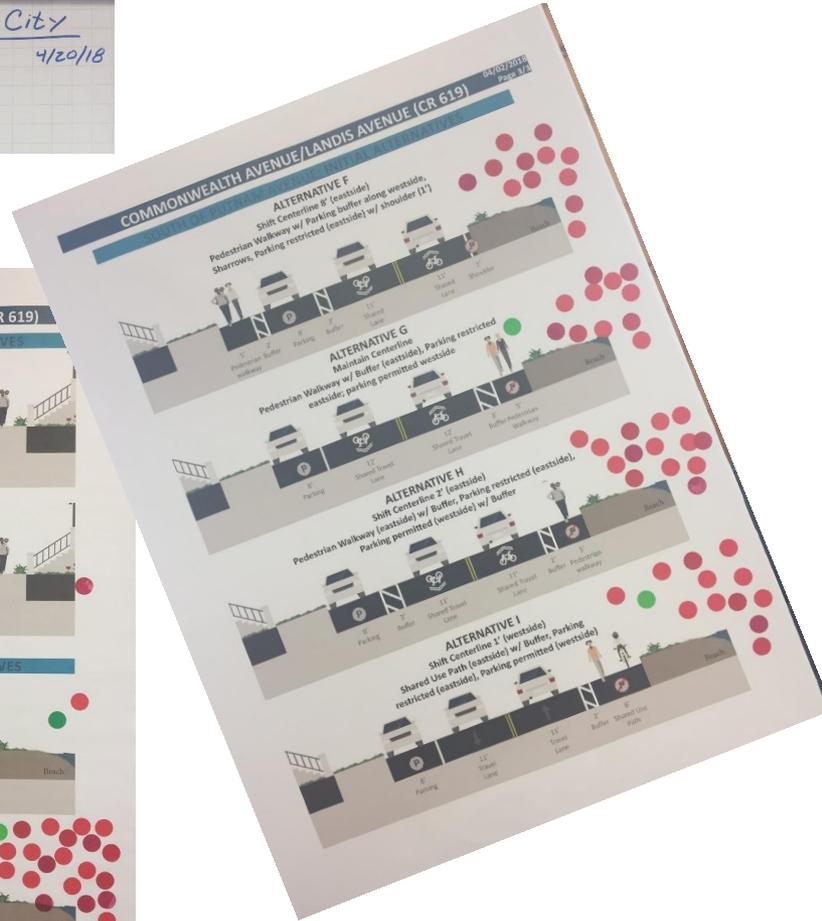
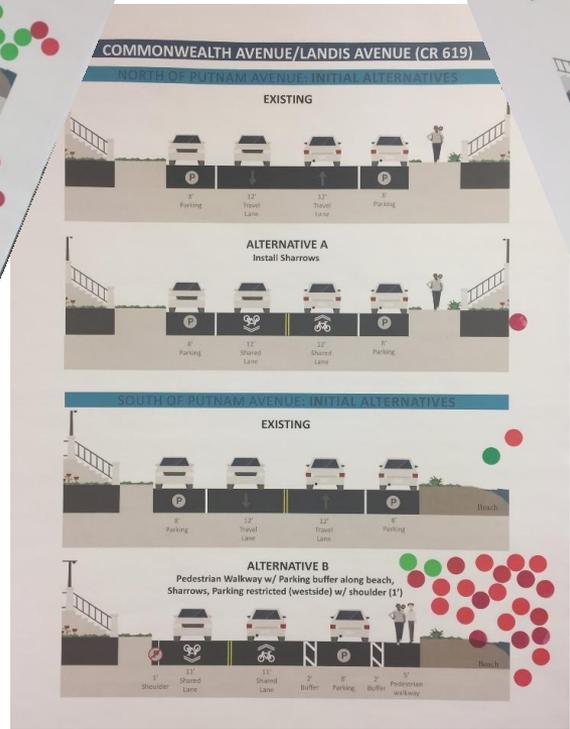
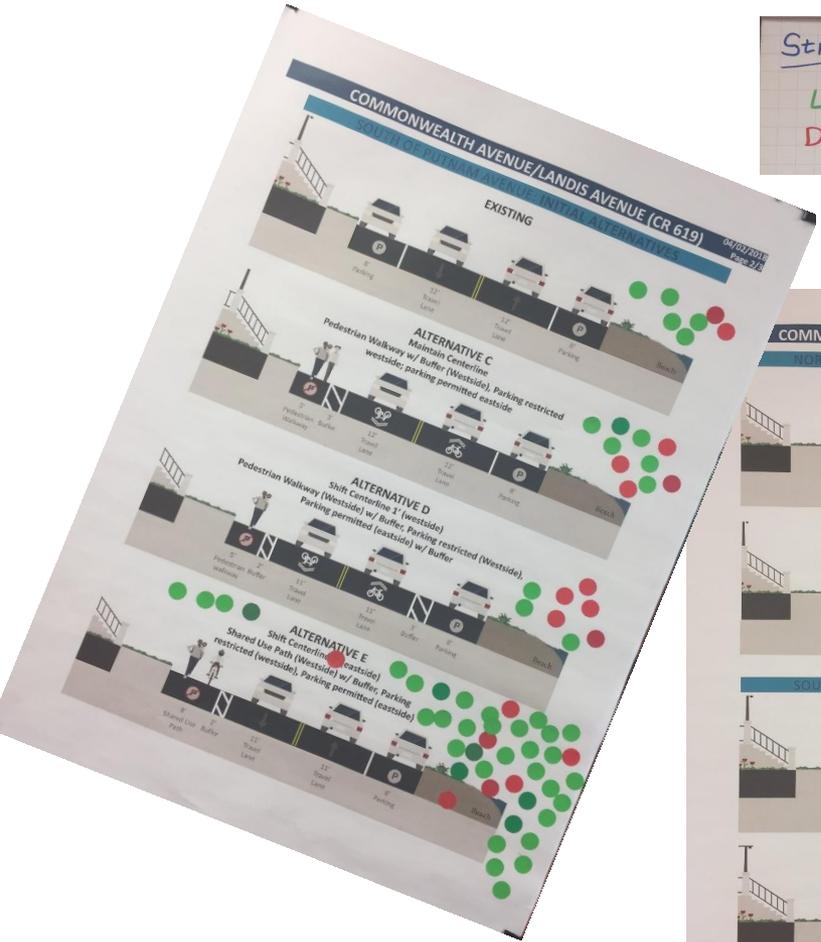


Strathmere and Sea Isle City Public Opinion – Building Consensus

Strathmere / Sea Isle City
4/20/18

LIKE

DO NOT LIKE

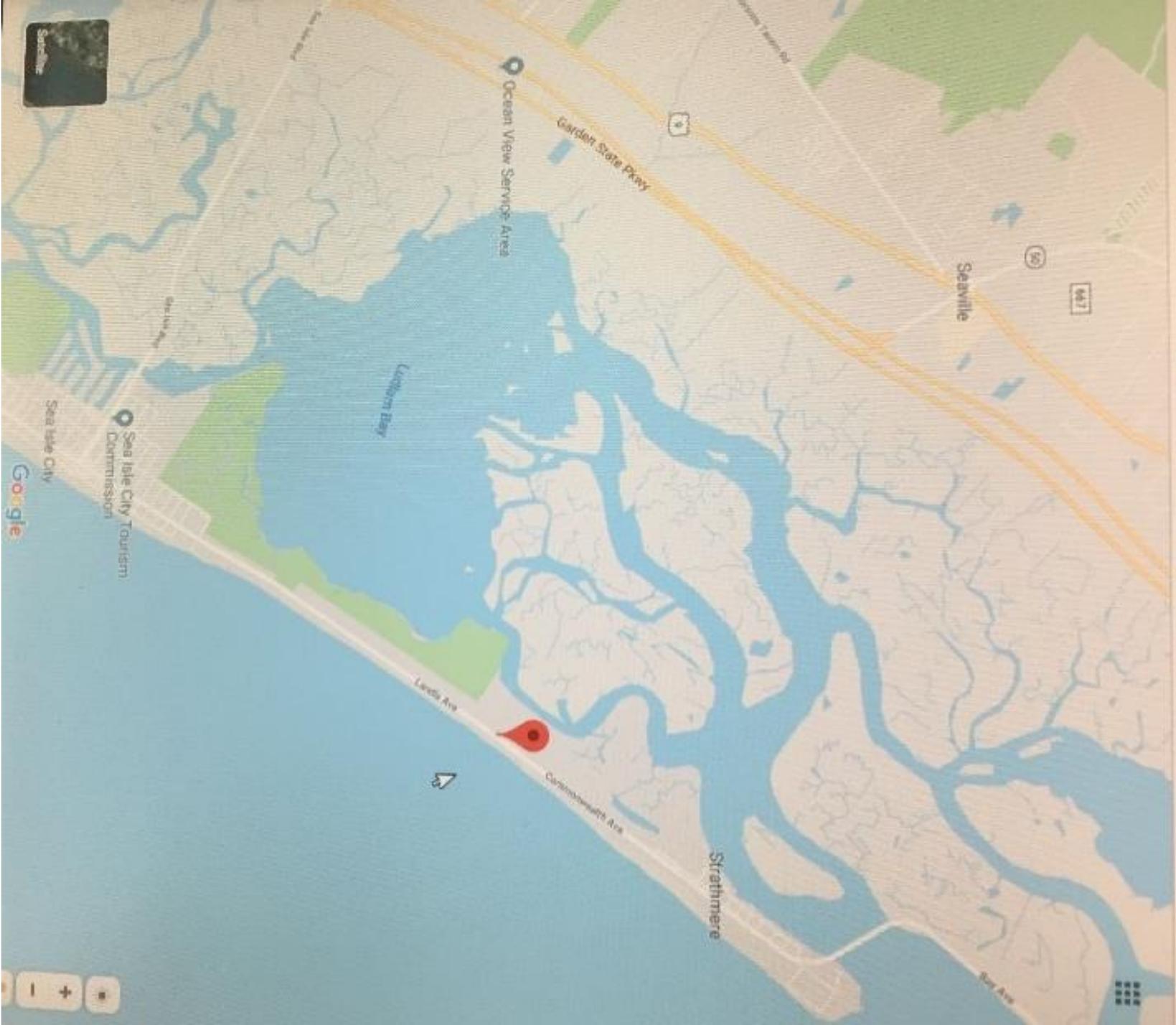




Commonwealth Avenue, Strathmere/ Landis Avenue, Sea Isle City – Signs Striping

Design Elements

- Reallocating Roadway space, converting on-street parking to buffered pedestrian space
- High visibility crosswalks
- Daylighting crosswalks, to ensure crosswalk visibility



StreetView

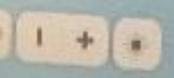
Biking in New Jersey...

www.mapping.com/...

realestate.com/...

...

...



Google

Sea Isle City Tourism Commission

Sea Isle City

Ocean View Service Area

Seville

Strathmere

Laden Bay

Garden State Pkwy

Lavelle Ave

Carrollwood Ave

Bay Ave

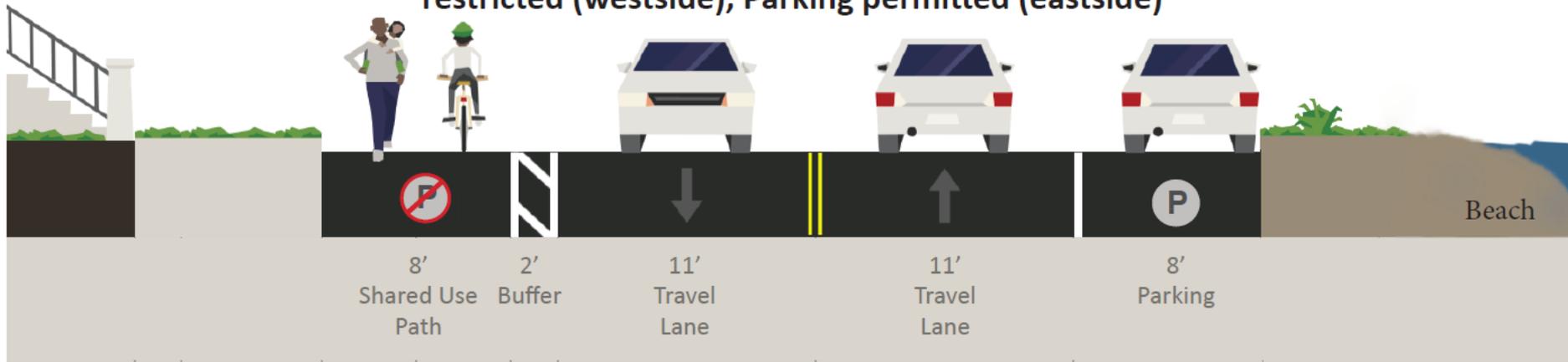


Concept Plan – requested/preferred treatment

ALTERNATIVE E

Shift Centerline 2' (eastside)

Shared Use Path (Westside) w/ Buffer, Parking restricted (westside), Parking permitted (eastside)





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"



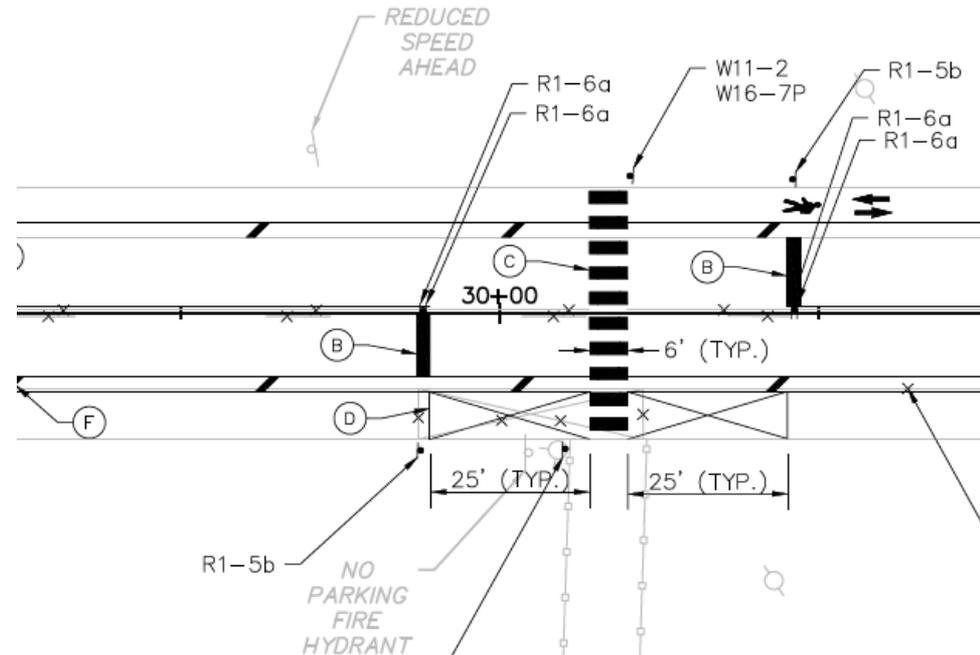
R1-5b
36"X36"



R1-6a
12"X36"



W16-7P
24"X12"





STATE
LAW
STOP
FOR
PEDESTRIAN
BEFORE
CROSSWALK

STOP
HERE
FOR
PEDESTRIAN





Mildred's Restaurant



N | V | 5

Michael Dannemiller, PE

NV5

Principal Engineer

Michael.Dannemiller@nv5.com

Q & A

Healthy Equitable
Green



Sustainable Prosperous