Complete and Green Streets Policy Acceptance Criteria for NJ SRTS Recognition Program

Tier 1, Tier 2, and Tier 3 Policies will be accepted for NJ SRTS Recognition:

Tier 1 Good Policy adopted by resolution or ordinance:
The municipality has adopted a policy that has some of the basic components of the NJDOT model policy:

- An audit of existing plans and policies addressing roads and circulation to ensure that the adoption of a Complete and Green Streets Policy remains over time will occur. Additionally, an annual report is required detailing implementation activities.
- Priority communities will need to be identified by the municipality to determine where the most need is located for road improvement projects.
- A model policy that meets the requirements of Tier 1 can be found here

Tier 2 Better Policy adopted by resolution or ordinance:
The municipality has adopted a policy that has more of the basic components of the NJDOT model policy and meets all requirements of Tier 1. The policy is **better** because:

- The municipality provides **one or more** of the following checklists to assist in the process: a concept development checklist, a preliminary engineering checklist, a construction checklist, and a maintenance checklist.
- There is public participation in the process through formation of a Complete Streets Advisory Board
- A model policy that meets the requirements of Tier 2 can be found here

Tier 3 Best Policy adopted by resolution or ordinance:
The municipality has adopted a policy that has more of the basic components of the new NJDOT model policy and meets all requirements of Tier 1 and Tier 2. The policy is **best** because:

- The municipality is required to create benchmarks and track progress in meeting goals through data collection. These benchmarks reflect the ability for all users to travel safely and conveniently along the municipality's highways, roads and streets. Additionally, when possible the benchmarks will be disaggregated by race/ethnicity, neighborhood, and vehicle ownership.
- There is the creation of a fiscal year annual report to identify barriers and propose solutions to ensure successful implementation of a Complete and Green Streets policy. The report should also provide updates on transportation projects for that fiscal year.
- Benchmarks and annual reports are made available to the public online
- Evidence that data has been collected and evaluated on the following benchmarks:
    1. Mileage of new and existing bicycle infrastructure (bicycle lands, bike parking, paths and boulevards) including in Priority Communities
    2. Linear feet (or mileage) of new and existing pedestrian infrastructure (sidewalks, trails, transit amenities)
    3. Number of new and existing ADA-compliant infrastructure (curb ramps, pedestrian buttons)
    4. Number of new street trees
    5. Number of Green Streets practices (rain gardens, bioswales, permeable pavement)
    6. Number of pedestrian and bicycle lighting improvements
    7. Bicycle and pedestrian counts
    8. Commute mode percentages (drive alone, carpool, transit, bicycle, walk)
    9. The number and percentage of designated transit stops accessible via sidewalks and curb ramps
    10. The number, location, and causes of collisions, injuries, and fatalities by each mode of transportation
    11. The percentage of children walking or bicycling to school
- A model policy that meets the requirements of Tier 3 can be found here