Complete Streets in New Jersey

A Success Story

State Policy

1

Municipal Resolutions

160

County Resolutions

8
WHERE DO COMPLETE STREETS BELONG?

Complete Streets belong in urban, suburban and rural communities, but their design will vary to “fit” the context. Each street’s surrounding land use patterns, destinations, anticipated users, and function within a Complete Streets network will determine how it is designed; there is no “one-size-fits-all” Complete Streets design.
NJDOT Commitment to Communities

• Enhance quality of life
• Keep infrastructure in a state of good repair
• Stimulate and sustain smart development and economic growth
• Employ the latest technologies
• Respect and protect natural resources
• Embrace role as a customer service organization
Implementing NJDOT’s Policy

- Trained all in-house NJDOT engineering and planning staff
- Added Subject Matter Expert review
- Created new “pipeline” guidelines
- Developed a checklist to ensure Complete Streets inclusion
- Instituted extra points for Local Aid grant applications
- Offered Regional workshops on policy and design
- Award Best Practice
Goals

- Foster stronger policies
- Expand application
- Integrate best practices
- Incorporate public input
- Transparency & accountability
- Detail health, safety, environmental, economic, & equity benefits
Health

Focus on:

• Increasing physical activity, social connectivity, and active transportation options

• Reducing obesity and chronic disease while promoting wellness

Aligns with:

• NJDOH Healthy NJ 2020

• Forthcoming NJDOH State Health Improvement Plan
Safety

Focus on:

- Eliminating road fatalities
- Reducing crash severity and injury

Aligns with:

- State vision of halving traffic deaths by 2030,
  NJDOT *Strategic Highway Safety Plan (2015)*
Focus on:

• Improving air and water quality
• Managing Stormwater (flooding)
• Reducing Vehicle Miles Traveled (VMT)

Aligns with:

• NJDEP Green Infrastructure program
• Forthcoming *NJ Energy Master Plan*
Focus on:

- Stimulating economic prosperity
- Fostering the economic benefits of walkable, bikeable, and sustainable roadways

Aligns with:

- NJEDA Economic Development Strategic Plan (2018)
Focus on:

- Equitable distribution of funding & resources
- Ensure fair treatment & meaningful involvement of all communities

Aligns with:

- *Environmental Justice Executive Order (2018)*
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Why is a New Policy Needed?
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
ACKNOWLEDGEMENTS

This Complete Streets Model Policy & Guide was developed through the collaboration of both public and non-profit organizations dedicated to advancing Complete Streets throughout New Jersey. Members of the New Jersey Complete Streets Working Group, a partnership of advocates, nonprofits, and local and state government representatives formed a Policy & Guide Team to develop this document.

The New Jersey Complete Streets Working Group gives special thanks to:

- **Tri-State Transportation Campaign** for convening the New Jersey Complete Streets Working Group
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- **Green Infrastructure Committee of Jersey Water Works** for their guidance on Green Streets
- **Ian Allen** for his tireless work on the policy language and as an advocate for equity.
- **Sarah Tomasello** at Voorhees Transportation Center, Rutgers University for policy review and assessment.

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**Disclaimer:** Technical Assistance was provided by the New Jersey Department of Transportation with funding from the United States Department of Transportation’s Federal Highway Administration. New Jersey and the United States Government assume no liability for its contents or its use thereof.
NJ is a federally designated Pedestrian-Bicycle Focus State

2018 - 34% of all motor vehicle fatalities were pedestrians or bicyclists

2019 – YTD 32% of all motor vehicle fatalities are pedestrians or bicyclists, UP almost 10% over previous 2 years.

FHWA, Pedestrian and Bicycle Safety Focus States and Cities
NJ Fatal Motor Vehicle Crash Yearly Reports, 2018, 2019
Policy Problems

Typical municipal Complete Streets policies do not include:

- Health & Safety
- Environment
- Economy
- Equity
- Maintenance

Have exemptions on spending regardless of safety needs e.g. if more than 5-20% of total cost
Policy Problems

No Transparency or Accountability

Not providing exceptions in writing
No public involvement

Lots of Caveats

No Benchmarks

No Actual Policy

“when feasible”
“if practical”
“when possible”
“except maintenance”
Lack of Implementation

What happened to implementation?
New Model Policy

Aligns with National Guidance

Acknowledges transportation decision-making includes:

• health
• safety
• economy
• equity

First model policy to include Green Streets
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
# Table of Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Introduction</td>
<td>1</td>
</tr>
<tr>
<td>Adopting the Model Policy</td>
<td>8</td>
</tr>
<tr>
<td>Model Resolution</td>
<td>10</td>
</tr>
<tr>
<td>Model Complete Streets Policy</td>
<td>12</td>
</tr>
<tr>
<td>Public Participation</td>
<td>14</td>
</tr>
<tr>
<td>Exceptions</td>
<td>17</td>
</tr>
<tr>
<td>Program Reporting</td>
<td>18</td>
</tr>
<tr>
<td>Adoption Of Complete Streets Checklists</td>
<td>19</td>
</tr>
<tr>
<td>Effective Date</td>
<td>19</td>
</tr>
<tr>
<td>Key Terms &amp; Definitions</td>
<td>20</td>
</tr>
<tr>
<td>Complete Streets Checklists</td>
<td>22</td>
</tr>
<tr>
<td>Tools &amp; Resources</td>
<td>37</td>
</tr>
<tr>
<td>References</td>
<td>47</td>
</tr>
</tbody>
</table>
Congratulations to Early Adopters

- Scotch Plains
- Roselle Park
- Lower Alloways Creek
- Eatontown: 1st Ordinance
WHEREAS, safe, convenient, accessible, equitable, healthy, and environmentally and economically beneficial transportation for all users is a priority of Anytown, NJ; and
Janna Chernetz, Esq.
Tri-State Transportation Campaign
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Public Health & Safety

COMPLETE & GREEN STREETS FOR ALL
MODEL COMPLETE STREETS POLICY & GUIDE
MAKING NEW JERSEY'S COMMUNITIES HEALTHY, EQUITABLE, GREEN & PROSPEROUS
How’s our Health Looking?

• **116.4 million** US adults are estimated to have **hypertension**

• **78%** of American adults **do not meet** the recommended leisure-time **activity** guidelines

• By 2035, an estimated **130 million adults** are projected to have some form of **cardiovascular disease**
What does it look like in the Garden State?

- Over **4 Million** New Jersey adults are considered **overweight or obese**.

- More than **40%** of New Jersey adults are estimated to have **high blood pressure**.

- Over **18,000** New Jerseyans die from **heart disease** each year.
Are We Moving?

1.7 Million New Jersey Adults DO NOT participate in leisure time physical activity— that’s enough people to fill MetLife Stadium over 20 times!
How Do We Influence Health?

By making the healthy choice
✓ the easy choice.
✓ the accessible choice.
✓ the natural choice.
TURNS OUT THE ROAD TO HEALTHIER NEIGHBORHOODS IS LITERALLY A BETTER ROAD.

Make safe walking, rolling and biking paths part of new road design.

Learn more at VoicesForHealthyKids.org/complete-streets
Complete Streets = Healthier Communities

Studies show:

- Residents who lived in the most walkable neighborhoods were 35% less likely to be obese compared to those living in the least walkable areas.
- More and better quality sidewalks are associated with higher rates of walking and more adults meeting the daily physical activity recommendations.
- Sidewalks are associated with a lower likelihood of being overweight.
Safety is a Priority

What’s acceptable?

Zero
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
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
Social Determinants

Where we live, work, play, pray and heal also plays a major role in our health, wellbeing and longevity.
According to a 2015 American Heart Association Scientific Statement published in *Circulation*:

“...at present, the most significant opportunities for reducing death and disability from cardiovascular disease in the United States lie with addressing the social determinants of cardiovascular outcomes.”
Does Income Matter in Health?

**Inequality in life expectancy widens for women**

Wealthier women can expect to live longer than their parents did, while life expectancy for poor women may have declined.

- **91.9** Richest
- **83.1** Upper middle
- **79.7** Lower middle
- **78.3** Poorest

Life expectancy for 50-year-olds in a given year, by quintile of income over the previous 10 years.

**Inequality in life expectancy widens for men**

Wealthier men can expect to live longer than their parents did, while life expectancies for the poor have not changed.

- **88.8** Richest
- **87.8** Upper middle
- **83.4** Middle
- **78.3** Lower middle
- **76.1** Poorest

Life expectancy for 50-year-olds in a given year, by quintile of income over the previous 10 years.
Does Income Matter in Infrastructure?

Often road infrastructure in low-income communities consists of:

- Wider streets with higher speeds
- Fewer painted crosswalks
- Lack of pedestrian lighting
- Poor transit access
Equitable Consideration

According to research published by the Center on Budget and Policy Priorities in June:

‘The nation has large, pressing infrastructure needs, which are often felt most acutely in low-income communities. Decades of policy choices and insufficient public and private investment have made the infrastructure needs of these communities acute, especially in many communities of color where past policy choices affected by racism, combined with continuing racial bias and discrimination, have resulted in a lack of needed economic resources. As federal lawmakers consider investing in infrastructure, a core priority should be to direct substantial resources across a range of areas to low-income communities, which could expand their access to safe living conditions and economic opportunity. Such investments include...

Transportation: Supporting well-designed transportation infrastructure and public transit can boost the economic prospects of underserved communities by increasing access to jobs and other opportunities.
Everyone can help make our communities more walkable.

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Green Streets

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MAKING NEW JERSEY’S COMMUNITIES HEALTHY, EQUITABLE, GREEN & PROSPEROUS
NEW JERSEY FUTURE

SMART GROWTH RESEARCH, POLICY, ADVOCACY, AND ASSISTANCE
A street for cars
A street for cars AND people
A street for cars, people, AND water
What are Green Streets?

Managing **stormwater** by either enabling it to **infiltrate** into the ground where it falls or by **capturing** it for later reuse

**Green Street Practices:**
- Stormwater tree trenches
- Curb bump outs
- Permeable Pavement
How does it work?

So, why do we want to put GI in the right-of-way?
Stormwater never travels alone.

Source: USEPA
A growing problem…

- Heavier & more frequent rain
- More stormwater
- More frequent flash flooding
- Street closings
  Property damage
  Sewer overflows
  Damaged infrastructure
  Impaired waters

Heavy Downpours Increasing

Source: Kenneth Kunkel, Cooperative Institute for Climate and Satellites, North Carolina State University and NOAA NCDC
Why should streets be green?

**Environment:** Improved water quality, increased groundwater quantity, cleaner air

**Economy:** Construction cost savings, Energy costs savings, maintenance costs, higher property values, jobs creator

**Society:** Public health benefits, safer neighborhoods, slower and safer streets

Streets = large % of a municipality’s impervious cover
Identifying Green Street Opportunities

- New streets
- Street retrofits
- Capital plans
Broadway Triangle, Camden City

Before

Credit: Camden County Municipal Utilities Authority
Broadway Triangle, Camden City

After

Credit: Camden County Municipal Utilities Authority
Westfield Ave., Camden City Before

Credit: Camden County Municipal Utilities Authority
Westfield Ave.,
Camden City
After
Bioswales collect stormwater runoff from streets/sidewalks & promote infiltration, capture & percolation of water.

City of Hoboken • @CityofHoboken • 24 Aug 2016

Jersey Water Works, Hoboken, Inc., Dawn Zimmer and others.
Jersey City, NJ
WHEREAS, Complete Streets that incorporate sustainable \textbf{Green Streets} design elements, such as \textit{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
Model Complete Streets Policy

[Municipality/County] shall develop an integrated and connected multimodal transportation system of Complete Streets that serve all neighborhoods and populations. Towards this end:

5. Transportation projects and Master and Capital Plans shall include, when appropriate, sustainable design elements, including, but not limited to:
   a. Green stormwater infrastructure practices
   b. Traffic Calming
   c. Shade trees and other vegetation
   d. Permeable pavements — including those made from recycled materials such as rubber, concrete, glass, and plastic.

6. Transportation projects and Master and Capital Plans shall include where appropriate pedestrian and bicycle design elements and transit amenities, including but not limited to: curb extensions, sidewalks, radar feedback signs, pedestrian countdown signals, pedestrian refuge islands, road diets, lane width reductions, chicanes, roundabouts, bike lanes, protected bike lanes, bike parking, lighting, wayfinding, seating, trash receptacles, transit amenities, etc.

7. The [municipality/county administrator or department head] shall lead the implementation of this Policy and formally coordinate with [planner, engineer, economic development, public works, health, etc.] with advice and input from [Planning Board, Complete Streets Advisory Body, Land Use Committee, Green Team, etc.] and to set measurable goals to ensure the successful implementation of the Complete Streets Policy in Priority Communities.

8. The [decision-making body] shall utilize the most current editions of guides, manuals, and best practices on street design, construction, operations, and maintenance that apply to bicycle, pedestrian, transit, stormwater and highway facilities. All manuals, standards, and guidelines shall be made publicly available online.
Program Reporting

1. The [governing body, agency, and/or advisory body that plans or implements transportation projects] shall establish benchmarks reflecting the ability of all users to travel safely and conveniently along highways, roads and streets within the agency’s jurisdiction.

2. Each such [governing body, agency, and/or advisory body that plans or implements transportation projects] shall also develop plans and set goals to ensure the successful implementation of the Complete Streets Policy in Priority Communities. On or before [end of the fiscal year] each such agency shall prepare an initial report to identify barriers, and propose solutions to successful implementation of the Complete Streets policy in Priority Communities.

3. Each such agency shall provide a report on an annual basis to the [governing body] to allow the [department/governing body] to evaluate implementation of the Complete Street policy. Each annual report shall include the data collected pursuant to Program Reporting, as well as a list of ongoing and completed transportation projects during that fiscal year. If any exceptions are applied to transportation projects pursuant to Exceptions to Complete Streets Requirements herein, such projects and the relevant exceptions should be identified in the annual report. All benchmarks and reports shall be made publicly available online.

4. Each such [governing body, agency, and/or advisory body that plans or implements transportation projects] shall assign appropriate responsibility to collect and monitor data under [department/municipality/county] jurisdiction and Priority Communities to determine compliance with the [department/municipality/county] benchmarks. Benchmarks shall include but are not limited to:
   
   a. Mileage 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

5. All benchmarks established by the [Department/ Municipal/County] shall be disaggregated by race/ethnicity, neighborhood, and vehicle ownership when feasible.
<table>
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<tr>
<th>Item To Be Addressed</th>
<th>Checklist Consideration</th>
<th>Yes</th>
<th>No</th>
<th>N/A</th>
<th>Required Description</th>
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<tbody>
<tr>
<td>SAFETY</td>
<td>Does the proposed project design include elements from the FHWA Proven Safety Countermeasures? Examples include, but are not limited to, road diets, medians and pedestrian islands, lead pedestrian intervals, etc.</td>
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<td>STORMWATER MANAGEMENT</td>
<td>Has an impervious cover assessment been performed and have impervious surface areas been minimized while meeting engineering standards and guidelines?</td>
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What can I do in my town?

1. Build the knowledge base & demand by sharing resources with local leaders and neighbors.

2. Submit new Sustainable Jersey Actions for Green Infrastructure Planning and Implementation.

3. Adopt or update complete streets policy which incorporates green streets.

4. Leverage the private sector to build GI in exchange for incentives.

Complete Streets = Green Streets!
Economy

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MAKING NEW JERSEY'S COMMUNITIES HEALTHY, EQUITABLE, GREEN & PROSPEROUS
Why Invest in Complete Streets?

- Avoids $18M each year in collision and injury costs
- Rise in employment levels after CS implementation
- Increase in new businesses after CS improvements
- Higher property values and private investment
- Increase in foot traffic and sales
- I want to be where the people are
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
Equity

COMPLETE & GREEN STREETS FOR ALL
MODEL COMPLETE STREETS POLICY & GUIDE
MAKING NEW JERSEY'S COMMUNITIES HEALTHY, EQUITABLE, GREEN & PROSPEROUS
Equality

Equity
Could where you live influence *how long you live*?

People living just a few blocks apart may have vastly different opportunities to live a long life in part because of their neighborhood. Unfortunately, significant gaps in life expectancy persist across many United States cities, towns, ZIP codes and neighborhoods. The latest estimates of life expectancy reveal differences down to the census tract level. Explore how life expectancy in America compares with life expectancy in your area, and resources to help everyone have the opportunity to live a longer, healthier life.

Enter your street address or zip code (Example: "1234 Main Street, Anytown, NY 12345")

[FIND]

NOTE: YOUR INFORMATION WILL NOT BE STORED RWJF PRIVACY POLICY

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<tr>
<th>Location</th>
<th>My Area</th>
<th>County</th>
<th>State</th>
<th>United States</th>
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<td>00.00</td>
<td>00.00</td>
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<td>78.60</td>
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NATIONAL AVERAGE
Route 130, Burlington City
Census Tract 7012.01, Burlington City
**Housing Stability**

2017 Opportunity Index Score: **99**

The Housing Stability index score is based on six measures assessing housing affordability and the ability of residents to live in their home as long as they choose.

- **84% Homeownership**
  - Regional Average: 67%
  - Annual Average Change in Tract from 2000: -0%

- **N/A Crowded or Over-Crowded Units**
  - Regional Average: 2%
  - Annual Average Change in Tract from 2000: 9%

**Economic Security**

2017 Opportunity Index Score: **83**

The Economic Security index score is based on four measures assessing residents' ability to afford a good standard of living.

- **5% People in Poverty**
  - Regional Average: 13%
  - Annual Average Change in Tract from 2000: -2%

- **$73,947 Median Household Income**
  - Regional Average: $66,285
  - Annual Average Change in Tract from 2000: 1%

- **9% Unemployment Rate**
  - Regional Average: 7%
  - Annual Average Change in Tract from 2000: -4%
Census Tract 7012.05, Burlington City
Housing Stability

2017 Opportunity Index Score: 32

Homeownership
Regional Average: 67%
Annual Average Change in Tract from 2000: 1%

46% Low-income and Severely Cost-Burdened
Regional Average: 37%
Annual Average Change in Tract from 2000: 7%

2% Crowded or Over-Crowded Units
Regional Average: 2%
Annual Average Change in Tract from 2000: -5%

Selected Indicators for this Tract

Economic Security

2017 Opportunity Index Score: 39

People in Poverty
Regional Average: 13%
Annual Average Change in Tract from 2000: 3%

14% Unemployment Rate
Regional Average: 7%
Annual Average Change in Tract from 2000: 6%

Median Household Income
Regional Average: $66,285
Annual Average Change in Tract from 2000: -1%

Selected Indicators for this Tract

The Housing Stability index score is based on six measures assessing housing affordability and the ability of residents to live in their home as long as they choose.

The Economic Security index score is based on four measures assessing residents' ability to afford a good standard of living.
Putting the Policy into Action
Model Policy: Accountability

Anytown, NJ shall develop an integrated and connected multimodal transportation system of Complete Streets that serve all neighborhoods and populations.
Model Policy: Accountability

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**.
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.
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>
</tr>
<tr>
<td>2</td>
<td>Adopt checklists, advisory body, training, list of plans to update</td>
<td>10</td>
</tr>
<tr>
<td>3</td>
<td>Adopt benchmarks in policy</td>
<td>5</td>
</tr>
<tr>
<td>4</td>
<td>Adopt an ordinance</td>
<td>25</td>
</tr>
</tbody>
</table>

*Equity is part of every tier*
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NEW JERSEY
Safe Routes to School
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