Today’s Presenters

- Michael Dannemiller, NV5
- Peter Kremer, WSP USA
- Anne Heasly, Sustainable Jersey
- Jennifer Duckworth, Tetra Tech, Millburn Pedestrian Safety Advisory Board
## Today’s Schedule

<table>
<thead>
<tr>
<th>Activity</th>
<th>Time</th>
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<tbody>
<tr>
<td>Welcome &amp; Introduction</td>
<td>1:45 – 1:50</td>
</tr>
<tr>
<td>What are Complete Streets? Mike D</td>
<td>1:50 – 2:00</td>
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<tr>
<td>CS New Jersey &amp; US Resources Pete K</td>
<td>2:00 – 2:10</td>
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<tr>
<td>Organizing CS Groups Anne Heasly</td>
<td>2:10 – 2:20</td>
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<tr>
<td>Getting a Municipal Group Started Jen D</td>
<td>2:20 – 2:30</td>
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<tr>
<td><em>Wrap Up &amp; Questions</em></td>
<td>2:30 – 2:45</td>
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</tbody>
</table>
Please Introduce Yourself

- Name and affiliation
- Your involvement with Complete Streets to date (if any)
- What one thing would you like to get from this training?
What are Complete Streets?
Complete Streets are designed for safe access by all users, all travel modes, and all abilities.

They balance the needs of drivers, pedestrians, bicyclists, transit, emergency responders, and goods movement based on local context.
Complete Streets are designed for safe access by all **users**, all **travel modes**, and all **abilities**.

They balance the needs of drivers, pedestrians, bicyclists, transit, emergency responders, and goods movement based on local context.
It’s all about Local Context

• Who uses the street?
• How is it used?
• Local development, land use, and density

• Natural environment
• Support local economy and activities
• Each community, street, and design is unique
Group Discussion:
Is this Street Complete or Incomplete?
Bridge Avenue (CR 632)

Location: Point Pleasant, NJ
County: Ocean
Context: Strip Commercial
Lane Width: 12 ft
Shoulder Width: 7 ft
Parking: No
Posted Speed: 35 MPH
Volume: 11,000 AADT
Complete or Incomplete?
As of August, 2019 – 159 New Jersey municipalities and eight counties have adopted Complete Street policies.

Communities of every type have made designing streets for all users, modes and ability levels their official policy.

The guide provides an overview of why Complete Streets are gaining traction in New Jersey.
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Why Complete Streets?
Safety Benefits

Complete Streets improvements can provide safety benefits in all contexts

- Better facilities on high speed arterials provide better separation and safer routes
- Lower speeds reduces fatalities

HIT BY A VEHICLE TRAVELING AT...

- 20 MPH: 5% fatality rate
- 30 MPH: 45% fatality rate
- 40 MPH: 85% fatality rate
Exposure and Risk: U.S. Compared to Europe

Fatality Rates per 100,000 Km Traveled (2004-2009)
From 2008-2017, pedestrian fatalities increased by 35%. When combined, all other traffic deaths decreased 6% over the same period.

Source: NHTSA Fatality Analysis Reporting System
Fatal Crashes in New Jersey, 2006-2017

- Total fatalities increased 21% since 2011/2012
- Pedestrian fatalities increased 49% since 2011/2012
Pedestrian Share of Fatalities is Increasing

- 2006: 22.9%
- 2007: 20.4%
- 2008: 23.8%
- 2009: 27.1%
- 2010: 26.3%
- 2011: 22.9%
- 2012: 26.0%
- 2013: 23.0%
- 2014: 29.9%
- 2015: 30.4%
- 2016: 28.4%
- 2017: 30.1%
Recent Complete Streets Workshops

- Mercer County - December 2018
- New Jersey DOT
  - February 27, 2019
  - March 7, 2019
  - May 3, 2019
- SJTPO/ Cumberland & Salem Counties - August 1, 2019
- Somerset County – August 13, 2019
- More than 250 attended

- SJTPO/ Atlantic & Cape May Counties
  - October 2019 - tentative
**Summary Steps – Implementation Methods**

**Review and Modify Plans & Procedures**
- Master Plan, Circulation Element, Zoning and subdivision regulations
- Design guidance, maintenance procedures
- Capital programming and funding sources

**Create Structure and Oversight**
- Formal Complete Street Implementation Plan
- Interagency Task Force
- Citizen Advisory Committee
- Planning and Zoning Boards

**Turn Policy into Action**
- Problem Statements, street audits, checklists
- Pilot projects to demonstrate innovative concepts
- Partnerships
- Training and outreach
- Performance monitoring
Summary Steps - Complete Streets Design

Goals for Design

- Provide options - Accommodate all travelers not just cars and trucks
- Improve visibility, shorten crossings, reduce exposure to traffic, and slow traffic where appropriate
- Allocate roadway space to all users based on context
- Prioritize low cost, quick fix, flexible design

Specific Design Details – Always Based on Context

- Sidewalks and crosswalks
- Road design
- Intersections
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Getting Started: Resources available for FREE

Anne Heasly, Sustainable Jersey, Program Manager for Policy and Planning
Complete Streets 101: September 24, 2019
Getting Started | Resources available for Free
Complete Streets 101

+Sustainable Jersey Actions
+Complete Streets Training
+Complete Streets Technical Assistance
+Case Studies
Sustainable Jersey

- Identifies actions municipalities can take to meet the needs of the present without compromising the future
- Develops tools, resources, and guidance
- Provides access to grants and technical assistance
- Recognizes accomplishments
Sustainable Jersey Complete Streets Actions

Adopt a Complete Streets Policy

10 Points

Updated August 2018

Updates include a new checklist to assist in completing the action

Note: The Complete Streets Program action was retired at the end of 2016. Municipalities applying for certification in 2017 or after can apply for points related to Complete Streets under this action, but the Complete Streets action. The maximum number of points available for these two actions combined is 25 compared to 20 points for the retired Complete Streets Program action. Questions regarding the complete streets actions can be directed to 609-771-2938 or by emailing info@sustainablejersey.com.

NEW: Before adopting or updating your Complete Streets policy, download both the Adopt a Policy and Institute Complete Streets action checklists to ensure all requirements are met.

"Complete Streets" is the concept that all roadways should be designed, built, and maintained for all not only for single-family motor vehicles. Other roadway users – pedestrians, bicyclists, and transit riders – should also be provided a safe and enjoyable roadway experience.

Institute Complete Streets

10 Points

Updated August 2018

Updates include a new checklist to assist in completing the action

Note: The Complete Streets Program action was retired at the end of 2016. Municipalities applying for certification in 2017 or after can apply for points related to complete streets under this action and the Adopt a Complete Streets Policy action. The maximum number of points available for these two actions combined is 25 compared to 20 points for the retired Complete Streets Program action. Questions regarding the Complete Streets actions can be directed to 609-771-2938 or by emailing info@sustainablejersey.com.

Prerequisite: Adopt Complete Streets Policy

NEW: While working on the Institute Complete Streets action, download the Institute Complete Streets action checklist to ensure all requirements are met.

While a Complete Streets Policy is a commitment that all future transportation projects will take into account the needs of all roadway users, with identifying the policy in your Comprehensive Plan. The day-to-day actions are opportunities to implement complete streets principles and policies.

www.sustainablejersey.com
# Sustainable Jersey Communities with Complete Streets

## Adopt a Complete Streets Policy

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<tr>
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<td>Chatham Boro</td>
<td>Morris</td>
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<tr>
<td>Mount Holly Township</td>
<td>Burlington</td>
<td>Silver</td>
</tr>
<tr>
<td>Red Bank Boro</td>
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<tr>
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## Institute Complete Streets (Policy)

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Sustainable Jersey Action Update – New Best Practice

Adopt a Complete Streets Policy

Institute Complete Streets (Policy)

= New Action

• Tiers – measure progress
• Look for advancement
• Guidance from the new policy
• Green Streets
Green Infrastructure Planning *NEW*

5 Points 10 Points 20 Points

New Action February 2018

Green infrastructure is part of the solution to several water resource issues, particularly stormwater management. Green infrastructure practices include, but are not limited to: bioretention systems (such as rain gardens, downsputs, and stormwater ponds), pervious paving systems (including permeable asphalt, pervious concrete, green roofs, cisterns, tree plantings, grass swales, infiltration basins, and bioswales). These practices help reduce stormwater runoff, treat it as it flows into combined or separate sanitary or storm sewers, and can be used to address stormwater runoff through soils or reuse.

Green Infrastructure practices include, but are not limited to: bioretention (rain gardens, downsputs, and stormwater ponds); pervious paving systems (permeable asphalt, pervious concrete, green roofs, cisterns, tree plantings, grass swales, infiltration basins, and bioswales). (See Attachment 1 for some examples).

Attachment 1: Green Infrastructure Practices

The use of green infrastructure encourages the idea that stormwater is treated as a nuisance that needs to be removed as quickly as possible. The use of green infrastructure encourages the idea that stormwater is treated as a resource that needs to be captured, treated, and reused.

Green Infrastructure Implementation *NEW*

10 Points 15 Points 20 Points

New Action February 2018

Green infrastructure is a cost-effective and sustainable approach to stormwater management that can reduce nuisance flooding and offer other important environmental, social, and economic benefits. Green infrastructure techniques capture, filter, absorb, and reuse stormwater to maintain or mimic natural hydrologic systems and to treat runoff as a resource. When used as components of a stormwater management system, green infrastructure practices, such as bioretention basins, green roofs, porous pavement, rain gardens, and vegetated swales, can produce a variety of environmental, social, and economic benefits.

This action provides guidelines for implementing green infrastructure projects that will reduce your community’s impervious coverage and stormwater runoff. Municipalities can earn up to 20 points for three levels of green infrastructure implementation, including:

- **Tier 1 Implement Green Infrastructure Demonstration Projects.** Complete two green infrastructure demonstration projects and/or implement one green infrastructure policy. Green infrastructure projects include one or more of the following: rain gardens, bioswales, downsputs, trees, stormwater planters, cisterns, permeable pavements, tree filter boxes, and green roofs. Tier 1 replaces both the previous Green Roofs and Rain Gardens Actions in the Innovation &
Getting Started | Resources available for Free

Complete Streets 101

+Complete Streets Training

October 16, 2019 (Wednesday)
8:00am-4:30pm
NJTPA, Newark, NJ

October 24, 2019 (Thursday)
8:00am-4:30pm
Highlands Council
Chester, NJ

January 9, 2019 (Thursday)
9:30am-4:00pm
Rowan College of South Jersey – Cumberland
Vineland, NJ

Getting Started | Resources available for Free

Complete Streets 101

Planning level assistance to advancing a Complete Streets initiative in your community.

- 13 Municipalities in the NJTPA region

- Technical Assistance project options include:
  - Bicycle Corridor or Network Plan
  - Complete Streets Conceptual Rendering
  - Crime Prevention through Environmental Design
  - Temporary Demonstration Project Guidance
  - Walkable Community Workshop
Red Bank
Temporary Demonstration Project

Cranford
Conceptualization

Glen Rock
Walkable Community Workshop

Case Studies:
Complete Streets at the local level
Case Study | Red Bank, NJ
Drs James Parker Blvd. Tactical Urbanism

+Purpose and Need

+High pedestrian activity
+Multiple social services
+Speeding vehicles
+Conflicting traffic movements
+Blocked sight lines
+Improve safety
+Public art
Case Study | Cranford, NJ
Post Office Plaza Conceptualizations

Purpose and Need

- Promote local business
- Create new public space
- Add greenery
- Add public art
- Support events
- Improve safety
- Simplify traffic movements
Purpose and Need

- Educate local officials, municipal employees, and residents
- Popular walking route to schools
- Potential bicycle corridor
- Speeding traffic
- Simplify traffic movements
Getting Started | Resources available for Free

Complete Streets 101

Complete Streets Technical Assistance
Planning level assistance to advancing a Complete Streets initiative in your community.

- NJTPA Website – links to the previously completed projects
- Webinar: TBD – October 2019
- Further Information: Sustainable Jersey website
- Applications due: December 20, 2019

Complete Streets are streets designed for all users, all modes of transportation, and all ability levels. They balance the needs of drivers, pedestrians, bicyclists, transit riders, emergency responders, and goods movement based on the local context.

Complete Streets Technical Assistance Program

The NJTPA is partnering with Sustainable Jersey (SJ), the Voorhees Transportation Center at Rutgers University (VTC), and Together North Jersey (TNJ) on the Complete Streets Technical Assistance Program. Municipal governments require knowledge, skills, and resources to develop complete streets-related solutions, and the program supports their efforts. Selected participants receive free direct technical assistance to complete a specific task related to advancing a complete streets initiative in their communities. No direct funding to municipalities is provided.

Another round of technical assistance is being offered on a competitive basis during 2020. The deadline for applications is December 20, 2019. In addition, three full-day training sessions are being offered on November 16, 2019; October 24, 2019 and on January 29, 2020. The free sessions provide overview of complete streets and access to the many resources available to assist municipal elected officials, administrators, engineers, planners, and others in advancing complete streets initiatives. Details are available posted here.

During 2019, nine municipalities participated. Final reports for their efforts under the program include:

- Pedestrian Safety Demonstration Project, Red Bank, Monmouth County
- Bernards Avenue Walkable Community Workshop, Bernardsville, Somerset County
- Complete Streets Conceptualization Report for Post Office Plaza, Cranford, Union County
- Hamilton Avenue Walkable Community Workshop, Glen Rock, Bergen County
- Pedestrian Safety Demonstration Project, Milltown, Middlesex County
- North Brunswick Road Walkable Community Workshop

For more information contact: Sarah Richman, srichman@njtpa.org or 973-502-7569.
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Millburn Township in Essex County has a population of ~20,500 residents, 200 retailers, top ranked schools, the South Mountain Reservation, Mall at Short Hills, Greenwood Gardens, Cora Hartshorn Arboretum, and Paper Mill Playhouse.

Improvements included road-diet, curb bump-outs, green infrastructure, bike parking, widened sidewalks, high-visibility crosswalks, pedestrian lighting, signage, and seating.

Won prestigious 2017 Complete Streets Excellence award.

Data indicate crashes dropped 28% from 2014–2018.
Applying Complete Streets

Safe Routes to Schools

- **Municipal Government = Complete Streets**

- **School Government = Safe Routes to Schools**
  - Certification program
  - Levels Gold, Silver, Bronze, First Steps

- Teams help implement programs for both programs.
Thank you

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