



Public Health  
& Safety



Green Streets



Economy



Equity

JULY 2019

# COMPLETE & GREEN STREETS FOR ALL

## MODEL COMPLETE STREETS POLICY & GUIDE

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



# Complete Streets in New Jersey

## A Success Story

State  
Policy

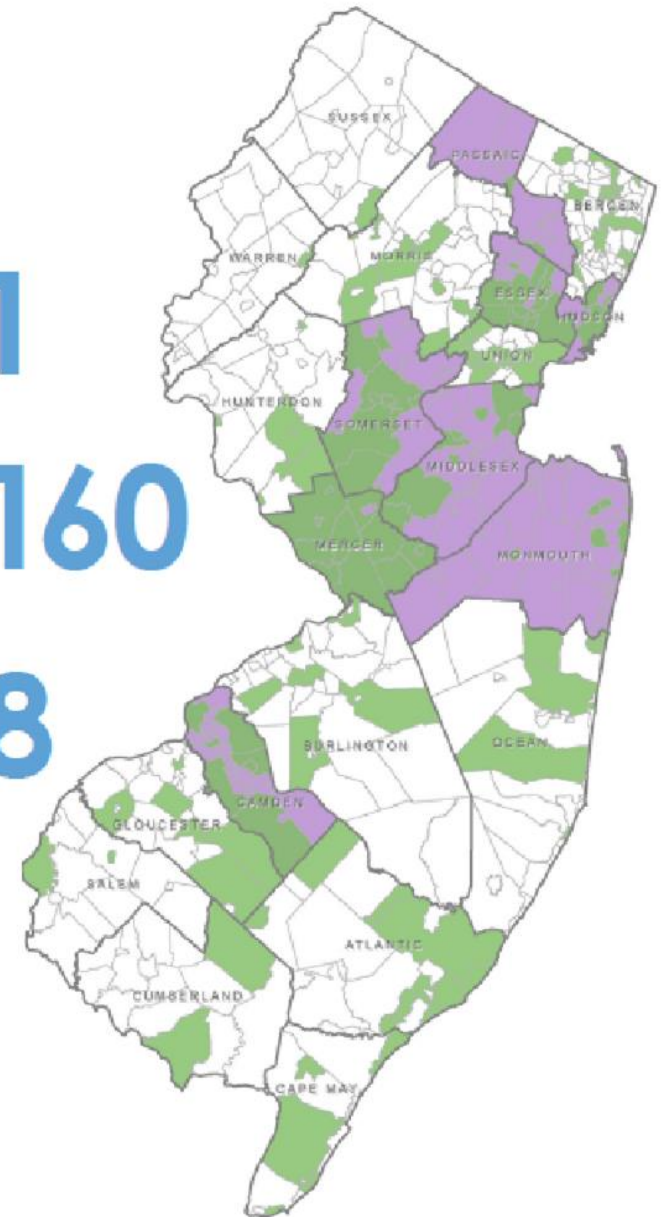
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Municipal  
Resolutions

160

County  
Resolutions

8







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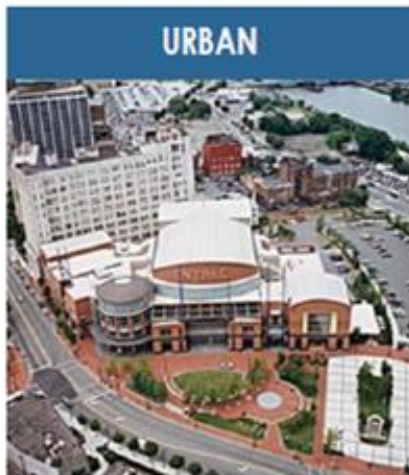


Equity

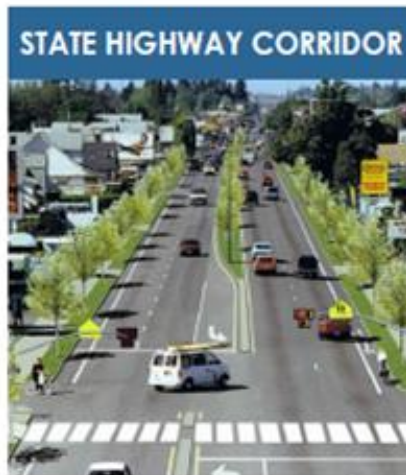
## WHERE DO COMPLETE STREETS BELONG?

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.

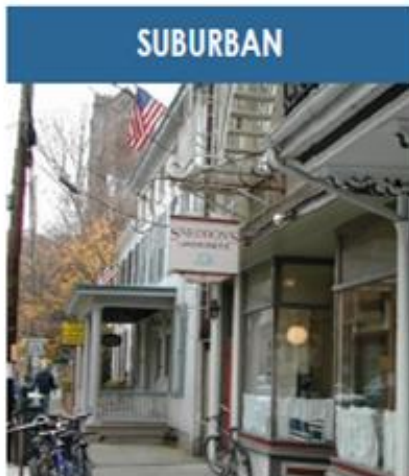
URBAN



STATE HIGHWAY CORRIDOR



SUBURBAN



RURAL



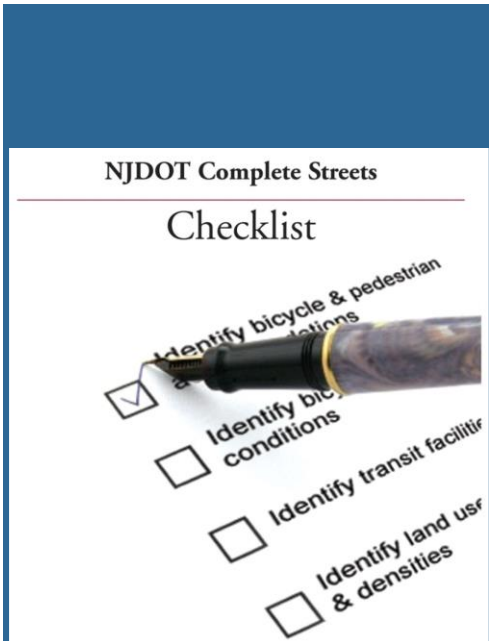
# NJDOT Commitment to Communities

- 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



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- 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



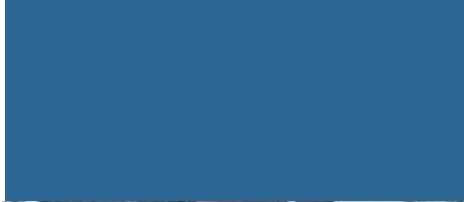
Focus on:

- Eliminating road fatalities
- Reducing crash severity and injury

Aligns with:

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

# Environment & Energy



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*



# Economy



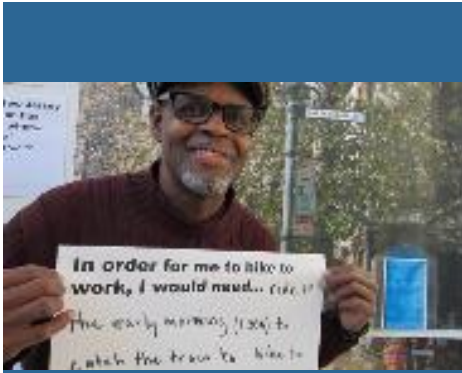
Focus on:

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

Aligns with:

- NJEDA *Economic Development Strategic Plan (2018)*

# Equity



## 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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- **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.



# Pedestrian & Bicycle Fatalities



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.

# 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

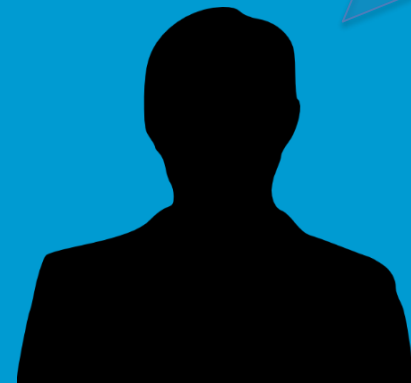
No public involvement

## Lots of Caveats

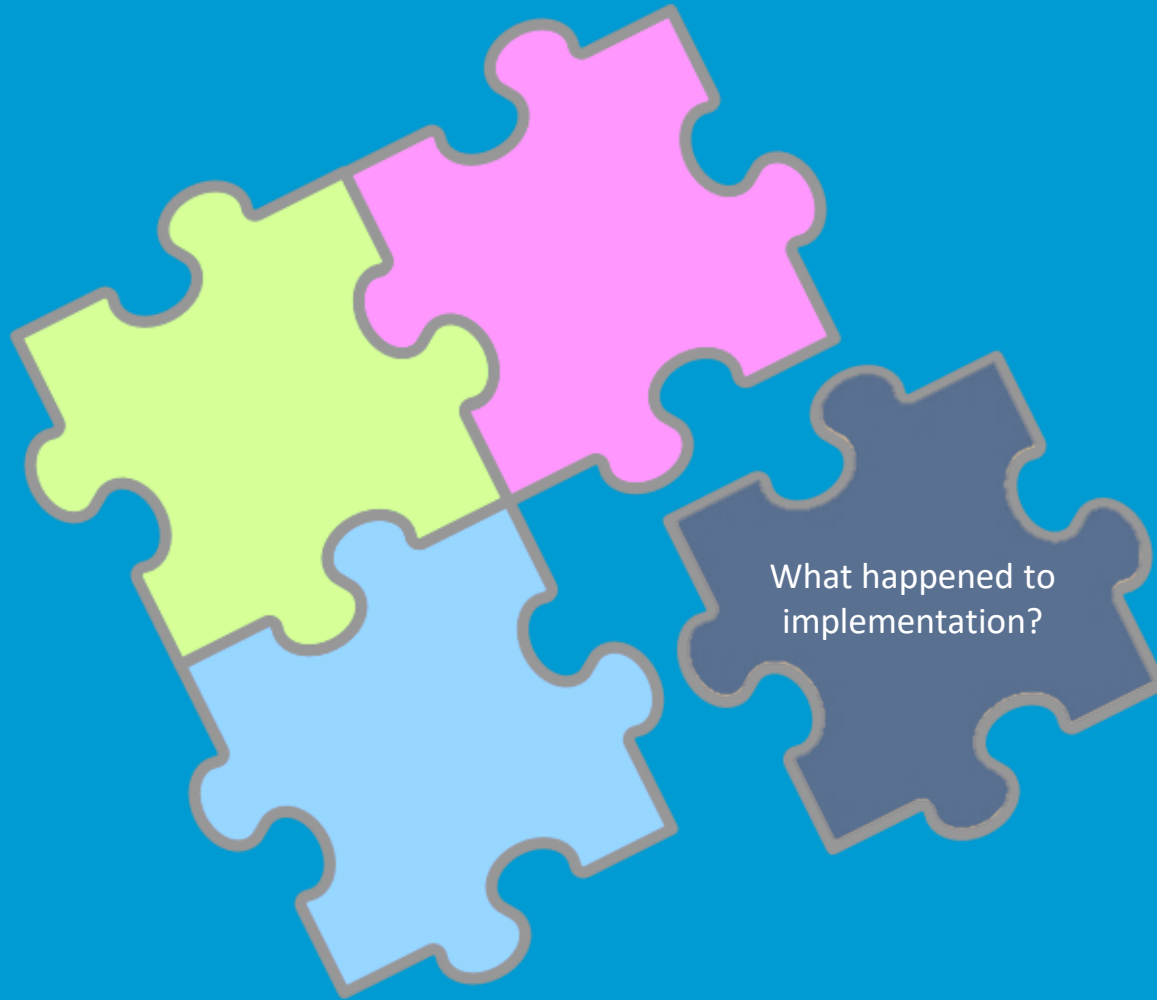
## No Benchmarks

## No Actual Policy

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



# Lack of Implementation







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# 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



Customizable

can be tailored to fit  
the needs of all  
communities

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# Congratulations to Early Adopters

- Scotch Plains
- Roselle Park
- Lower Alloways Creek
- Eatontown: 1<sup>st</sup> Ordinance







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# Model Resolution: Spelling It Out

WHEREAS, safe, convenient, **accessible**, **equitable**, **healthy**, and **environmentally** and **economically** beneficial transportation for all users is a priority of Anytown, NJ; and



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# Public Health & Safety



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# 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**





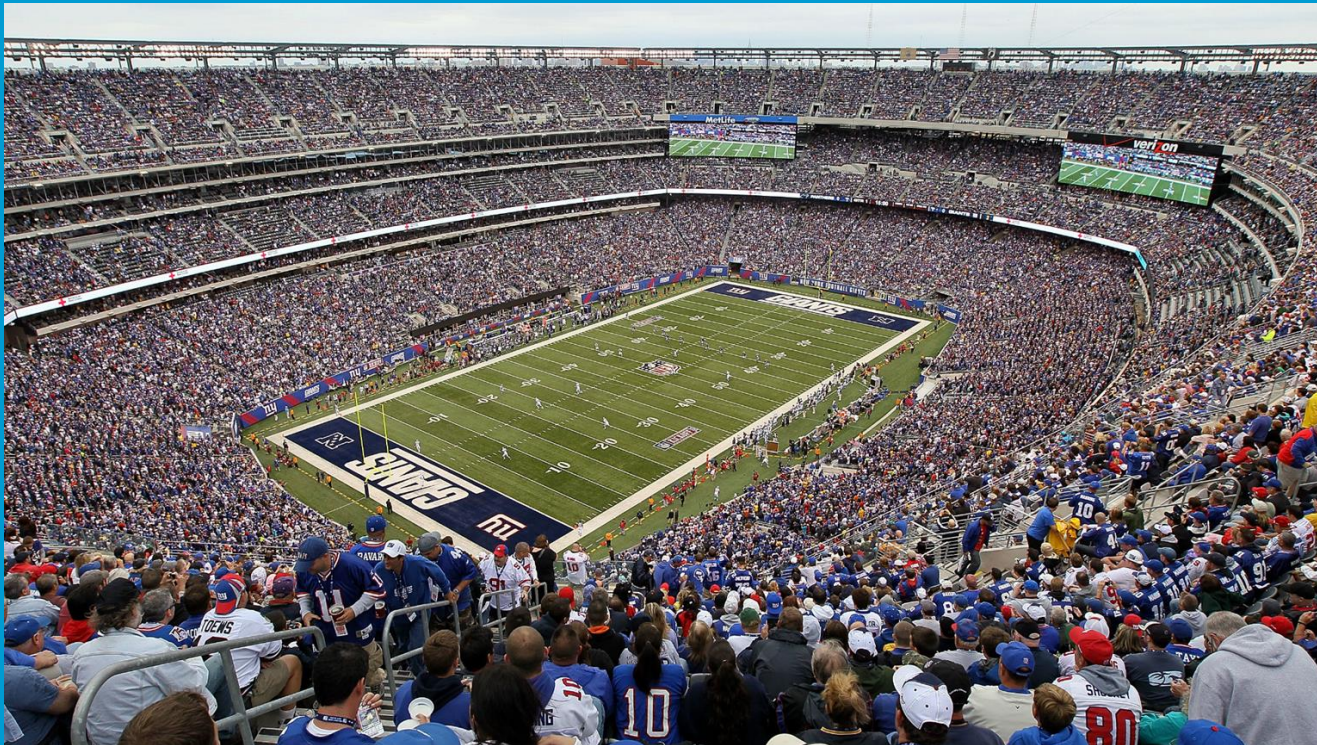
# What does it look like in the Garden State?

- 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](http://VoicesForHealthyKids.org/complete-streets)



American  
Heart  
Association

TAKING ACTION TO PREVENT OBESITY

Robert Wood Johnson  
Foundation





# 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



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# Model Resolution: Spelling It Out



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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



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WHEREAS, traffic crashes are preventable and the only acceptable number of traffic deaths for my town **is zero**; and



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# 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 roadway<sup>6</sup>, 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



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# Model Resolution: Spelling It Out

The term **Priority Communities** refers to categories of **underserved** and **adversely impacted** populations.

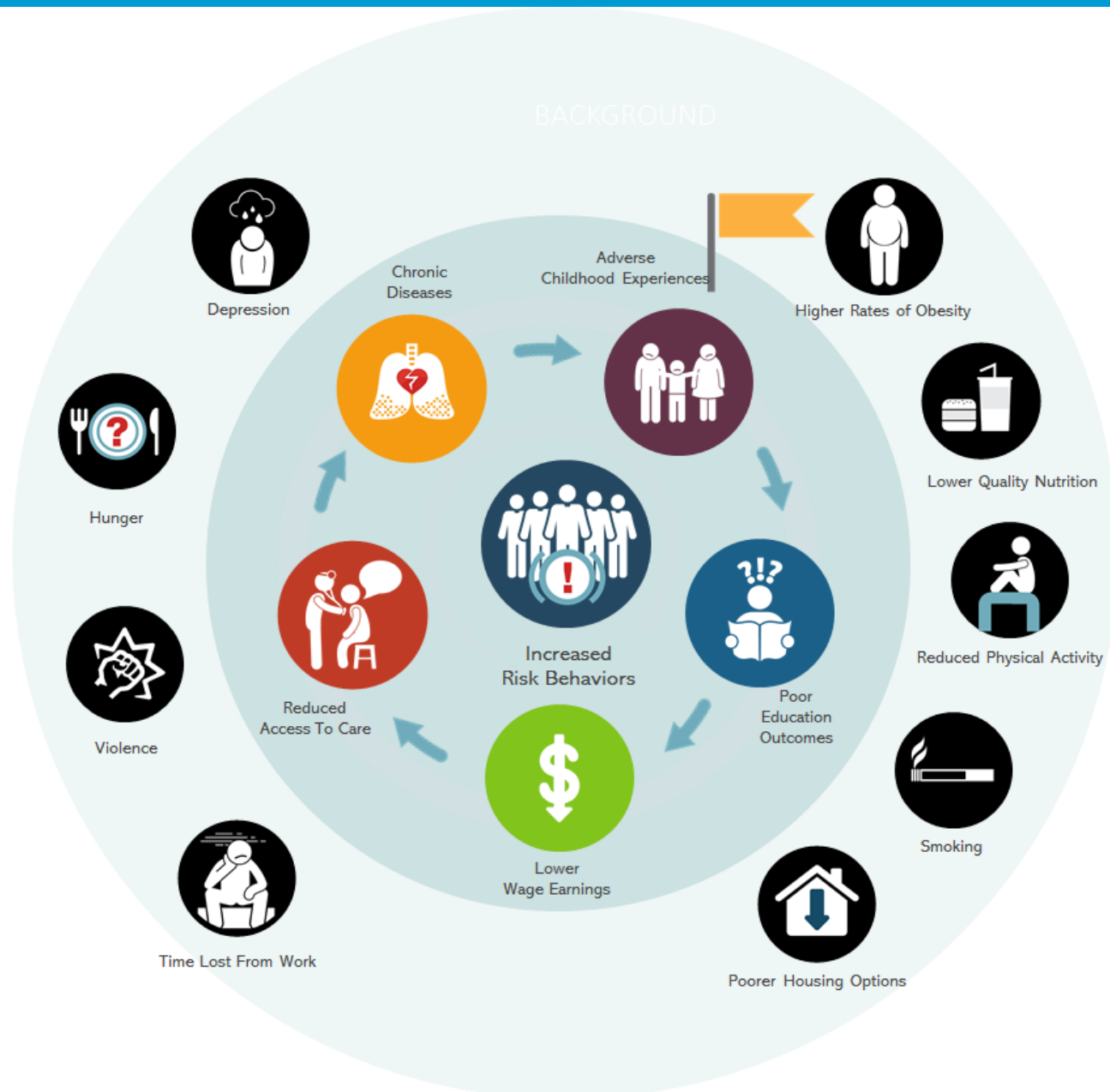
Each county or municipality should evaluate who and where there are concentrations of underserved or marginalized populations based on available data. Below are some of the categories to consider when defining Priority Communities:

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*:

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“...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?



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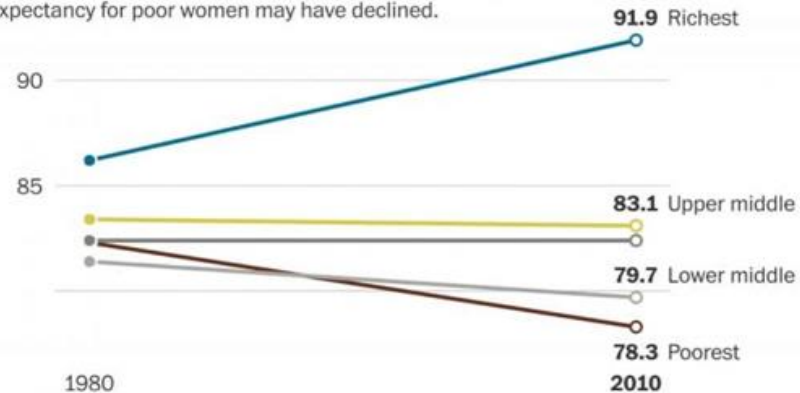
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## Inequality in life expectancy widens for women

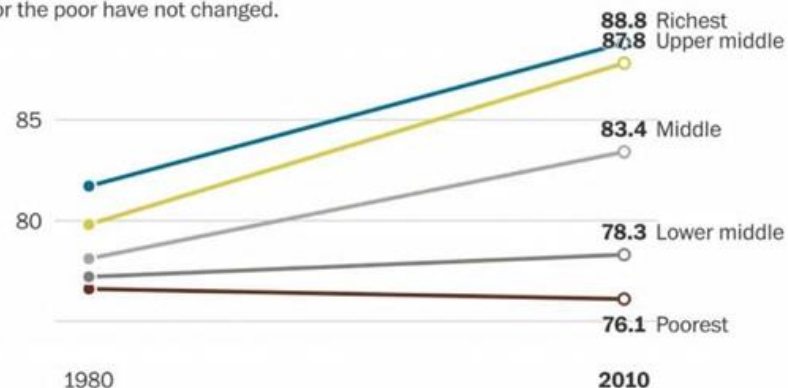
Wealthier women can expect to live longer than their parents did, while life expectancy for poor women may have declined.



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.



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



American  
Heart  
Association®

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# NEW JERSEY FUTURE



**SMART GROWTH RESEARCH, POLICY,  
ADVOCACY, AND ASSISTANCE**



# A street for cars



A high-angle photograph of a city street intersection. On the left is a tall brick building with many windows. In the foreground, a green-painted bike lane with white directional arrows runs along the sidewalk. A person is riding a bicycle in the bike lane. To the right of the bike lane is a black metal fence and a bench. Further right is a road with a white SUV and a black car. In the background, a large blue suspension bridge spans the street. A large red semi-transparent rectangle is overlaid diagonally across the center of the image, containing white text.

# A street for cars AND people

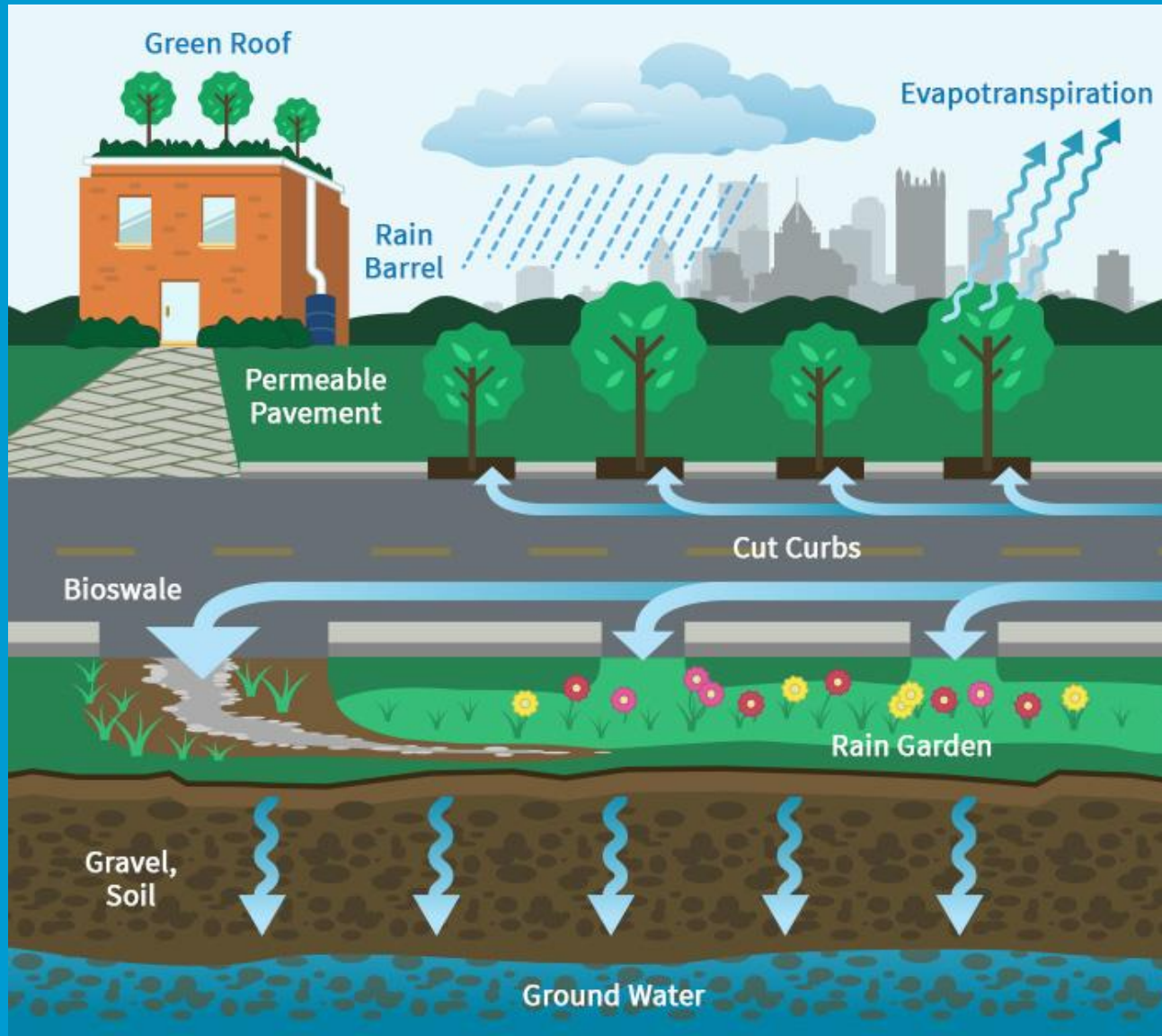


An aerial photograph of a city street scene. On the left is a tall brick apartment building with many windows. In the foreground, there's a paved area with yellow chairs and tables, and a pedestrian path with white markings that say 'PED', 'TO', and 'YIELD'. A red semi-transparent banner is overlaid diagonally across the middle of the image, containing white text. In the background, there are green trees and a large suspension bridge (the Manhattan Bridge) crossing the water. The sky is blue with some clouds.

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?



Source: *From Grey to Green: Sustainable Practices for Redeveloping a Vacant Shopping Center*

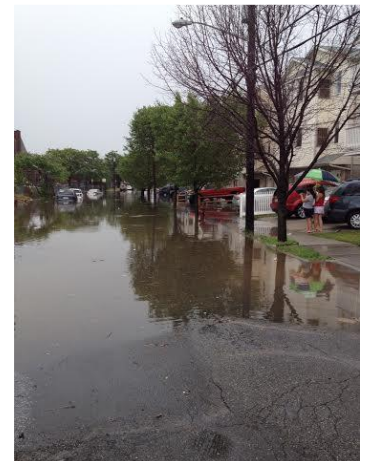
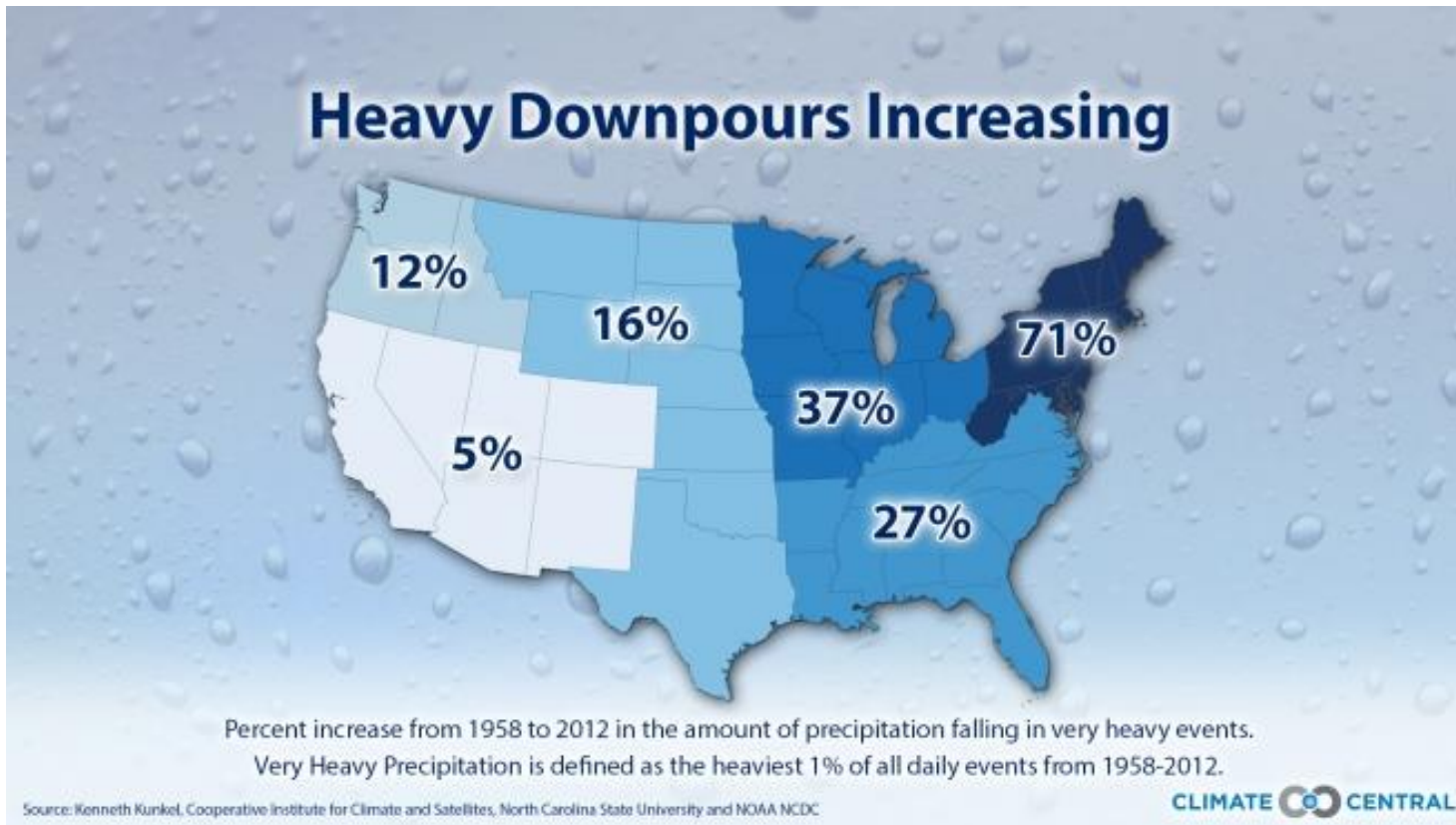
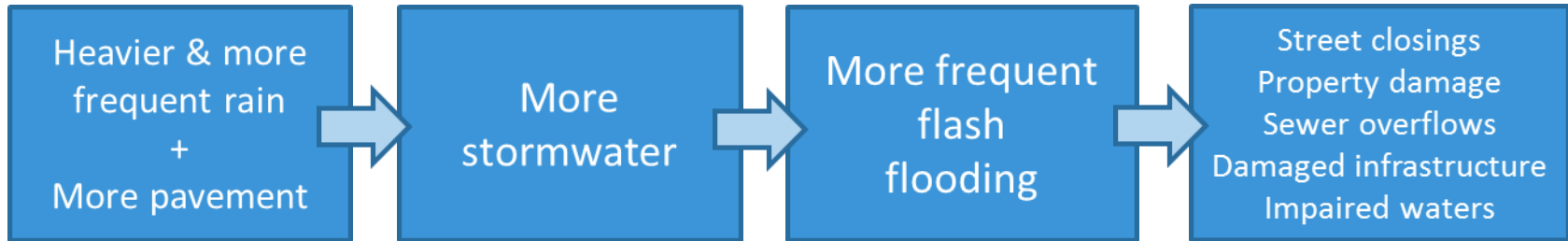




**Stormwater never travels alone.**

Source: USEPA

# A growing problem...





# 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



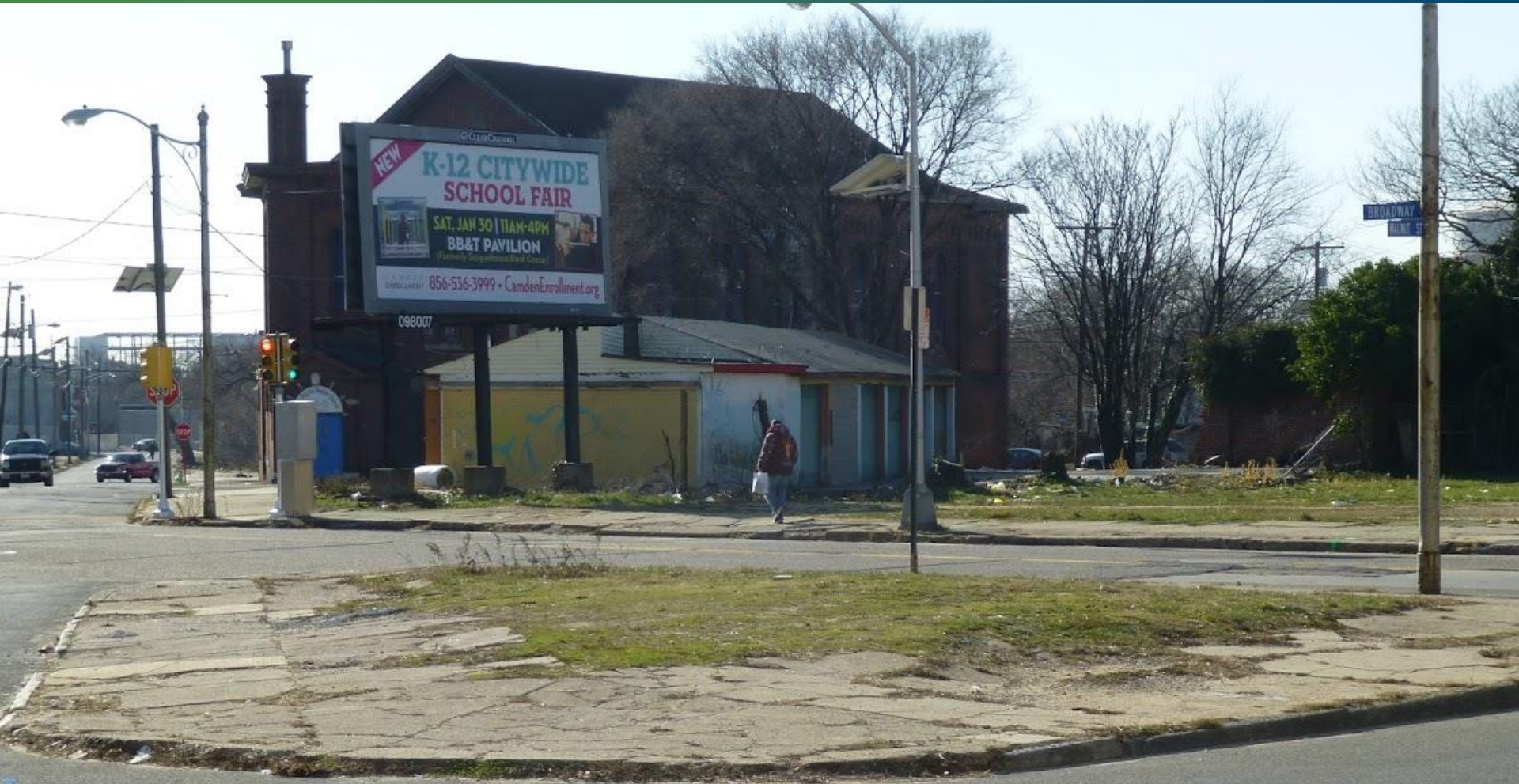
**Streets =  
large %  
of a  
municipality's  
impervious  
cover**

# Identifying Green Street Opportunities

- New streets
- Street retrofits
- Capital plans







# Broadway Triangle, Camden City Before





# **Broadway Triangle, Camden City After**

*Credit: Camden County Municipal Utilities Authority*





# Westfield Ave., Camden City Before





# Westfield Ave., Camden City

Credit: Camden County Municipal Utilities Authority





# Westfield Ave., Camden City After





Washington St.,  
Hoboken





City of Hoboken 🌳 @CityofHoboken · 24 Aug 2016

Bioswales collect stormwater runoff from streets/sidewalks & promote infiltration, capture & percolation of water

Jersey Water Works, Hoboken, Inc, Dawn Zimmer and 7 others

# Hoboken





Jersey City, NJ





**Millburn, NJ**



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# 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

# 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/ Municipality/County) shall be disaggregated by race/ethnicity, neighborhood, and vehicle ownership when feasible.



## PRELIMINARY ENGINEERING CHECKLIST

Item To Be Addressed	Checklist Consideration	Yes	No	N/A	Required Description
DESIGN STANDARDS OR GUIDELINES (cont'd)	<i>Manual on Uniform Traffic Control Devices (MUTCD); Americans with Disabilities Act Accessibility Guidelines (ADAAG); National Association of City Transportation Officials (NACTO) - Urban Bikeway Design Guide; Urban Streets Stormwater Guide; New Jersey Department of Transportation (NJDOT) - Bicycle Compatible Roadways &amp; Bikeways Planning and Design Guidelines, Pedestrian Planning and Design Guidelines, Complete Streets Design Guide, Rutgers University Green Infrastructure Guidance Manual; ITE Designing Walkable Urban Thoroughfares</i>				
SAFETY	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.				
STORMWATER MANAGEMENT	Has an impervious cover assessment been performed and have impervious surface areas been minimized while meeting engineering standards and guidelines?				



# 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!**



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## COMPLETE & GREEN STREETS FOR ALL

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# Why Invest in Complete Streets?

Avoids \$18M  
each year in  
collision and  
injury costs

Increase in new  
businesses  
after CS  
improvements

Rise in  
employment  
levels after CS  
implementation

Higher  
property values  
and private  
investment

*I want to be  
where the  
people are*

Increase in foot  
traffic and sales







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



# Equity



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



## 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.

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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

 My Area



00.00  
YEARS

 County




00.00  
YEARS

 State



00.00  
YEARS

 United States



78.60  
YEARS



1 West State Street, Trenton, NJ 08601

FIND



NOTE: YOUR INFORMATION WILL NOT BE STORED RWJF PRIVACY POLICY



## My Area

Census Tract  
Reference number: 34021000900

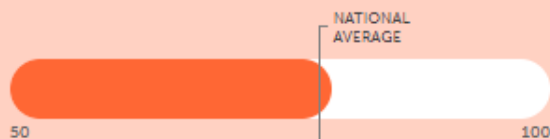


69.80

YEARS



## Mercer County

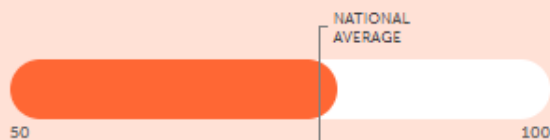


79.80

YEARS



## New Jersey



80.20

YEARS



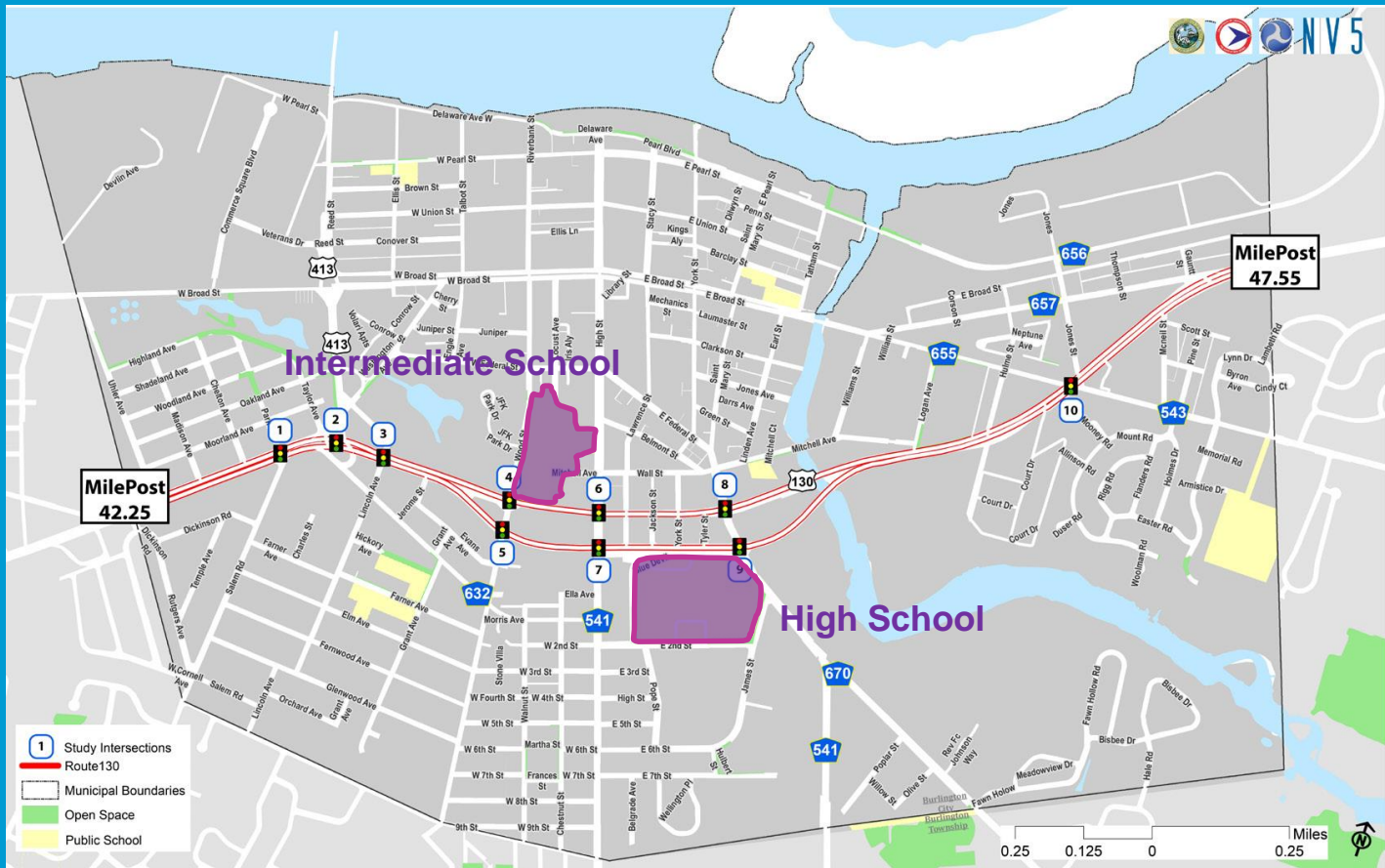
## United States



78.60

YEARS

# Route 130, Burlington City



# EnterpriseCommunity.Org

## Opportunity 360



### Housing Stability



- Home Ownership
- Housing Cost Burden
- Housing Affordability

### Education



- High School Completion
- Higher Education Attainment

### Health and Well-Being



- Access and affordability of health care
- Health status

### Economic Security



- Income, Wealth, and Savings
- Poverty Rate
- Employment

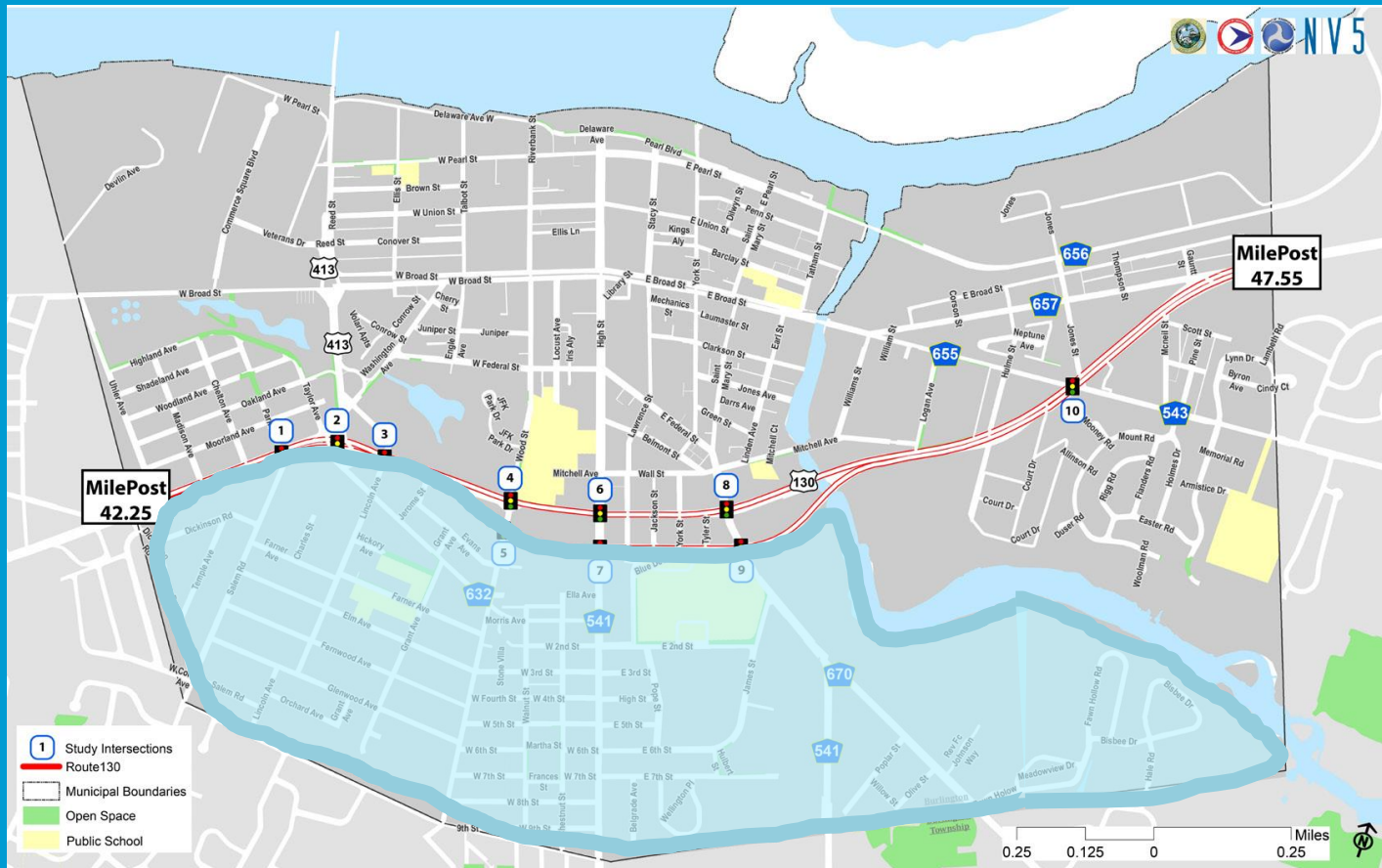
### Mobility



- Transit and Vehicle Access
- Commute Time



# 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.<sup>1</sup>*

Selected Indicators  
for this Tract

**84%**

**Homeownership**

Regional Average: 67%

Annual Average Change in Tract  
from 2000: -0%

**N/A**

**Crowded or Over-Crowded  
Units<sup>2</sup>**

Regional Average: 2%

Annual Average Change in Tract  
from 2000: -8%

**30%**

**Low-Income and  
Severely Cost-  
Burdened<sup>2</sup>**

Regional Average: 37%

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.<sup>6</sup>*

Selected Indicators  
for this Tract

**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%

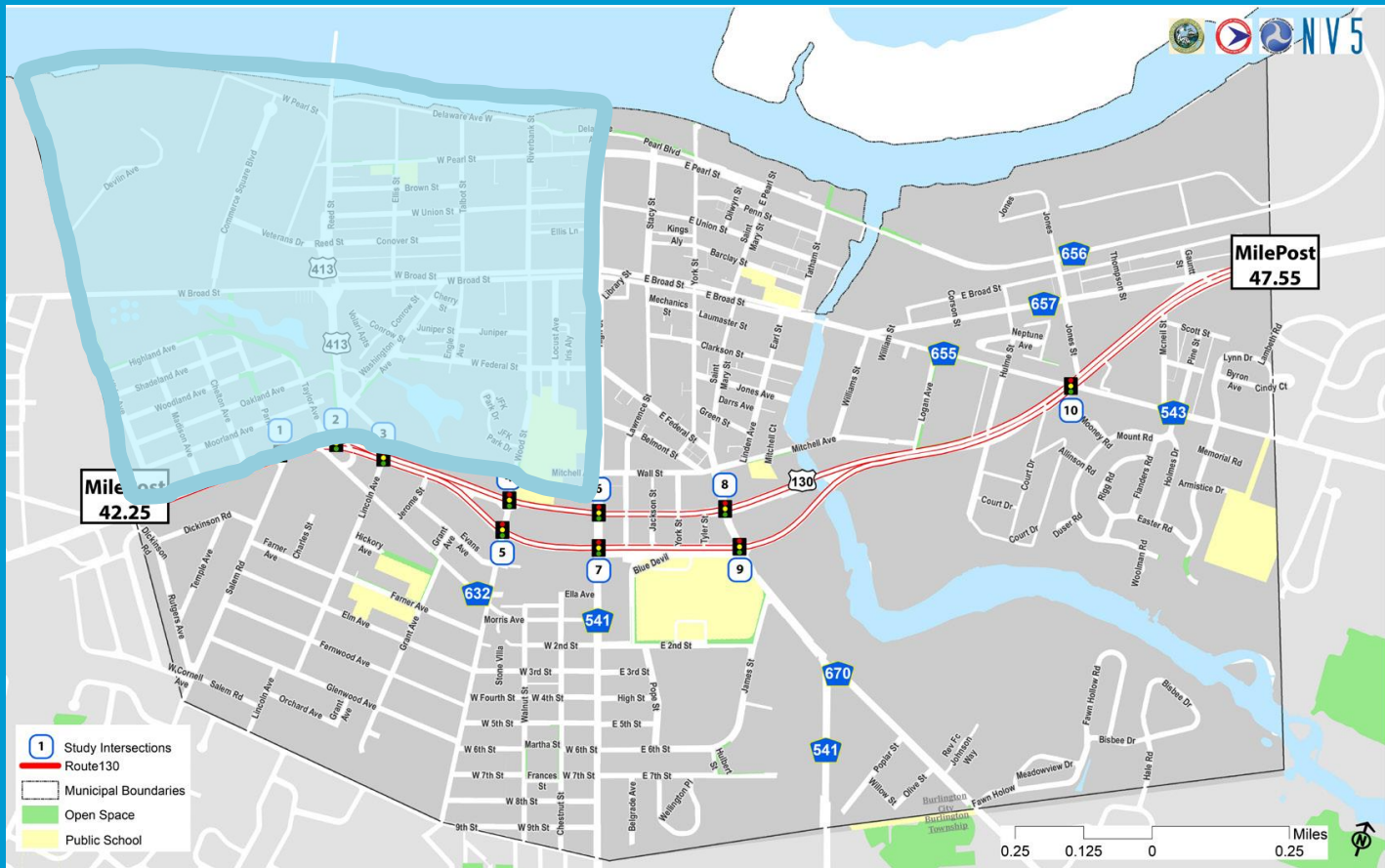
**9%**

**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**

*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.<sup>1</sup>*

Selected Indicators  
for this Tract

**65%**

**Homeownership**

Regional Average: 67%

Annual Average Change in Tract  
from 2000: 1%

**2%**

**Crowded or Over-Crowded  
Units<sup>2</sup>**

Regional Average: 2%

Annual Average Change in Tract  
from 2000: -5%

**46%**

**Low-Income and  
Severely Cost-  
Burdened<sup>2</sup>**

Regional Average: 37%

Annual Average Change in Tract  
from 2000: 7%



## Economic Security

2017 Opportunity Index Score:

**39**

*The Economic Security index score is based on four measures assessing residents' ability to afford a good standard of living.<sup>6</sup>*

Selected Indicators  
for this Tract

**14%**

**People in Poverty**

Regional Average: 13%

Annual Average Change in Tract  
from 2000: 3%

**\$56,202**

**Median Household Income**

Regional Average: \$66,285

Annual Average Change in Tract  
from 2000: -1%

**11%**

**Unemployment Rate**

Regional Average: 7%

Annual Average Change in Tract  
from 2000: 6%

# Putting the Policy into Action





Advisory Body



Plans & Practices



Benchmarks/  
Reporting



Checklists

# Model Policy: Accountability

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





Advisory Body



Plans & Practices



Benchmarks/  
Reporting



Checklists

# 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.



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



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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/  
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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/  
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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



Advisory Body



Plans & Practices



Benchmarks/  
Reporting



Checklists

# Model Policy: Accountability

## 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
4	Adopt an ordinance	25

\*Equity is part of every tier



NEW JERSEY  
Safe Routes to School



[www.saferoutesnj.org](http://www.saferoutesnj.org)

Leigh Ann Von Hagen, AICP/PP

Alan M. Voorhees Transportation Center

Planning Healthy Communities

*NJ Safe Routes Resource Center*

848.932.2854

[lavh@ejb.rutgers.edu](mailto:lavh@ejb.rutgers.edu)

Q & A

Healthy Equitable  
Green

Sustainable Prosperous

