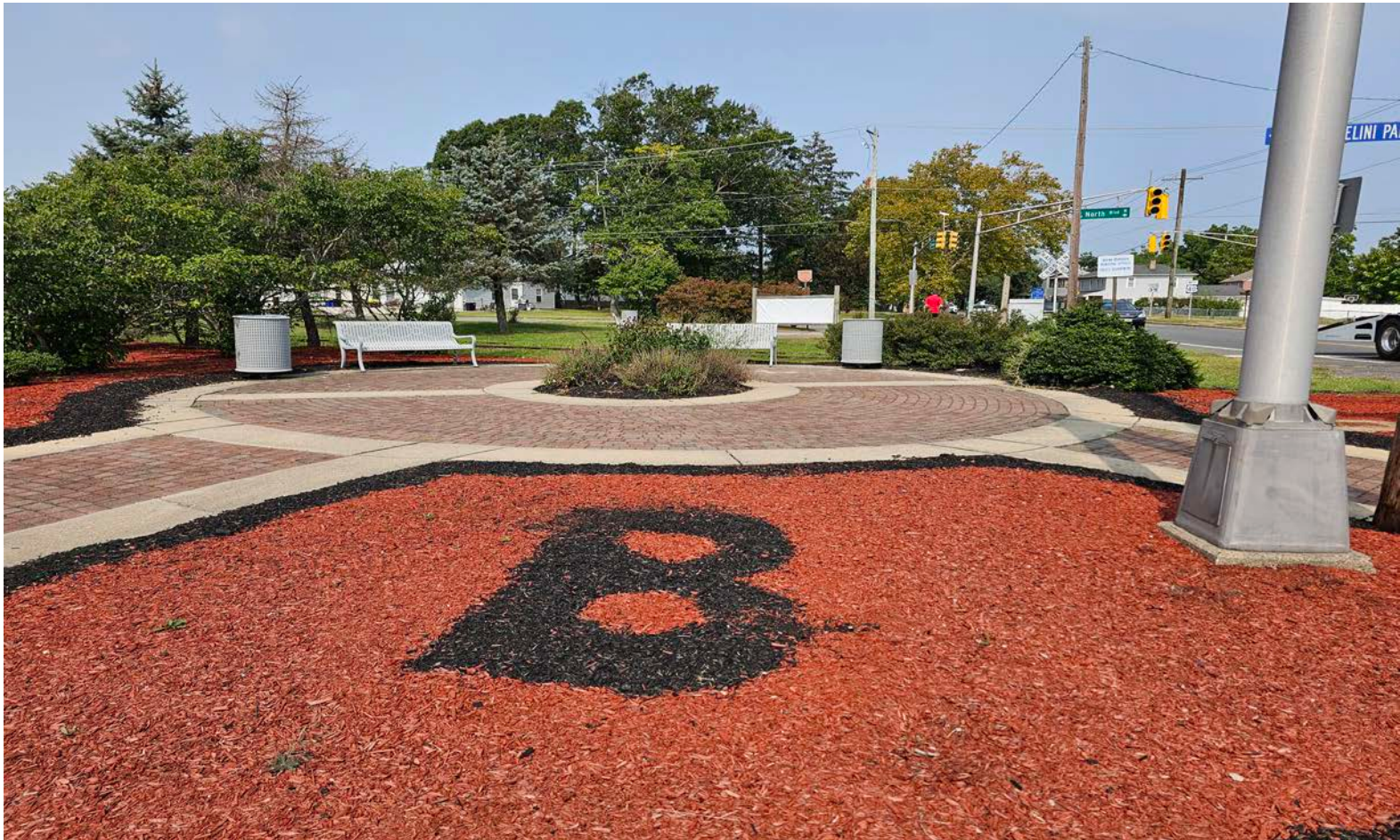


Complete & Green Streets Policy

Borough of Buena
Atlantic County, NJ
2026



**CROSS
COUNTY
CONNECTION**

TRANSPORTATION MANAGEMENT ASSOCIATION



South Jersey
Transportation
Planning Organization



RUTGERS-NEW BRUNSWICK
Edward J. Bloustein School
of Planning and Public Policy
Alan M. Voorhees Transportation Center



About the Report

This report has been prepared as part of the South Jersey Transportation Planning Organization's (SJTPO) Complete Streets Technical Assistance program with financing by the Federal Transit Administration and the Federal Highway Administration of the U.S. Department of Transportation. This document is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The SJTPO is solely responsible for its contents.

The report was authored by staff at the Alan M. Voorhees Transportation Center (VTC) at Rutgers, The State University of New Jersey, and reviewed by Sustainable Jersey and the SJTPO.

The Alan M. Voorhees Transportation Center

The Alan M. Voorhees Transportation Center (VTC) is a national leader in the research and development of innovative transportation policy. Located within the Edward J. Bloustein School of Planning and Public Policy at Rutgers University, VTC has the full array of resources from a major research university on transportation issues of regional and national significance.

Alan M. Voorhees Transportation Center

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New Brunswick, New Jersey 08901

Cross County Connection Transportation Management Association

Cross County Connection is the designated Transportation Management Association (TMA) for the seven-county southern New Jersey region: Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester and Salem. Cross County Connection assists local governments, schools, businesses, social service organizations, residents and employees with mobility needs by fostering the implementation and use of sustainable transportation modes.

Cross County Connection Transportation Management Association

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Sustainable Jersey

Sustainable Jersey (SJ) is a nonprofit organization that provides tools, training and financial incentives to support communities as they pursue sustainability programs. By supporting community efforts to reduce waste, cut greenhouse gas emissions, and improve environmental equity, Sustainable Jersey is empowering communities to build a better world for future generations.

Sustainable Jersey

Sustainability Institute at the College of New Jersey
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South Jersey Transportation Planning Organization

The South Jersey Transportation Planning Organization (SJTPO) is the Metropolitan Planning Organization (MPO) serving Atlantic, Cape May, Cumberland, and Salem Counties in southern New Jersey. Formed in 1993, SJTPO serves as a technical resource, provides access to funding, and works to provide a regional approach to address transportation planning and engineering issues.

South Jersey Transportation Planning Organization

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Table of Contents

Executive Summary	1
Study Overview	2
What is a Complete & Green Street?	3
Benefits of Complete & Green Streets	4
New Jersey Complete & Green Streets for All: Model Policy and Guide	5
Complete & Green Streets and Sustainable Jersey	5
Adopting a Complete & Green Streets Policy	7
Why does Buena Borough Need a Policy?	7
Differences between a Resolution and an Ordinance	7
Reasons to Adopt an Ordinance	7
Project Methodology.....	7
Vulnerable Populations Profile.....	8
Community Feedback and Interest in a Complete & Green Streets Policy ..	9
Current Municipal Codes and Recommendations.....	10
Next Steps to Create a Complete Streets Policy	14
Option 1: Adopt a Resolution with Policy	14
Option 2: Adopt an Ordinance	14
Recommendations and Next Steps.....	16
Appendix	18
A. Potential Funding Resources.....	19
B. Vulnerable Populations Profile.....	22
C. Borough of Buena Complete and Green Streets Policy	27
D. Community Feedback Board Surveys	49
E. Guidance Documents.....	52

Executive Summary

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 local context.

-State of New Jersey Complete Streets Design Guide

The borough of Buena, New Jersey, participated in the 2024-2026 South Jersey Transportation Planning Organization (SJTPO) Complete Streets Technical Assistance (CSTA) Program. The SJTPO worked with the Alan M. Voorhees Transportation Center (VTC) at Rutgers, the State University of New Jersey, Sustainable Jersey (SJ), and Cross County Connection Transportation Management Association (CCCTMA) to provide technical assistance to the Borough.

The Borough of Buena received assistance in developing a Complete & Green Streets for All Policy. This report provides insights into the policy planning process and provides several recommendations for promoting Complete Streets in the Borough of Buena. The project team gathered stakeholder and public input as part of its analysis of pedestrian safety concerns in the Borough. Following that analysis, the team recommended several options for a resolution or ordinance and additional steps to advance Complete Streets within Buena Borough.

Recommendations included adopting a model policy provided by the CSTA team, updating municipal ordinances to strengthen implementation of the policy, and encouraging continued training. The team also provided guidance on exploring funding opportunities for implementation of Complete Streets throughout Buena Borough.

Study Overview

The SJTPO launched its Complete Streets Outreach and Technical Assistance Program in 2024. The project was developed due to the success of a similar program operated in the North Jersey Transportation Planning Authority (NJTPA) region. That program, which began in 2018, has successfully delivered technical assistance to nearly 30 communities. Hearing about the success achieved by that program, communities in the SJTPO region began to ask for similar technical assistance. As only 24 of the 68 municipalities in the region have a Complete Streets Policy, there is also a need to provide education and technical assistance to communities which are not familiar with the benefits.

The CSTA team worked closely with administration in the Borough of Buena to develop a Complete & Green Streets Policy, which will help Buena Borough implement Complete Streets on their roads, make them more competitive for grant funding, and communicate their roadway safety priorities to the state and county agencies that manage roads that pass through Buena Borough. Buena assembled a team consisting of elected officials, municipal staff, and municipal planning and engineering consultants to work with the study team. The study team and the municipal team kicked off the effort at a meeting in May 2025, where they discussed the objectives of the project and the safety issues within Buena Borough. The study team undertook several efforts such as community outreach and ordinance review to better understand local context and needs. All of these efforts assisted in the creation of the draft Complete and Green Streets policy that Buena Borough will be able to utilize to adopt a policy of their own in support of Complete Streets.

What is a Complete & Green Street?

Complete & Green Streets are part of a movement where municipalities, counties, and states adopt policies that require road engineering and design projects to consider the mobility needs of everyone (Figure 1). This includes all roadway users and all travel modes—pedestrians, cyclists, micromobility users, transit users, freight, and travelers of all ages and abilities.

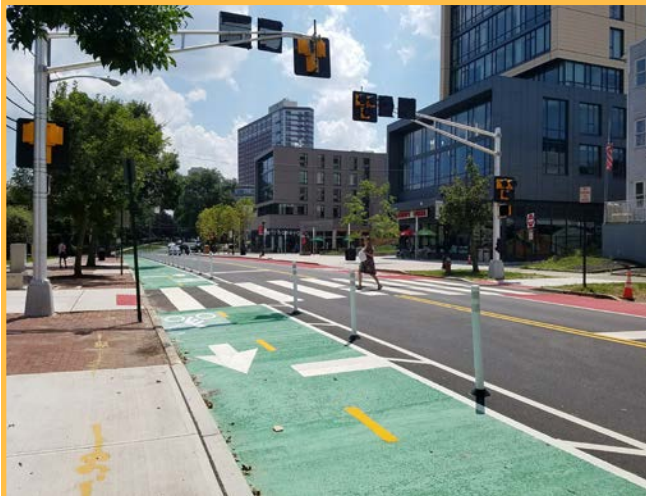


Figure 1. This Complete Street in New Brunswick, NJ, features a bicycle path, bus lane, and enhanced pedestrian crossing.

Section 11206 of the Bipartisan Infrastructure Law (BIL), also known as the Infrastructure Investment and Jobs Act (IIJA) of 2021, defines Complete Streets standards or policies as those which “ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals with disabilities, motorists, and freight vehicles.” This section of the BIL requires that states and MPOs use 2.5 percent of their planning and research funds for Complete Streets activities that will increase safe and accessible transportation options.

Complete Streets should tailor the road to the specific needs of the surrounding environment. A school zone, for instance, may require reduced speed limits, narrower travel lanes, and wider sidewalks to achieve a safer setting for students. Meanwhile, streets along transit routes should incorporate the needs of commuters by installing benches, shelters, lighting, and signs (Figure 1).

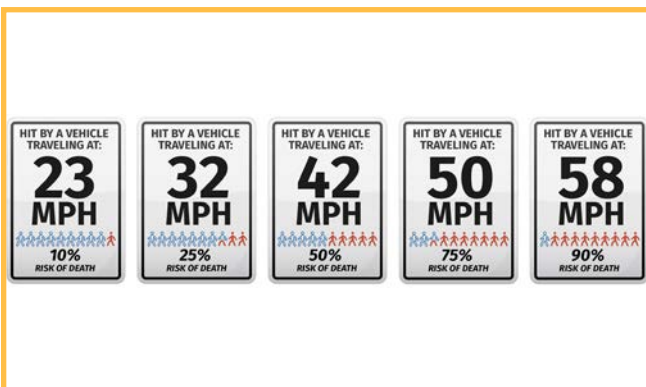


Figure 2. Graphic showing increased fatality rate as vehicle speeds increase. (FHWA)

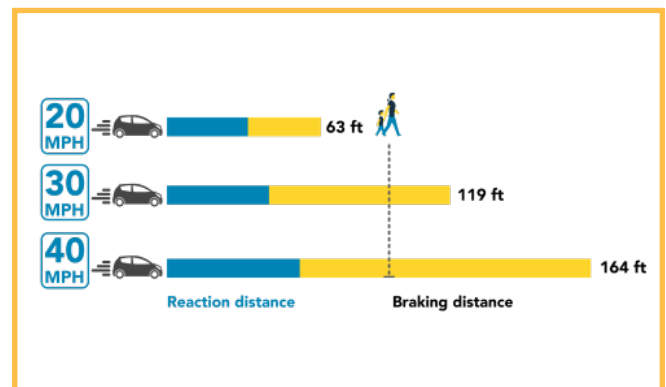


Figure 3. Graphic showing increased stopping distance as vehicle speeds increase. (Vision Zero Network)

Regardless of the context, Complete Streets should be designed to improve safety for pedestrians, bicyclists, and micromobility users who are the most vulnerable road users. Reduced speed limits, raised medians, and other design elements can help create a safer environment for all road users. To put traffic speeds into perspective, a 10-mph reduction in vehicle speed dramatically decreases the chance of pedestrian fatalities in a collision. The U.S. Department of Transportation (USDOT) cites collisions in which pedestrians are struck by a vehicle traveling 42 mph as being fatal 50 percent of the time. Comparatively, at 32 mph, pedestrian fatality rates drop to 25 percent, and at 23 mph they are down to 10 percent (Figure 2 and Figure 3).

Complete Streets is also an implementation strategy of the Safe System Approach, adopted as the guiding principle behind the USDOT National Roadway Safety Strategy, which holds that deaths and serious injuries due to roadway crashes are unacceptable. Transportation agencies implement proactive, redundant systems of safety to prevent crash fatalities and serious injuries. Complete Streets addresses two of the five elements of a Safe System—Safe Roads and Safe Speeds—and advances the proactive implementation of safety infrastructure.

NJDOT is continuing to support the design of Complete Streets throughout the state. NJDOT recently adopted the Target Zero Action Plan. This plan sets forth actions and strategies to eliminate all traffic fatalities and serious injuries by the year 2040. The Action Plan lists the adoption of Complete Streets as a main strategy for creating safer roads in New Jersey. For more information visit <https://dot.nj.gov/targetzero/>.

Counties are also hard at work to create safer roads. SJTPO has partnered with Atlantic, Cape May, Cumberland, and Salem Counties to produce Local Road Safety Plans for each county. These plans outline strategies to reduce fatalities and serious injuries on county and municipal roadways. Atlantic County's Local Road Safety Plan is available at SJTPO's Local Road Safety Plans website at <https://www.saferoadssouthjersey.com/>

Benefits of Complete & Green Streets

While the primary benefit of Complete Streets is improved safety for all roadway users, there are other positive outcomes. Complete Streets create better places to live, work, and do business.

Public Health

Complete Streets make it possible for people to routinely choose walking, bicycling, and transit to access community destinations such as supermarkets, medical services, and entertainment destinations, leading to greater physical activity and social connectivity. Improving walkability, bikeability, and transit access helps solve urgent public health problems by improving safety and sociability and by reducing air pollution.

Green Streets

Green Streets use green infrastructure practices installed within the public right-of-way to manage stormwater while preserving the primary function of a street as a conduit for vehicles, pedestrians, bicyclists, micromobility users, and transit riders (Figure 4). Green Streets and Complete Streets can complement each other by creating an inviting and comfortable walking and bicycling environment by incorporating green infrastructure elements, such as street trees and rain gardens that provide shade and remove pollutants from the air, while minimizing flooding along streets and sidewalks that interferes with and discourages walking and bicycling.

Economic Vitality

Improving streetscapes can help to strengthen or revitalize business districts. Complete Streets generate more foot traffic when they create great places where people want to be, which can encourage both residents and visitors to spend more money at local shops and restaurants. For example, pedestrianizing Division Street in Somerville, New Jersey attracted new businesses and helped to revitalize a struggling business corridor (Figure 5). The economic benefits also extend to individuals by lowering costs related to car ownership. By walking, biking, and taking transit for more trips, households save money on driving expenses like gasoline, parking, and maintenance, and can choose to own fewer vehicles – or no vehicles at all.

Transportation Choices

Fair distribution of transportation investments is a fundamental principle of Complete & Green Streets. All users of the transportation system should benefit from our shared streets regardless of income, ethnicity, ability, or other differences. For those whose transportation choices are limited by circumstance or location, pedestrian,



Figure 4. Green infrastructure used to narrow the roadway and provide a shorter crossing distance for pedestrians.



Figure 5. Division Street in Somerville was converted into a popular pedestrian plaza.

bicycle, and transit access to essential services and community destinations such as hospitals, medical offices, senior centers, schools, employment centers, bus routes, and transit stops can be life-changing.

New Jersey Complete & Green Streets for All: Model Policy and Guide

Since its adoption in 2009, NJDOT's Complete Streets policy has been recognized by the National Complete Streets Coalition as one of the strongest in the nation; in 2010 it ranked first among 210 state, regional, county, and municipal policies nationwide. In 2024, NJDOT updated its policy, demonstrating continued commitment to enhancing roadway safety for New Jersey's transportation system.

In 2019, NJDOT collaborated with multiple government and nonprofit partners, including AARP-NJ, American Heart Association, Tri-State Transportation Campaign, Sustainable Jersey, Transportation Management Associations, the Bloustein School of Planning and Public Policy at Rutgers University, and many other organizations, to create a model policy and guide that counties and municipalities can adopt to address future transportation projects and advance their sustainability, equity, health, and safety goals (Figure 6).

The *Complete & Green Streets Model Policy and Guide* is a one-stop resource for New Jersey municipalities, counties, agencies, organizations, and advocates with an interest in implementing Complete Streets in their communities. The Guide is designed to assist anyone involved in developing or updating a policy. It features a state-of-the-art Model Complete & Green Streets Resolution and Policy that can either be adopted in full or tailored to meet the needs of municipalities, counties, agencies, and other organizations involved with transportation decision-making and implementation. NJDOT recognizes municipalities that have adopted Complete & Green Streets policies by giving them additional consideration when evaluating federal and most state grant funding applications. Through this technical assistance, the project team tailored the model policy to the local context and needs of Buena Borough. The draft policy can be found in [Appendix C](#).

Complete & Green Streets and Sustainable Jersey

The Sustainable Jersey Complete & Green Streets Action is divided into three tiers. Municipalities can adopt a Complete & Green Streets policy in one of the three separate tiers. This distinction allows municipalities to adopt a policy tailored to their goals and capacities of commitment. Tier 1 includes the basic components of the NJDOT model policy. Tier 2 adds the adoption of checklists to review projects, the creation of an advisory committee, and the inclusion of public participation in the process. Tier 3 contains the elements of Tier 1 and 2, plus long-term provisions that help to ensure its success, like offsetting benchmarks and tracking progress through data collection. Table 1 describes the distinctions between Tiers 1, 2, and 3. Sustainable Jersey provides templates to assess their scope and evaluate with stakeholders which tier works best for the municipality, as found on their website. Buena Borough's adopted policy qualifies for Tier 3 of Sustainable Jersey's scoring. Check out their website for info on how to submit for points: <https://www.sustainablejersey.com/>



Figure 6. Cover of the Model Policy and Guide.

<i>Table 1. Elements of the Tiers for the adoption of the Complete & Green Streets policy for Sustainable Jersey.</i>	Tier 1 (A Good policy)	Tier 2 (A Better policy)	Tier 3 (The Best policy)
C&G Streets Resolution	•	•	•
C&G Streets Policy			
Goals defined	•	•	•
Type of projects covered	•	•	•
Consistency with other Plans	•	•	•
Inventory and Audit within two years	•	•	•
State sustainable elements projects shall include	•	•	•
State pedestrian and bicycle elements projects shall include	•	•	•
State the use of the most current editions of guides, manuals, and best practices	•	•	•
State the municipality leadership implementing the policy	•	•	•
Define Exceptions	•	•	•
Effective Date	•	•	•
Statement of public participation		•	•
Adoption of Checklists for review of projects			•
Program Reporting and benchmarks			•

EIGHT GOOD REASONS TO ADOPT A COMPLETE STREETS POLICY

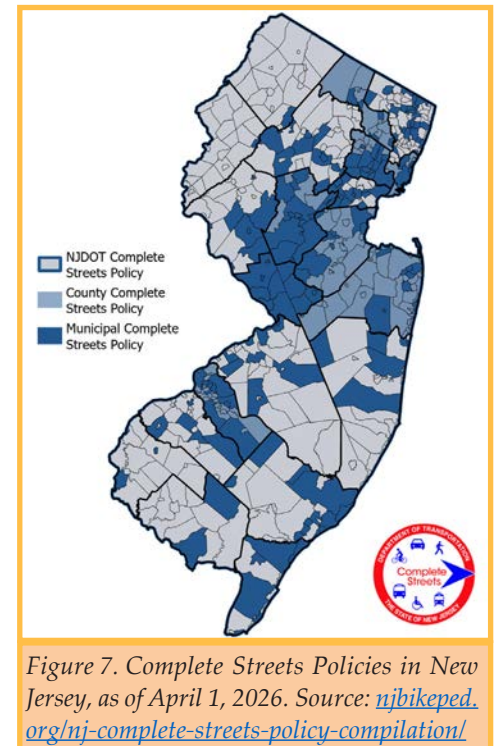
1. Provide an equitable transportation system that serves all residents.
2. Reduce rates of injury and death from traffic crashes and improve road safety for all users.
3. Shift transportation investments to safer, better-functioning streets, gradually creating Complete Streets networks and saving money 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.

Adopting a Complete & Green Streets Policy

Why does Buena Borough Need a Policy?

Adopting a Complete Streets policy or ordinance is an important first step toward implementing Complete Streets, as it defines the meaning of Complete Streets, establishes goals, and lays out the ways in which the municipality will accomplish the goals. Adopting a policy represents a commitment by a municipality to apply Complete Streets principles and goals to all transportation decisions. Instituting a Complete Streets policy means putting into place a process for routinely making transportation investments and decisions that address community context and the needs of users of all modes of transportation.

The most successful policies state that Complete Streets practices and principles should be a standard part of regular roadway maintenance, planning, and design. Municipalities that adopt and institute comprehensive Complete & Green Streets policies or ordinances that include elements like public participation, checklists, an advisory committee, and program reporting will be well-prepared to ensure that Complete & Green Streets principles guide all transportation decisions both now and in the future. Having a Complete Streets policy earns a municipality extra consideration on certain state grant applications. A policy can be strengthened by enacting it as a municipal ordinance.



Differences between a Resolution and an Ordinance

There are several ways a governing body can adopt a Complete & Green Streets policy. Typically, policies are adopted through a municipal resolution. Resolutions are official statements of support using typical “WHEREAS” statements. One way to strengthen resolutions is to include policy language that describes how the process and actions designed to ensure that Complete & Green Streets are routinely considered in all transportation decisions, often including checklists. Adopting an ordinance is the strongest way to ensure Complete & Green Streets will become an enforceable law.

Both resolutions and ordinances are issued by a legislative body, such as a municipal council or Board of County Commissioners. All the elements of NJDOT’s Model Resolution and Policy should be included if a municipality decides to adopt an ordinance.

Reasons to Adopt an Ordinance

An ordinance is a law issued by a municipality that formalizes a policy by prescribing enforceable rules of process. With an ordinance, a municipality can examine how to better incorporate and revamp long-term, Complete & Green Streets into municipal decision-making. For example, an ordinance can require community engagement processes, evaluation requirements, and conditions that developers and municipal planning and zoning boards need to follow to ensure opportunities for people walking, biking, and taking transit, and green stormwater infrastructure are considered as part of development applications and other road projects.

Project Methodology

Following the steps outlined in the NJDOT *Complete & Green Streets Model Policy and Guide*, the study included documentation of vulnerable populations in Buena Borough, community outreach, a municipal code review, and recommendations for a Complete and Green Streets policy, checklist, and ordinance.

All users of the transportation system are intended to benefit from Complete Streets implementation regardless of income, ethnicity, ability, or other differences. To identify underrepresented or underserved populations that should be prioritized for community engagement and Complete Streets improvements, Rutgers-VTC developed a profile that explores the prevalence and locations of vulnerable populations using a variety of equity indices and mapping tools, including the [NJDEP Environmental Justice Overburdened Communities Map](#), [United Way ALICE populations](#), and [CDC's Social Vulnerability Index](#). In addition, a Disability Profile report was created using the "Disability Snapshots" web application of [NJFloodMapper](#). The Vulnerability Profile can be found in [Appendix B](#).

Learning from residents about their traffic safety concerns and the role that streets play in their vision for their community was an important part of the study process. With the support of the municipality, the project team conducted public engagement at Buena Borough's community-wide Buena Day event in early September 2025 where community members provided input on traffic and safety issues on poster-sized survey boards. The project team also met with the municipal team in October and November 2025 and March 2026 to review the outreach results and discuss recommendations for adopting a Complete and Green Streets Policy.

Implementing Complete Streets requires more than just a policy—municipal codes and procedures should be consistent with the policy in order for it to be effective. Rutgers-VTC conducted a review of the current municipal code to identify opportunities where Buena Borough can better address bicycle and pedestrian safety. Recommendations include model language from other municipalities. The review was not exhaustive; recommendations should be evaluated with consideration for Buena Borough's community context and needs. For a list of recommended changes see the section [Current Municipal Codes and Recommendations](#).

Vulnerable Populations Profile

An analysis of vulnerable populations is essential to the creation of Complete Streets that serve the entire community. As part of the development of a Complete & Green Streets policy, municipalities are encouraged to identify underserved or marginalized populations, also known as priority communities. A variety of tools may be used to assess factors such as lack of access to transportation, poverty, ethnicity, disabilities, age, language, and crowded housing, among other characteristics. All these tools combine widely available demographic data from sources like the U.S. Census into user-friendly maps and indices.

How to Use the Health and Equity Needs Assessment Analysis

Historically, transportation decision-making has prioritized the movement of cars, trucks, and other motorized vehicles. This has led to a transportation system that often lacks design features and facilities for all modes of transportation including walking and bicycling. Addressing inequity through fair and equitable distribution of transportation investments is a fundamental principle of Complete & Green Streets. Implementing Complete & Green Streets policies equitably can help communities achieve social equity objectives and mitigate disproportionate impacts of incomplete transportation networks on seniors, people with disabilities, households in poverty, and others who depend on walking and biking as their primary means of transportation.

When designing for Complete Streets, it is important to take into account "priority communities." The Complete and Green Streets for All guide defines a priority community as "categories of underserved and adversely impacted populations" within a municipality. These communities often have worse public health outcomes and transportation availability when compared to other communities within a municipality. Identifying priority communities within a municipality and ensuring that they have adequate transportation options is a main component of Complete Streets design.

The study team created a Vulnerable Populations Profile ([Appendix B](#)) with maps and data that identify geographic areas and/or populations with the greatest needs for Complete & Green Streets. The analysis can help communities, decision makers, and practitioners make choices that improve public health through community design. The goal is to use this assessment to consider how a proposed decision will affect the health of a population and whether vulnerable populations are more likely to be impacted, and then prioritize those locations for Complete & Green Streets infrastructure improvements.

In Buena Borough:

- According to the 2023 ACS 5-Year Data from the US Census, the Borough of Buena in Atlantic County is home to approximately 4,500 residents within an area of 7.6 square miles. The median age is 36.2, and the estimated median household income is \$78,939. The median home value of owner-occupied units is \$256,800, which is less than the state median of \$454,400.
- In Buena Borough, 0.4% of the population bicycles to work, and 0.1% utilize public transit to commute to work. 84.6% of residents drive alone to work, 9.3% carpooled, 0.3% walk to work, and 3.8% worked at home.
- The population in Buena Borough is majority White (56.6%) followed by Hispanic (32.4%), Asian (6.8%), and Black (1.8%)
- The ALICE mapping shows 44.2% of the population in Buena are Asset Limited, Income Constrained, while Employed.
- Persons with disabilities comprise 15% of the population.

Below are some of the categories to consider when defining priority communities:

- Low-Income Concentrations
- Elderly Populations/Children
- Persons with Disabilities
- Ethnic Minority Populations

Refer to [Appendix B: Vulnerable Populations Profile](#) for more.

Community Feedback and Interest in a Complete & Green Streets Policy

Visual Preference Survey-Board Findings: Public Engagement in Buena Borough

The project team attended Buena Borough's 75th annual Buena Day event on September 6th, 2025 to engage

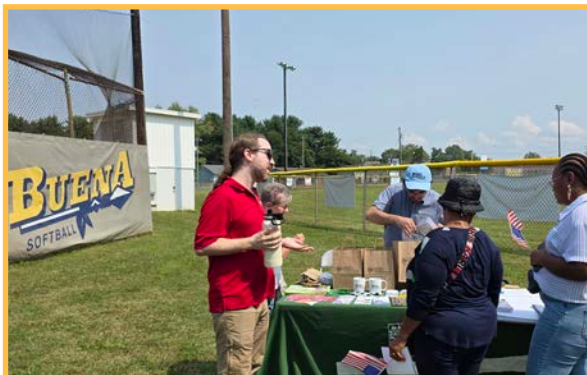


Figure 8. VTC staff talking to Buena residents



Figure 9. Community members filling up the dot board.

with community members and discuss their concerns about pedestrian and bicycling safety and mobility in Buena Borough. The engagement consisted of four poster boards that displayed the following questions:

- Which of these are your biggest concerns for walking?
- Which of these are your biggest concerns for biking?
- Which of these are your bigger concerns for driver behavior?
- What would you like to see more of in Buena?

Each board offered several options and a space to let community members identify dangerous driver behavior, the areas with higher risks for pedestrians and bicycles, and the infrastructure they would like implemented to improve them. Participants were encouraged to “vote” by placing dot stickers next to the options they agreed with most regarding topics of concern within the municipality and were provided space to write in their comments. Drivers ignoring traffic signals, speeding, and distracted drivers are the biggest driver behavior concerns for Buena Borough’s residents.

Community members were asked about their biggest concerns regarding biking and walking. Outreach results regarding biking show that many residents feel there are not enough on-road bicycle facilities. Attendees also listed speeding vehicles as a concern for biking in Buena Borough. Regarding concerns about walking, participants identified inadequate sidewalks, lack of lighting, and lack of curb ramps as the three top concerns.

Participants were asked about strategies to improve the general walking and biking experience in Buena Borough. They noted that they would like to see more sidewalks, more bike lanes, additional shuttle service information, and bus shelters.

Participants also had the chance to give feedback on specific locations in the Borough Buena that had safety concerns. Participants noted that speeding is an issue on West Weymouth Road and Forest Grove Road between South Brewster Road and South Central Avenue. Participants also noted that there is a dangerous left turn from Blue Anchor Road onto Friendship Road. Buena Borough can further investigate these concerns by conducting a road and sidewalk audit of these locations. Some improvements can be done quickly and at a low cost by incorporating changes into standard maintenance and repaving. For example, it may be feasible to stripe bike lanes on an existing roadway, or to modify signal timing to prioritize pedestrian movement. An audit can also help to identify opportunities for future infrastructure grants. See [Recommendations and Next Steps](#) for more details. Full dot board results from Buena Day are included in Appendix D.

Current Municipal Codes and Recommendations

As part of the effort to identify opportunity areas where the Borough of Buena can work to improve bicycle and pedestrian safety, the team scanned the municipal code for terms related to pedestrian and bicycle safety. The municipality can benefit from strengthening the current codes by updating or including language and specifications from other towns and best practices outlined by other agencies and organizations. The left hand column summarizes current ordinances and the right hand column offers potential edits/additions to ordinances to align them with Complete Streets principles. This examination was not exhaustive and is not restrictive; it is just a sample of what can be addressed, and evaluations of the context and conditions specific to Buena Borough should still be conducted. The team searched the following key words as part of the municipal code review:

- Complete & Green Streets
- Sidewalks
- Bicycle
- School Zones and Crossing Guards
- Curbs, Roads, and Parking
- Stormwater management
- Street lighting
- Bicycle and pedestrian education
- Snow removal
- Micromobility
- Trails
- New developments
- Street furniture
- Committees, Task Forces, or Boards related to pedestrian and bicycle safety

Current Language and/or Issue(s)	Potential Action
Sidewalks: - Sidewalks shall be designed to minimize potential for increasing for aggravating flood levels; vegetated buffer between sidewalk and road is not mentioned as a part of this approach, aside from woodchips or stones being specified as not allowed for the space between curbs and sidewalks. - Sidewalks are not required for site improvements unless sidewalks exist along the frontage of the abutting property, or the Board determines that sidewalks are required to protect public safety. - No mention of sidewalk width or other measurements and standards.	The municipality should set standards for sidewalk design compliant with the Americans with Disabilities Act (ADA). These include a minimum 4 feet width with passing spaces at set intervals of 200 feet, and 5 feet width without the passing spaces. The ADA also sets standards for sidewalk slope and texture, curb ramps, and obstructions. Check out the Public Right-of-Way Accessibility Guidelines for technical details. The municipality should specify ways sidewalks should be designed to not aggravate flood levels. This should include standards for vegetated or planted buffers. Comply with ADA standards on obstructions. Shift or expand responsibility of keeping the sidewalk clear of obstructions to construction companies/public works, not just the owners or occupants.
Bicycles: - Pinelands area standards state that improved bicycle facilities should only be provided in conjunction with paved roads. - No standards for bicycle paths, bicycle racks, safety measures, etc. Separate bicycle and pedestrian path systems from roads are encouraged to ensure safety. - The temporary placement of bicycles on residential lawns is accepted. No other mention of bicycle storage and parking. - No requirements for shower facilities for employees in business complexes or multi-family housing .	Create and improve pedestrian and bicycle greenways in the area without the caveat of needing to have paved roads. Since the Borough of Buena is designated as a “Pinelands Town” it does not conflict with N.J.A.C. 7:50-6.143(a)2 Expand ordinances regarding bicycles, specifically bike lane specifications like width, location, and safety standards. Include standards for bike racks and outdoor and indoor bicycle parking and storage. Include requirements of changing/shower facilities for employees in office parks, retail areas, and multi-family housing. Ensure bicycle infrastructure design accomodates tricycles and other adapted bicycles to ensure access for persons with disabilities.
Curbs - Curb standards are not compliant with ADA standards. - It is the responsibility of owners and occupants to keep curbs clear of obstructions and litter. - No mention of curb cutting and ramps to be compliant with ADA standards.	Set ADA-compliant standards for curb height and width as well as standards for curb cutting and ramps. Review the Public Rights-of-Way Accessibility Guidelines (PROWAG) for new and existing curb ramps. Expand responsibility of dealing with obstructions to drivers who block curb ramps.
Street Lighting Exterior lighting and streetlighting needed for safety purposes is required for site plan approval and site development improvements. No mention of proper lighting on crosswalks to increase pedestrian visibility	Include streetlights in the local ordinances, especially those located at crosswalks. Create an ordinance for requiring LED streetlighting to be more sustainable.

Current Language and/or Issue(s)	Potential Action
School Zones and Crossing Guards: • No ordinances on school zone speeding and safety countermeasures • No mention of bike racks or bicycle-friendly infrastructure in school zones. • Sidewalks are required to be installed for schools as part of required site improvements. No mention of crosswalks or standards for these sidewalks. • No mention of crossing guards' duties, hiring process, training, and supervision.	Set school zone speed limits and means for enforcement. Set standards for bicycle and pedestrian infrastructure in school zones like bike lanes, bike racks, and sidewalk guidelines. Evaluate off-street bicycle parking requirements. Set standards for motor vehicle parking restrictions on roads near schools. Establish the need for crossing guards in school zones and encourage the use of safety countermeasures and traffic calming treatments in these zones. Adopt a comprehensive Crossing Guard Policy. See the model municipal school guard policy. Include language on other safety countermeasures like road closures during school hours.
Stormwater management: • Two stormwater control ordinances. One for areas governed by the Pinelands Protection Act, and another for areas outside the Act's jurisdiction. • Both ordinances specify the use of NJDOT bicycle safe grates. • Vague about sidewalk design for minimizing flooding. • Lack of information about how stormwater management can be integrated into pedestrian/bicycle infrastructure, besides bike-friendly grates.	Update the Chapter 150: Land Use Article IXA – Non-Pinelands Stormwater Control to meet the 2023 requirements of the Inland Flood Protection rule. Buena Borough should consider the enhanced model ordinances available that go beyond the NJDEP requirements to manage stormwater closer to its source. Sustainable Jersey's Enhanced Stormwater Management Control Ordinance action includes links to two enhanced model ordinances; one developed by The Watershed Institute and another by New Jersey Future. Alternatively, amend Chapter 150: Land Use article IXB: Pinelands Stormwater Control to apply to all land in the borough as this would meet the requirements of the Inland Flood Protection rule and simplify application of the stormwater ordinance.
New Roads: • Only midblock pedestrian crosswalks have caution signals and pedestrian caution signs. No other proven countermeasures for crosswalks or pedestrian/bicycle road safety mentioned. • No standards for crosswalks. • No specifications on space for sustainable/active transportation.	Recommend allocating space for crosswalks or raised medians for new roads wider than three lanes and blocks longer than 1,000 ft. Implement more safety countermeasures at crosswalks and intersections. Allocate space for bicycle and pedestrian paths/lanes for any new roadway project. Ensure there are safe waiting areas for other modes of transportation. Utilize high-visibility crosswalks wherever there are currently unmarked crosswalks.
Snow Removal • Temporary parking prohibition for snow plowing is the only mention of snow removal.	Develop the snow removal policy to include requirements for clearing private and public sidewalks, curb cuts, and pedestrian ramps. Also include requirements for clearing waiting areas for public transportation. Include language about clearing bicycle racks and lanes

Current Language and/or Issue(s)	Potential Action
Parking: - Standards for off-street parking and parking spaces, compliant with ADA. - No mention of minimum parking distance from intersections or sanctions for vehicles blocking ramps, parking on corners, or crosswalks. - No mention of improved design standards like curb extensions.	Specify sanctions for any parked vehicle at a certain distance from the street corner, blocking the curb cutting/ramps, or obstructing crosswalks. Reduce the number of parking requirements to start encouraging developments that support more sustainable transportation modes. Incentivize sustainable transportation models. Expand on pedestrian and bicycle safety such as through curb extensions.
Bicycle and pedestrian education: No mention of training/educational opportunities or requirements for municipal staff.	Staff and municipal engineering consultants should attend training that covers Complete Streets, traffic calming, trails, bicycle & pedestrian infrastructure, ADA standards, green infrastructure, and FHWA Proven Safety Countermeasures.
Micromobility (e-bikes/e-scooters): No mention of e-bikes, e-scooters, and other electric vehicles beyond a definition of them under motorized vehicles.	Adopt an ordinance that includes language to guarantee rights and duties for micromobility vehicles like following traffic control devices, speed limit, age restrictions, riding restricted zones, carrying articles or more than one person, and parking.
Trails: No mention of trail network connectivity/ greenways in the borough.	Adopt an ordinance regarding trails that address connectivity between buildings and recreational facilities with open space in planned developments.
New developments - Traffic impact statements and environmental impact statements may be required after an initial traffic assessment for major subdivision plats and all site plans except minor site plans. - Traffic assessment requirements do not include information on pedestrians and non-motorized travel or safety measures.	Require the traffic impact statement to include representative traffic counts of bicycles, and pedestrians.
Street furniture: No mention of street furniture; the only mention of sidewalk/street obstructions is that it is the owner or occupant's responsibility to keep the sidewalks free from obstruction.	Create an ordinance that specifies that the location of street furniture and other elements of the urban landscape should not interfere with safe pedestrian flow.
Pedestrian and Bicyclist safety committees: - Complete Streets Advisory Board not yet defined through an ordinance. - Americans with Disabilities Act Advisory Committee not yet defined through an ordinance. - Bicycle Safety Committee not yet defined through an ordinance.	Adopt a Complete Streets Advisory Board through an ordinance. Adopt an American with Disabilities Act Advisory Board through an ordinance. Include language about the Board's role in constructing new sidewalks. Adopt a Bicycle Safety Committee through an ordinance. Include language that allows the Committee to evaluate the current safety conditions of streets and help to provide input on the areas that need repair and infrastructure to improve connectivity, accessibility, and safety.

Next Steps to Create a Complete Streets Policy

Option 1: Adopt a Resolution with Policy

The Borough of Buena is encouraged to adopt their Complete & Green Streets policy as a resolution or as an ordinance following the NJDOT Complete & Green Streets Model Policy and Guide. Municipal councils are encouraged to adopt the Model Complete & Green Street Resolution and the Model Policy with Checklists. The Model Resolution as written assumes that a policy document will be adopted that outlines the specific actions that will be taken to implement Complete & Green Streets. The Resolution includes “WHEREAS” statements that set expectations and outlines the steps to achieve compliance. The actual policy can be a separate document or included as an attachment to the Resolution. The Model Policy describes how adopting the Resolution will change the way transportation decisions are made to include consideration of all modes.

Option 2: Adopt an Ordinance

Adoption of a Complete & Green Streets Ordinance can further codify a policy. Although an ordinance may require a lengthier and more involved process than a resolution, municipalities and counties are encouraged to consider passing Complete & Green Streets ordinances. Not only are they enforceable by law, but ordinances also ensure that subsequent administrations will continue to follow the Complete & Green Streets procedures. Should Buena Borough want to adopt an ordinance as a new section of their municipal code must address the following:

1. Title and Numbering: A distinguished title and numbering to be legally cited.
2. Ordination Clause: Where the document’s language is adopted as an ordinance.
3. Purpose: State why it is needed and adopted, addressing the five goals: safety, environment, economics, health, and equity.
 - Definitions: Define the key terms within the ordinance that are not already part of the land use code.
 - Standards:
 - Add specific details to implement and enforce the ordinance.
 - Describe the scope, reach, and person or committee responsible for implementation and exemptions.
 - Define public participation and stakeholders.
 - Identify benchmarks and program reporting.
4. Applicability: Describe precisely “who” and “what” the ordinance will govern and the process for granting exceptions.
5. Submittal: Sets out the information and plans required when proposing a project or development covered by the ordinance.
6. Fees and Penalties: State the fees required of applicants and penalties resulting from a violation of the ordinance.
 - Procedural Requirements: Follow the state requirements when adopting the ordinance, like open public meetings, first reading, public hearings, publishing, etc.

For a more detailed description of each section, please review the NJDOT [Complete & Green Streets for All Model Policy](#) and the Complete Streets Ordinance Structure Guidance document found in the [Sustainable Jersey Complete & Green Streets for All Policy Action](#) description (Figure 11).

In the case that the Borough of Buena chose to revise an existing section of the municipal code or plan to modify an existing ordinance for Complete & Green Streets, they will need to make sure the modifications address the required components previously listed and comply with the guidance [Complete & Green Streets for All Model Policy](#). It is recommended that the borough state the amended code section clearly and remove any language found in other sections, resolutions, or guidance documents that conflict with the new section.

COMPLETE & GREEN STREETS FOR ALL

ORDINANCE STRUCTURE

Why is an ordinance important?

An ordinance — the laws issued by a municipality — formalizes a policy by prescribing **permanent and enforceable rules** of process.

With an ordinance, a municipality can examine how to better incorporate and revamp, long-term, Complete and Green Streets into municipal decision-making. For example, an ordinance can require community engagement processes, evaluation requirements as well as conditions that developers, municipal planning and zoning boards all need to follow to ensure opportunities for people walking, biking, taking transit, and green stormwater infrastructure are considered as part of development applications and other road projects.



TITLE AND NUMBERING

Create a legal name by which the ordinance can be cited as well as a number.



DEFINITIONS

Define key terms used within the ordinance that are not already part of the land use code of the municipality.



PURPOSE

Provide a purpose which addresses the 5 goals: environment, safety, economic, health and equity.



ORDINATION CLAUSE

Develop the clause using "Be it ordained by the (municipal governing body) of the (municipality) that the (governing body) adopts the ..."



STANDARDS

Set clear standards, including how and when existing plans, policies and procedures will be updated as well as what guidance will be used in developing a Complete Streets approach.

(e.g. formation of an advisory committee and establishment of benchmarks)



APPLICABILITY

Describe precisely "who" and "what" the ordinance will govern and the process for granting exceptions.



SUBMITTAL

Set out the information and plans required when proposing a project or development covered by the ordinance.

(e.g. use of checklists)



CONGRATULATIONS!

You have a Complete and Green Streets ordinance!



PROCEDURAL REQUIREMENTS

The municipal governing body will need to follow specific requirements and timetables when adopting an ordinance.



FEES AND PENALTIES

Include as a general condition of Land Use Regulations, or each ordinance should specify; any Fees required of applicants as well as penalties that may result from the violation of an ordinance.

Figure 10. Complete Streets Ordinance Structure guide.

Recommendations and Next Steps

The CSTA team recommends the following six steps to put a Complete & Green Streets policy into practice. We have listed the steps in order of priority with the highest priority steps first:

Adopt the attached Model Complete & Green Streets Policy as a resolution/ordinance:

Work with the Buena Borough Mayor, Council, Land Use Board, and Department of Streets and Roads, and other relevant staff to adopt the full NJDOT Complete and Green Streets model policy as presented as an appendix to this report. The policy includes areas customized to reflect the needs and unique context.

Revise Municipal Code using Recommended Ordinances from this Report: The “Current Municipal Codes and Recommendations” section of this report highlights several recommendations to strengthen current municipal ordinances in support of Complete and Green Streets. By strengthening current ordinances, Buena Borough can augment the effectiveness of the Complete and Green Streets policy and ensure that local roads are safe for all road users.

Partner with Cross County Connection TMA:

CCCTMA is available to continue supporting Buena Borough as it pursues its Complete Streets goals. Cross County offers free support as well as a membership program which provides enhanced services including:

Complete Streets

- Assist with integration of policy into local planning process by reviewing planning documents
- Assist with implementation of policy

Pedestrian/Bicycle Planning

- Identify demand for new bikeways and pedestrian facilities
- Recommend improvements to existing facilities

Complete Streets Demonstration Projects

- Design traffic calming infrastructure
- Install temporary infrastructure to test effectiveness
- Suggest strategy to pursue permanent improvements

Grant writing assistance

- Pedestrian/Bicycle Safety Audits
- Recommend physical, educational and enforcement improvements
- Identify grant funding sources for implementation of recommended improvements

Municipal dues are \$2500 per year and can be recouped through the organization’s Transportation Demand Management (TDM) grant program. In addition to the above services, Cross County Connection provides customized support based on the municipality’s individual needs. Find out more at their website: <https://www.driveless.com/>. Contact Patick Farley CCCTMA’s Executive Director if interested in partnering. Email: Farley@driveless.com Phone: 856-596-8228.

Apply for Sustainable Jersey Grant Funding:

Sustainable Jersey hosts an annual grant program to support municipalities with projects that advance sustainability and pedestrian safety. Grants come in \$20,000, \$10,000 and \$2,000 increments. Grants must be used for Sustainable Jersey actions, and bicycle and pedestrian improvement projects would qualify. The grant cycle begins in November, but you can reach out to Kaitlyn Vollmer at grants@sustainablejersey.com or at 609-771-3189 to find out more details and get started on application requirements. Application website: sustainablejersey.com

Apply for NJDOT Grant Funding:

There are many NJDOT grants that Buena Borough can use to promote complete streets (See [Appendix A](#) for a list). Many of these programs, give special consideration for municipalities that have adopted a Complete and Green Streets Policy.

Conduct Road and Sidewalk Audits:

It is important to assess the current condition of town roadways and sidewalks. You can conduct a [walk audit](#) to grasp the current conditions for pedestrians in town and to identify problem areas. These areas can then be prioritized for improvements when deciding on roadway projects. As part of the data collection associated with SJTPO's Countywide Local Road Safety Plans, a desktop audit of sidewalks for County and Municipal Roads in Atlantic County was conducted. Reviewing this data can be a great first step for conducting an audit. This data is available on [NJGIN](#).

Appendix

- A. Potential Funding Resources**
- B. Vulnerable Populations Profile**
- C. Borough of Buena Complete & Green Streets Policy**
- D. Community Feedback Board Survey**
- E. Guidance Documents**

A. Potential Funding Resources

This appendix provides a list of grant programs available to New Jersey communities for the advancement of Complete Streets initiatives, including both infrastructure and non-infrastructure projects, and programs to increase walking and bicycling. A table has been included that lists the most common grant sources for Complete Street related projects. This appendix also includes links to two online databases with additional funding sources. The grants listed are highly competitive; grant application requirements should be carefully reviewed before deciding to apply. Incomplete grant applications may be automatically rejected. The most successful applications tell the story of the populations most in need of the proposed improvements, especially traditionally underserved or vulnerable populations. Applications should use compelling pictures, data, and other documentation, and indicate how and why the project was selected.

New Jersey Department of Transportation

The Division of Local Aid and Economic Development at the New Jersey Department of Transportation (NJDOT) administers funds to local public agencies such as county and municipal governments for construction projects to improve the state's transportation system. Grant support and technical assistance is provided through the Local Aid Resource Center's Help Desk (<https://njdotlocalaidrc.com/>). The New Jersey Transportation Trust Fund and the 2021 Bipartisan Infrastructure Law provide the opportunity for funding assistance to local governments for road, bridge, and other transportation projects. While NJDOT and the three Metropolitan Planning Organizations (MPOs) that cover the state administer many federal aid programs, including Transportation Alternatives and Safe Routes to School, the USDOT administers some grant programs directly. NJDOT administers state aid programs. Below are some options for funding infrastructure projects through NJDOT. The South Jersey Transportation Planning Organization, SJTPO, is the MPO that covers Atlantic County, as well as Cape May, Cumberland, and Salem Counties.

State Aid Infrastructure Grant Programs

Municipal Aid: This program assists municipalities in funding local transportation projects, and all New Jersey municipalities are eligible to apply. NJDOT encourages applications for pedestrian safety improvements, bikeways, and streetscapes. Additionally, a common strategy to implement on-street bike lanes is to include bike lane striping within repaving projects that are funded through this program. Learn more here: <https://njdotlocalaidrc.com/state-funded-programs/municipal-aid> (application window: April - July)

Bikeways: This program provides funds to counties and municipalities to promote bicycling as an alternate mode of transportation in New Jersey. A primary objective of the Bikeway Grant Program is to support the State's goal of constructing 1,000 new miles of dedicated bike paths that are physically separated from vehicle traffic. Learn more here: <https://njdotlocalaidrc.com/state-funded-programs/bikeways> (application window: April - July)

Safe Streets to Transit: This program encourages counties and municipalities to construct safe and accessible pedestrian linkages to all types of transit facilities and stations, to promote increased usage of transit by all segments of the population and decrease private vehicle use. Learn more here: <https://njdotlocalhub.com/local-aid-econ-dev/grant-programs/state-programs/safe-streets-to-transit/> (application window: April - July)

Transit Village: This program awards grants for transportation projects that enhance walking, biking, and/or transit ridership within a ½ mile of the transit facility. Municipalities must already be designated as a Transit Village by the NJDOT Commissioner and the inter-agency Transit Village Task Force to be eligible to apply. Learn more here: <https://njdotlocalaidrc.com/state-funded-programs/transit-village>

Other NJDOT Assistance

Bicycle and Pedestrian Planning Assistance (BPPA): NJDOT offers local planning assistance through the Bureau of Safety Improvement Programs. Under the BPPA program, on-call consultants are paired with communities to complete a variety of projects, including bicycle and pedestrian plans, safety assessments, trail feasibility studies, and improvement plans for traffic calming projects. Priority is given to traditionally underserved communities and those with a documented safety concern. For more information, please contact the NJDOT Bicycle and Pedestrian Coordinator at bikeped@dot.nj.gov.

State-Administered Federal Aid Infrastructure Grant Programs

Transportation Alternatives Program: The Transportation Alternatives Program is a set-aside of the Surface Transportation Block Grant Program, and it is sometimes referred to as TA Set-Aside. It provides federal funds for community-based “non-traditional” transportation projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation’s intermodal system. Municipalities can receive bonus points on the grant if they have an adopted Complete Street Policy, are a Targeted Urban Municipality, or are a designated Transit Village. Learn more here: <https://njdotlocalhub.com/local-aid-econ-dev/grant-programs/federal-programs/transportation-alternatives/>

Safe Routes to School: The Safe Routes to School Program is funded through the Federal Highway Administration’s (FHWA) Federal Aid Program and is being administered by the NJDOT, in partnership with the North Jersey Transportation Planning Authority (NJTPA), the Delaware Valley Regional Planning Commission (DVRPC), and the South Jersey Transportation Planning Organization (SJTPO). The program provides federal funds for infrastructure projects that enable and encourage children in grades K-12, including those with disabilities, to safely walk and bicycle to school. Applicants can receive bonus points on the grant if they have School Travel Plans, a Complete Streets Policy, and Transit Village designation. Learn more here: <https://njdotlocalaidrc.com/federally-funded-programs/safe-routes-to-school>

Recreational Trails Program: The Recreational Trails Grant Program administered by the NJDEP Green Acres Program provides federal funds for developing new trails and maintaining and restoring existing trails and trail facilities including trails for non-motorized, multi-use (including land and water) and motorized purposes. The program is currently on hold as it undergoes revisions. Learn more and get notified of future grant opportunities here: <https://dep.nj.gov/greenacres/trails-program-home/>

Federal Highway Administration-Administered Federal Aid Infrastructure Grant Programs

The Bipartisan Infrastructure Law (BIL), also known as the Infrastructure Investment and Jobs Act of 2021 (IIJA), and the Inflation Reduction Act of 2022 (IRA) established new funding programs that can be helpful for county and municipal governments looking to fund Complete Streets and other safety and active transportation projects. The new funding generally requires a 20 percent local match on a cost-reimbursement basis. In other words, for every dollar spent within the grant’s budget, up to 80 cents will be eligible for reimbursement by the federal government. Eligible entities apply for grants directly to the United States Department of Transportation through the grants.gov online portal.

Safe Streets and Roads for All Program (SS4A): This program was established out of the Infrastructure Investment and Jobs Act of 2021 (IIJA). It funds planning and implementation of projects and strategies which share a goal of eliminating roadway deaths and serious injuries. Many Complete Streets-related measures are eligible. Funding can be used to produce a comprehensive safety action plan, undergo demonstration projects, and implement permanent measures. Congress has appropriated \$5 billion to the program through fiscal year 2026, and all grants require a 20 percent local match. The SS4A program supports the National Roadway Safety Strategy and the United States Department of Transportation’s goal of zero deaths and serious injuries on our nation’s roadways. Counties, municipalities, and other non-State government entities are eligible to apply. Applications for the 2026 fiscal year are forthcoming. More information is available here: <https://www.transportation.gov/grants/SS4A>

Health and Environment Funding

Sustainable Jersey: The Sustainable Jersey Small Grants program provides capacity building awards to municipalities to support local green teams and their programs and is not project specific. Learn more about grant opportunities here: <https://www.sustainablejersey.com/grants/>

Sustainable Jersey for Schools: Sustainable Jersey for Schools grants are intended to help districts and schools make progress toward Sustainable Jersey for Schools certification. Learn more here: <http://www.sustainablejerseyschools.com/>

Funding from Other Sources

Various other funding sources exist that may help municipalities further Complete Streets projects. Both Sustainable Jersey and Together North Jersey have developed comprehensive online databases that catalog the many funding sources available. They can be found at the following locations:

New Jersey Transportation Infrastructure Bank (NJTIB): The NJTIB is an independent State Financing Authority responsible for providing and administering low interest rate loans to qualified municipalities, counties, and regional authorities in New Jersey. The unique partnership with NJDOT was established with the mission of reducing the cost of financing transportation projects in the state. Learn more here: <https://www.njib.gov/njtib>

County and Municipal Capital Programs: In the case where alternative funds are not available but there is community consensus and political will to move forward with a project, county and municipal capital programs should be considered. Local budgets may have the ability to support some projects, especially if other state and federal programs provide budget relief in other areas.

County and Municipal Open Space Trust Funds: All New Jersey counties and many New Jersey municipalities have an Open Space Trust Fund, which is a dedicated program supporting open space land acquisition. The trust funds are established by ballot measure. Depending on the fund parameters, other development projects can be eligible including trails, historical preservation, and farmland protection. For a database of ballot measures descriptions with amount of Open Space Trust Funds, visit the Trust for Public Lands LandVote Database. <https://tpl.quickbase.com/db/bbqna2qct?a=dbpage&pageID=8>

B. Vulnerable Populations Profile

An analysis of vulnerable populations is essential to the creation of Complete Streets that serve the entire community. As part of the development of a Complete & Green Streets policy, municipalities are encouraged to identify underserved or marginalized populations, also known as priority communities. A variety of tools may be used to assess factors such as lack of access to transportation, poverty, ethnicity, disabilities, age, language, and crowded housing, among other characteristics. All these tools combine widely available demographic data from sources like the U.S. Census into user-friendly maps and indices.

United Way ALICE populations

ALICE, which stands for Asset Limited, Income Constrained, Employed, identifies the population whose jobs allow them to earn above the Federal Poverty Level but are still unable to meet their basic housing, food, health care, childcare, and transportation necessities to support their families. 2023 data shows that 808 out of 1,6828 households in Buena Borough are ALICE households accounting for 44.2% of households(Figure 11).

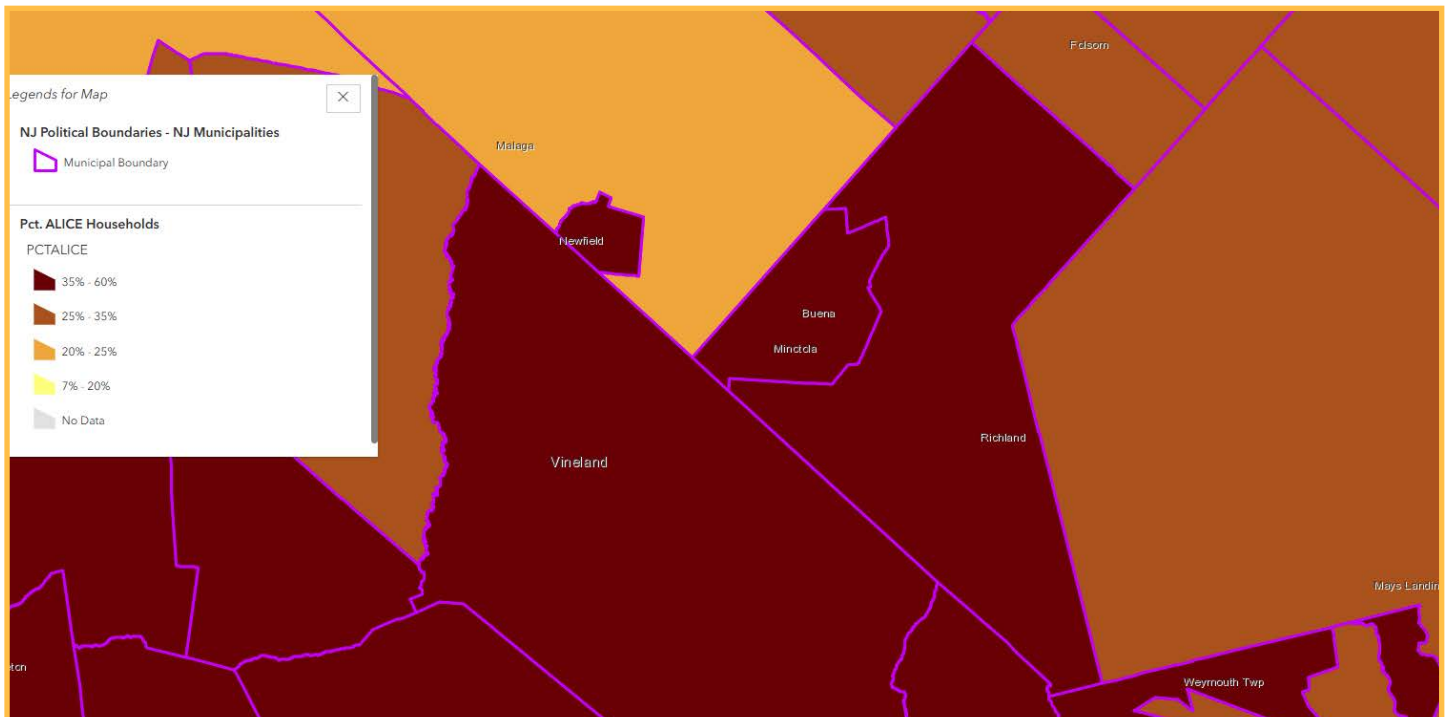


Figure 11. ALICE Households in Buena. Source: NJFloodMapper, <https://www.njfloodmapper.org>

NJDEP Environmental Justice Overburdened Communities

The New Jersey Department of Environmental Protection (NJDEP) identifies an Overburdened Community as any population potentially in need of environmental justice. More specifically, as any census block group, as determined in accordance with the most recent United States Census, in which:

1. At least 35 percent of the households qualify as low-income households (at or below twice the poverty threshold as determined by the United States Census Bureau).
2. At least 40 percent of the residents identify as minority or as members of a State recognized tribal community; or
3. At least 40 percent of the households have limited English proficiency (without an adult that speaks English “very well” according to the United States Census Bureau).

Two sections of Buena Borough qualify as overburdened communities under the definition of the Department of Environmental Protection as shown in Figure 12. The area west of Central Ave is considered Overburdened under #2 of the definition. The section of Buena Borough east of Harding Highway is considered overburdened because it has both low-income and high minority percentage as shown in figure 14.

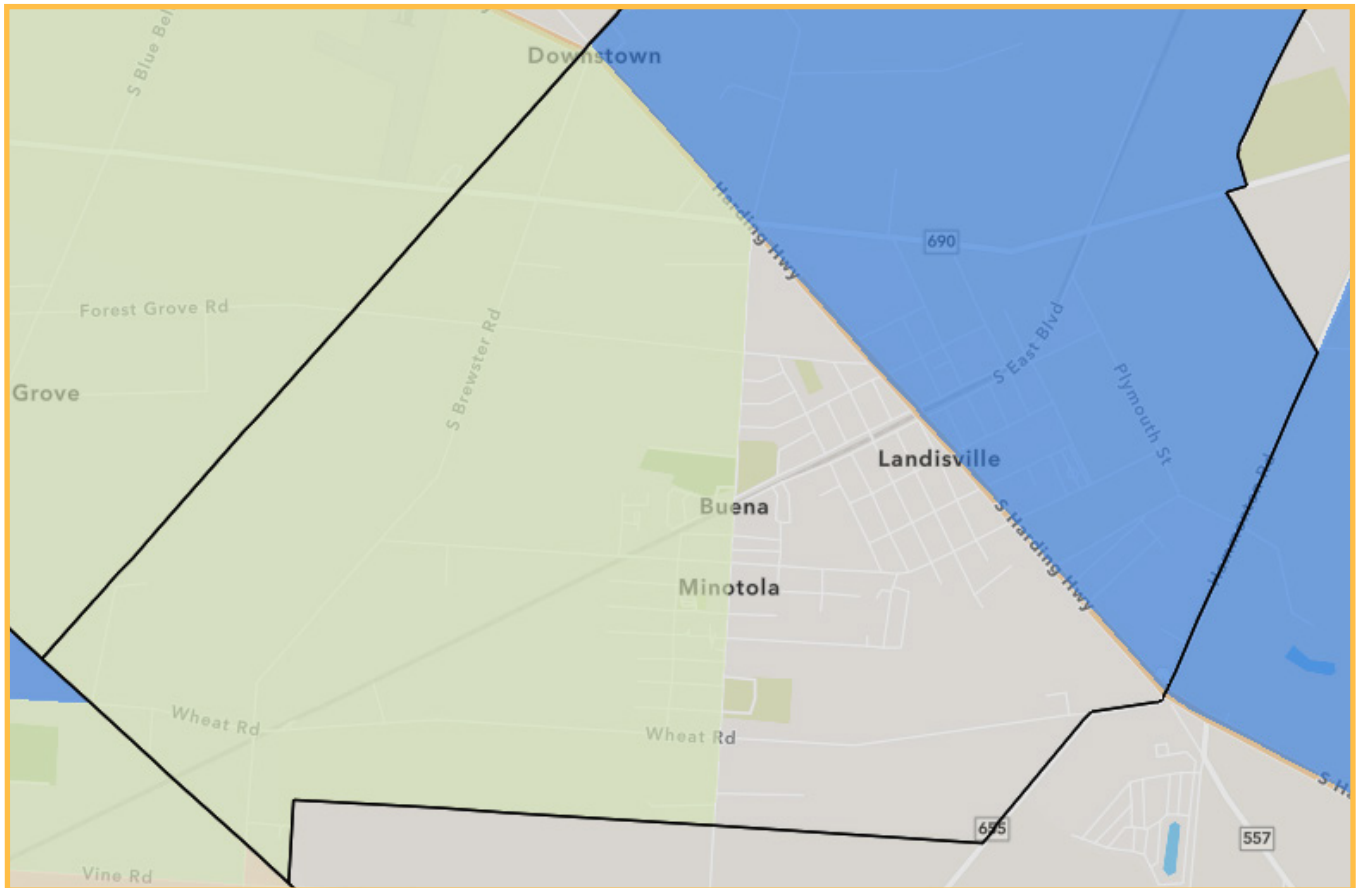


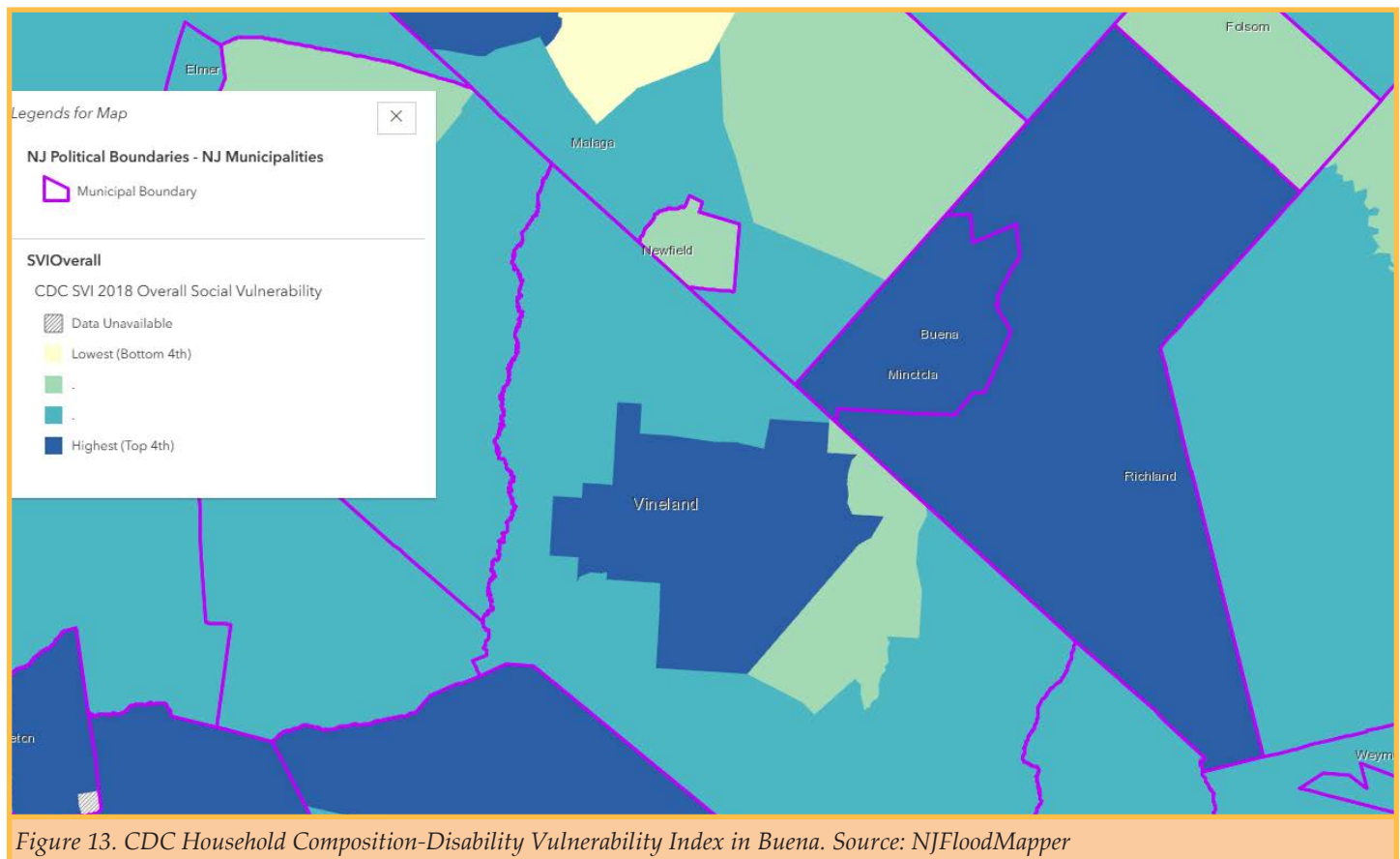
Figure 12. Overburdened Communities (2026) in Buena. Source: NJDEP, <https://dep.nj.gov/ej/communities/>

CDC's Social Vulnerability Index (SVI)

CDC's Social Vulnerability Index (SVI) gathers data to identify the census tracts that will need financial, shelter, emergency personnel, and evacuation support before, during, and after a disaster. The SVI considers 15 factors in its evaluation of vulnerable communities, including:

- Socio-Economic: population below poverty, unemployed, no high school diploma.
- Household Composition and disability: population aged 65 or older, 17 or younger, older than 5 with a disability, single-parent household.
- Race/Ethnicity/Language: minorities, persons with limited English proficiency.

The scale represented is divided into quartiles ranging from the least vulnerable to the most vulnerable. The Borough of Buena is considered in the highest quartile of the Social Vulnerability Index, as shown in Figure 13. This means the Borough is considered a municipality likely to need support before, during, and after a hazardous event.



Demographic Profile Report from the American Community Survey 2023 5-year estimates

The Borough of Buena has a total estimated population of 4,500 and a median household income of \$78,393 in 2023. The working-age population is estimated at 2,949, with 978 minors and 779 seniors. There was an estimated population of 268 working-age borough residents who were below the federal poverty level at some point in the 12 months prior to the calculation of the estimates (Table 2). With a land area of over seven square miles (7.6 square miles), Buena Borough has a population density of 596.9 people per square mile.

Table 2. Total Population Comparison for Buena.

	Buena Borough*		Atlantic County*		New Jersey*	
Total Population	4,500		274,704		9,267,014	
Female Population	2,480	55%	140,568	51%	4,708,343	51%
Male Population	2,020	45%	134,645	49%	4,558,671	49%
Age Under 18 Population	978	22%	56,581	21%	2,031,322	22%
Age 18-64 Population	2,949	66%	162,038	59%	5,675,876	61%
Age Over 65 Population	779	17.3%	56,594	21%	1,559,816	17%
Population Below Poverty Level in Past 12 Months (20-64 Years Old)	268	6%	31,637	12%	889,287	10%
Median Earnings in Past 12 Months	\$64,079		\$58,195		\$73,910	

Data retrieved from the American Community Survey 2023 5-year estimates on 03-20-2026. *Percentage when comparing with total population

Disability Demographics

There is an estimated population of 780 Buena Borough residents with a disability, of which 308 are of working age. There is an estimate of 77 children with disabilities and 395 seniors who self-identified as having a disability in the borough. Persons with disabilities comprise 17.8 percent of the population (Table 3).

Table 3. Population with Disability Comparison for Buena

	Buena Borough*		Atlantic County*		New Jersey*	
Total Population with Disability	759	16.8%	39,911	14.6%	999,922	10.8%
Female Population with Disability	428	9.5%	20,017	7.3%	535,644	5.8%
Male Population with Disability	331	7.3%	19,894	7.3%	464,278	5%
Age Under 18 Population	82	1.8%	2,994	1%	76,527	0.8%
Age 18-64 Population	242	5.3%	19,050	6.9%	458,729	5%
Age Over 65 Population	435	9.6%	17,867	6.5%	464,666	5%

Data retrieved from the American Community Survey 2024 5-year estimates on 03-20-2026. *Percentage when comparing with total population

Population with Disability by Type

Of the population in Buena Borough with a disability, 329 people reported having an ambulatory difficulty, and 233 residents reported having a disability that makes them unable to live independently. Additionally, there were an estimated 297 residents reported to have a cognitive difficulty, 148 residents with vision disability, 219 residents with a hearing difficulty, and 125 residents with a self-care disability (Table 5). The types of disabilities represented in Buena Borough is important for the adoption of Complete Streets measures since residents with disabilities should be accommodated.

Table 4. Population with Disability by Type Comparison for Buena.

	Buena Borough*	Atlantic County*	New Jersey*
Ambulatory Difficulty	329	20,953	486,443
Hearing Difficulty	219	9,943	247,858
Cognitive Difficulty	297	14,226	364,950
Vision Difficulty	148	7,531	194,731
Independent Living Disability	233	13,836	368,715
Self-Care Difficulty	125	7,576	200,542

Data retrieved from the American Community Survey 2024 5-year estimates on 01-30-2026. *Percentage when comparing with total population

C. Borough of Buena Complete & Green Streets Policy

Complete & Green Streets for All:

A Resolution of the Borough of Buena

*A RESOLUTION OF THE **BOROUGH OF BUENA** ESTABLISHING AND ADOPTING A COMPLETE AND GREEN STREETS POLICY*

Resolution No. _____

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

WHEREAS, Complete and Green Streets is a means to provide a comprehensive, integrated, connected multi-modal network of transportation options through planning, design, construction, maintenance, and operation of new and retrofit transportation facilities along the entire right-of-way for all roadway users of all ages and abilities; and

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

WHEREAS, “all users” include motorists, bicyclists, micromobility users, pedestrians, public transportation vehicles and their passengers, delivery trucks and movers of commercial goods, persons with disabilities, older adults, and residents of Priority Communities; and

WHEREAS, Complete and Green Streets allow for multiple modes of travel, aside from personal automobiles, so that those who are unable to drive, who cannot afford a car, or choose to reduce their car usage may travel by transit, by bicycle, by micromobility, or on foot safely; and

WHEREAS, Complete and Green Street policies support the goals of the **Borough of Buena** master plan and supporting elements; and

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

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

WHEREAS, Complete and Green 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

WHEREAS, Complete and Green 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, Complete and Green Streets implementation provides the opportunity to enhance the historic character of our communities and our understanding of our shared history in a way that promotes the economic and social vitality of our communities and should be considered in the design of infrastructure improvements; and

WHEREAS, a balanced and flexible transportation system where all people can easily and safely walk and bicycle to everyday destinations — such as schools, shops, restaurants, businesses, parks, transit, and jobs — enhances neighborhood economic vitality and livability; and

WHEREAS, implementation of the Complete and Green Streets policy should not negatively impact the affordability of the neighborhood for current residents; and

WHEREAS, the Complete and Green Streets policy applies to new, reconstruction, retrofit, and resurfacing projects, including design, planning, construction, maintenance and operations, for the entire right-of-way; and

WHEREAS requests for all exceptions must be submitted in writing, with supporting documentation, and made publicly available with a minimum of 30 days allowed for public input; and

WHEREAS, all initial planning, concept and design studies of infrastructure projects consider design elements that improve public health, environment, economy, equity, and safety.

NOW THEREFORE, BE IT RESOLVED, the ***Borough of Buena*** adopts the Complete and Green Streets Policy attached hereto, and made part of this Resolution;

BE IT FURTHER RESOLVED, that copies of this Resolution shall be forwarded to all ***Borough of Buena*** departments within thirty (30) days of the adoption of this Resolution.

Attached Hereto:

Borough of Buena Complete and Green Streets Policy

The Borough of Buena shall develop an integrated and connected multimodal transportation system of Complete and Green Streets that serve all neighborhoods and populations. Towards this end:

1. All transportation projects shall result in Complete and Green 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, pedestrians, public transportation vehicles and their passengers, delivery trucks and movers of commercial goods and strive to meet the following goals:
 - a. Environment: Improve air and water quality; reduce flooding; mitigate traffic congestion.
 - b. Safety: Eliminate all road fatalities, significantly reduce crash severity and injury, and improve personal safety through increasing the number of people walking and bicycling.
 - 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. This section shall apply to all public and/or private transportation projects, including those using funds awarded by federal, state, regional, county, municipal, or any other public agency. This shall include new construction, reconstruction, resurfacing, restoration, repaving, rehabilitation, private development projects, and maintenance of highways, roads, and streets.
3. The **Borough of Buena** 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 **Borough of Buena** Master Plan and Elements and any other existing Pedestrian/Bicycle/Multimodal Plans, Stormwater Management Plans, Pollution Prevention Plans, and Historic Preservation Plans.
4. Within two years of the effective date of this Policy, the **Borough of Buena Complete and Green Streets Advisory Committee** shall inventory and audit procedures, policies, plans, documents, training programs, performance measures and other guidance documents to be consistent with this policy. The purpose of this audit is to identify areas where tenets of this policy will need to be incorporated. This includes, but is not limited to, funding, planning, designing, operating, and maintaining transportation infrastructure. The **Borough of Buena** will use this audit to incorporate this policy as updates to its procedures, plans, policies, etc. as they are scheduled.
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. Rain gardens
 - e. Bioswales

- f. 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 **Borough of Buena** shall direct **municipal planners and engineers** to utilize the most current editions of guides, manuals, and best practices on street design, historic preservation, 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.
8. The **Borough of Buena Complete and Green Streets Advisory Committee** shall lead the implementation of this Policy and formally coordinate with **all internal or hired planners and engineers, and the Department of Streets and Roads, Department of Zoning, and Police Department** with advice and input from the **Land Use Board** to set benchmarks to ensure the successful implementation of the Complete and Green Streets Policy including in Priority Communities consistent with Environmental Justice principals.

Public Participation

1. The **Borough of Buena** shall establish a Complete and Green Streets Advisory Committee to help the **Borough of Buena** comply with the Complete and Green Streets policy/ordinance and to provide ongoing feedback to the **Borough of Buena** related to the implementation of the Complete and Green Streets Policy/Ordinance. The Complete and Green Streets Advisory Committee shall consist of a broad group of stakeholders including:
 - a. **Borough Elected Officials**
 - b. **Law Enforcement**
 - c. **Dept. of Streets and Roads**
 - d. **Planners**
 - e. **Engineers**
 - f. **Emergency Medical Services (EMS)**
 - g. **Appointed Municipal or County Commissioners**
 - h. **Fire**
 - i. **Schools**
 - j. **Business and Developer Community**
 - k. **Civic and Advocacy Groups**
 - l. **Public Health Professionals**
 - m. **Transit Professionals**
 - n. **Community Members, including Persons with Disabilities, Senior and Youth Organizations, Persons Representing Priority Communities.**

2. Beginning with the planning stage, the **Borough of Buena** shall identify an existing process or develop a new process that allows for public participation in decision-making concerning the planning, design, and use of streets and roadways covered by this Policy.

Exceptions

1. A transportation project may not be required to accommodate the needs of a particular user group if the **Borough of Buena Complete and Green Streets Advisory Committee in coordination with the Department of Streets and Roads** determines in writing that:
 - a. The use of the transportation facility by the particular user group is prohibited by law;
 - b. Regulatory compliance requirements preclude accommodations.
 - c. There is a demonstrated absence of both a current and future need to accommodate the category of user (absence of future need may be shown via demographic, school, employment, and public transportation route data that demonstrate, for example, a low likelihood of bicycle, pedestrian, or transit activity in an area over the next 20 years); and
 - d. The adverse impacts of implementing this Complete and Green Streets Policy significantly outweigh the benefits.

However, every effort to work within the flexibility allowed should be made, including Design Exceptions for roadway projects.

2. An exception shall be granted only if:
 - a. Request for an exception is submitted **in writing** to the **Borough of Buena Complete and Green Streets Advisory Committee** with supporting documentation, and made publicly available with a minimum of 30 days allowed for public input; and
 - b. The exception is approved **in writing** by the **Borough of Buena Complete and Green Streets Advisory Committee**, and the written approval is made publicly available.

Program Reporting

1. The **Borough of Buena Complete and Green Streets Advisory Committee** shall establish benchmarks reflecting the ability of all users to travel safely and conveniently along highways, roads and streets.
2. Each such **Department (Department of Streets and Roads, Department of Zoning, and Police Department)** shall also develop plans and set benchmarks to ensure the successful implementation of the Complete and Green Streets policy in Priority Communities consistent with Environmental Justice principals. 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 and Green Streets policy including in Priority Communities.
3. Each such **Department (Department of Streets and Roads, and Police Department)** shall assign appropriate responsibility to collect and monitor data under the **Borough of Buena** jurisdiction, including in Priority Communities, to determine compliance with the **Borough of Buena** 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 and existing street trees
 - e. Number of green street practices (e.g., rain gardens, bioswales, permeable pavement)
 - f. Number of new and existing pedestrian and bicycle lighting improvements
 - g. Bicycle and pedestrian counts (when available)
 - 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
4. All benchmarks established by **the Borough of Buena** shall be disaggregated by race/ethnicity, neighborhood, and vehicle ownership when feasible.
 5. Each such **Department (Department of Streets and Roads, and Police Department)** shall provide a report on an annual basis to the **Borough of Buena Complete and Green Streets Advisory Committee** to allow them to evaluate the implementation of the Complete and Green 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 and Green 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.

Adoption of Complete and Green Streets Checklists

1. The **Borough of Buena Complete and Green Streets Advisory Committee** shall review Complete and Green Streets Checklists to be used during the project selection, planning, designing, construction, funding and maintenance of all transportation projects and make recommendations to the **Borough of Buena Land Use Board to adopt the Complete and Green Streets checklists.**
2. Each item in the checklist includes areas to provide a brief description for how the item is addressed, not addressed, or not applicable to the Complete and Green Streets policy.
3. The checklist explains the process for granting exceptions and indicate who is responsible for approving any exceptions before they are granted.

4. The **Borough of Buena Complete and Green Streets Advisory Committee in coordination with the (Department of Streets and Roads and/or the Land Use Board)** shall be responsible for completing the checklists and/or reviewing the checklists provided by developers or others.
5. A Complete and Green Streets checklist shall entail but is not limited to:
 - a. Existing pedestrian, bicycle, transit, motor vehicle, and truck/freight accommodations (facilities) and operations
 - b. Traffic volumes
 - c. Existing safety and/or access issues, and Americans with Disabilities Act (ADA) compliance
 - d. Land use within the study area, including trip generators
 - e. Existing and proposed streetscape elements including furniture, trees or other environmental and stormwater enhancements
 - f. Review of existing plans
 - g. Proposed pedestrian, bicycle, transit, motor vehicle, and truck/freight accommodations (facilities) and desired future operations
 - h. ADA compliance of the proposed design
 - i. Compatibility with the surrounding land use and density
 - j. Consistency with applicable design standards and guidelines
 - k. Opportunities to improve public health through physical activity and mobility options
 - l. Opportunities to manage stormwater through green infrastructure
6. All Complete and Green Street checklists shall be made accessible online and available to the Complete and Green Streets Advisory Body.

Effective Date

The Complete and Green Streets policy shall take effect on **[date]**, provided that it shall not apply to any transportation project for which a preliminary design has been completed on or before **[date]**.

Key Terms & Definitions

Complete Streets: An integrated transportation network designed to enable safe and convenient travel and access along and across streets for all users of all ages and abilities, including pedestrians, bicyclists, motorists, movers of commercial goods, and transit riders.

Environmental Justice: Environmental justice is defined in [§13:1D-157](#) which was passed into law on September 19, 2020.

Green Streets: Streets with landscaped features installed in the rights-of-way that capture and allow stormwater runoff to soak into the ground, while still preserving the primary function of a street as a conduit for pedestrians, bicyclists, motorists, and transit riders. Stormwater runoff is excess water generated from rain and snowmelt events that flow over impervious surfaces, such as paved streets, parking lots, and building rooftops, and does not soak into the ground.

Green Street Stormwater Infrastructure Practices: Includes types of green infrastructure techniques used to manage stormwater, including but not limited to:

1. Street tree trenches/boxes: utilize soil, gravel, and plants to infiltrate and filter stormwater runoff from impervious surfaces
2. Bioswales: shallow channels that convey, slow down, and infiltrate stormwater runoff.
3. Vegetated curb bump outs: a vegetated curb extension that protrudes into the street either mid-block or at an intersection, creating a new curb some distance from the existing curb.
4. Permeable pavement: a stormwater drainage system that allows rainwater and runoff to move through the pavement's surface to a storage layer below, with water eventually seeping into underlying soil. Types of permeable pavement include pervious concrete, porous asphalt, interlocking concrete pavers, and grid pavers.

Green Stormwater Infrastructure: An approach to managing stormwater by infiltrating it in the ground where it is generated using vegetation or porous surfaces, or by capturing it for later reuse. Infiltration is when water falls to the earth as precipitation and seeps into the soil.

Priority Communities: The term Priority Communities refers to categories of underserved and adversely impacted populations. There is a wide range of definitions used to quantify and locate underserved populations developed by agencies and organizations dedicated to social equity by law or mission.

Each 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 Underserved and Adversely Impacted Populations:
 - 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

Traffic Calming: The combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. Traffic calming objectives include:

1. Achieving slow speeds for motor vehicles
2. Reducing collision frequency and severity
3. Increasing the safety and the perception of safety for non-motorized users of the street(s)
4. Reducing the need for police enforcement
5. Enhancing the street environment (e.g., streetscaping)

6. Encouraging water infiltration into the ground using Green Street stormwater infrastructure practices
7. Increasing access for all modes of transportation, and reducing cut-through motor vehicle traffic

Transit Amenities: Include seating, shelter and shade, wayfinding signage, trash and recycling cans, lighting, route information, bike infrastructure (lockers, racks, fix-it stations, depots, bikeshare, etc.).

Transportation Facility: A facility consisting of the means and equipment necessary for the movement of people or goods; any road, bridge, tunnel, overpass, ferry, airport, mass transit facility, vehicle parking facility, port facility or similar commercial facility used for the transportation of persons or goods together with any buildings, structures, parking areas, appurtenances, and other property needed to operate such facility; however, a commercial or retail use or enterprise not essential to the transportation of people or goods shall not be considered a transportation facility.

Transportation Project: Any public and/or private land development, project, program, or practice that affects the transportation network or occurs in the public right-of-way, including any construction, reconstruction, retrofit, signalization operations, resurfacing, restriping, rehabilitation, maintenance (excluding routine maintenance that does not change the roadway geometry or operations, such as mowing, sweeping, and spot repair), operations, alteration, and repair of any public street or roadway within a jurisdiction (including alleys, bridges, frontage roads, and other elements of the transportation system).

Concept Development Checklist

item to be addressed	checklist consideration	yes	no	n/a	required description
EXISTING BICYCLE, PEDESTRIAN AND TRANSIT ACCOMMODATIONS	Are there accommodations for bicyclists, pedestrians (including ADA compliance) and transit users included on or crossing the current facility? Examples include (but are not limited to): • Sidewalks • Signalized or protected crosswalks • Pedestrian-scale lighting • Multi-use trails • Public seating • Bike racks • Transit shelters				
EXISTING BICYCLE AND PEDESTRIAN OPERATIONS	Has the existing bicycle level of traffic stress and pedestrian suitability on the current transportation facility been identified?				
	Have the bicycle and pedestrian conditions within the study area, including pedestrian and/or bicyclist treatments, volumes, important connections and lighting been identified?				
	Do bicyclists/pedestrians regularly use the transportation facility for commuting or recreation?				
	Are there physical or perceived impediments to bicyclist or pedestrian use of the transportation facility?				

Concept Development Checklist

item to be addressed	checklist consideration	yes	no	n/a	required description
EXISTING BICYCLE AND PEDESTRIAN OPERATIONS (continued)	Have the existing volumes of pedestrian and/or bicyclist crossing activity at intersections including midblock and nighttime crossing been collected/provided?				
	Are there multi-use trails in the area that can be connected to this transit center/bus stop/network/area?				
	Are there existing transit facilities within the project area, including bus and train stops/stations?				
EXISTING TRANSIT OPERATIONS	Is the transportation facility on a transit route?				
	Is the transportation facility within two miles of "park and ride" or "kiss and go" lots?				
	Are there existing or proposed amenities including pedestrian seating/shelters, bicycle racks or parking available at these lots or transit stations? Are there bike racks on buses that travel along the facility?				
PUBLIC PARTICIPATION	Has there been a clear process for public participation?				
	Are project Concept Development Checklists currently available on-line?				
EXISTING MOTOR VEHICLE OPERATIONS	Are there existing concerns within the study area, regarding motor vehicle safety, traffic volumes/ congestion or access?				

Concept Development Checklist					
item to be addressed	checklist consideration	yes	no	n/a	required description
EXISTING TRUCK/ FREIGHT OPERATIONS	Are there existing concerns within the study area, regarding truck/ freight safety, volumes, or access?				
EXISTING ACCESS AND MOBILITY	Are there any existing access or mobility considerations, including ADA compliance?				
	Are there any schools, hospitals, senior care facilities, educational buildings, community centers, residences or businesses of persons with disabilities within or proximate to the study area?				
LAND USE	Have you identified the predominant land uses and densities within the study area, including any main street, historic districts or special zoning districts?				
	Is the transportation facility in a high-density land use area that has pedestrian/bicycle/motor vehicle and transit traffic?				
MAJOR SITES	Have you identified the major sites, destinations, and trip generators within or proximate to the study area, including prominent landmarks, employment centers, recreation, commercial, cultural and civic institutions, schools, and public spaces?				

Concept Development Checklist					
item to be addressed	checklist consideration	yes	no	n/a	required description
EXISTING STREETScape	Are there existing or planned street trees, planters, buffer strips, or other environmental enhancements such as drainage swales within the study area?				
RESURFACING	Can additional road uses be supported and/or safety improved by reconfiguring lanes within the same roadway width? Examples include but not limited to, lane narrowing, lane reconfiguration, lane reduction (road diet), on-street bicycle parking, high visibility crosswalks, painted curb extension, etc.				
EXISTING PLANS	Are there any comprehensive planning documents that address bicyclist, pedestrian or transit user conditions within or proximate to the study area? Examples include (but are not limited to): • School Travel Plans • Municipal or County Master or Redevelopment Plan • Local, County and Statewide Bicycle and Pedestrian Plans • Local, County and Regional Trail Plans • Sidewalk Inventories • MPO Transportation Plan • NJDOT Designated Transit Village				
IMPERVIOUS COVER	Is there an opportunity to remove impervious surface as part of this project?				

Concept Development Checklist					
item to be addressed	checklist consideration	yes	no	n/a	required description
PRIORITY COMMUNITIES	Does the project area include Priority Communities?				
SAFETY	Does the crash history of the study area include injuries and fatalities of all road users?				
STORMWATER MANAGEMENT	Does the project area have a history of flooding? Is the project area in a combined sewer system and subject to combined sewer overflows?				
	Does nonpoint source pollution from the project area generate runoff that flows into a critical water body?				
PUBLIC HEALTH	Does the Community Health Needs Assessment (CHNA) or Community Health Improvement Plan (County Health Department) identify need for health improvements in the project area? Examples include health in safe zones, increases in number/length of walking/ bicycling paths.				

Municipal or County Planner Sign-Off			
statement of compliance	yes	no	If NO, please describe why (refer to Exemptions Clause)
The plan or roadway improvement accommodates bicyclists, pedestrians, transit users of all ages and abilities, and addresses the related public health, Priority Communities, and environmental goals as set forth in the Borough of Buena Complete and Green Streets Policy.			

Preliminary Engineering Checklist

item to be addressed	checklist consideration	yes	no	n/a	required description
BICYCLIST, PEDESTRIAN, AND TRANSIT ACCOMMODATIONS	Does the proposed project design include accommodations for bicyclists described in the NUDOT Complete Streets Design Guide? Examples include (but are not limited to): Bicycle facilities: • Bicycle path/bicycle lane/ bicycle route/bicycle boulevard • Bicycle actuation at signals (loop detectors and stencil or other means) • Signs, signals and pavement markings specifically related to bicycle operation on roadways or shared-use facilities • Bicycle safe inlet grates Bicycle amenities: • Call boxes (for trail or bridge projects) • Drinking fountains (also for trail projects) • Secure long term bicycle parking (e.g., for commuters and residents) • Secure short-term bicycle parking				

Preliminary Engineering Checklist

item to be addressed	checklist consideration	yes	no	n/a	required description
BICYCLIST, PEDESTRIAN, AND TRANSIT ACCOMMODATIONS (continued)	Does the proposed project design address accommodations for pedestrians? Examples include (but are not limited to): Pedestrian facilities: Sidewalks (preferably on both sides of the street); mid-block crosswalks; striped crosswalks; geometric modifications to reduce crossing distances such as curb extensions (bulb-outs); pedestrian-actuated traffic signals such as High Intensity Activated Crosswalk Beacons, Rapid Rectangular Flashing Beacons; dedicated pedestrian phase; pedestrian signal heads and pushbuttons; pedestrian signs for crossing and wayfinding, lead pedestrian intervals; high visibility crosswalks (e.g., ladder or zebra); pedestrian-level lighting; in-road warning lights; pedestrian safety fencing; pedestrian deflection system; pedestrian overpass/underpass; and median safety islands for roadways with (two or more) traffic lanes in each direction) Pedestrian amenities: Shade trees; public seating; drinking fountains				

Preliminary Engineering Checklist

item to be addressed	checklist consideration	yes	no	n/a	required description
MOTOR VEHICLE OPERATIONS	Does the proposed design address the desired future motor vehicle conditions within the project area, including volumes, access, important motor vehicle connections, appropriateness of motor vehicle traffic to the particular street (e.g., local versus through traffic) and the reduction of the negative impacts of motor vehicle traffic?				
TRUCK/FREIGHT OPERATIONS	Does the proposed design address the desired future truck conditions within the project area, including truck routes, volumes, access, mobility and the reduction of the negative impacts of truck traffic?				
ACCESS AND MOBILITY	Does the proposed design address accommodations for those with access or mobility challenges such as the disabled, elderly, and children, including ADA compliance? Examples include (but are not limited to): Curb ramps, including detectable warning surface; accessible signal actuation; adequate sidewalk or paved path (length & width or linear feet); acceptable slope and cross-slope (particularly for driveway ramps over sidewalks, over crossings and trails); and adequate green signal crossing time				

Preliminary Engineering Checklist

item to be addressed	checklist consideration	yes	no	n/a	required description
LAND USE	Is the proposed design compatible with the predominant land uses and densities within the project area, including any historic districts, main streets, or special zoning districts?				
MAJOR SITES	Can the proposed design support the major sites, destinations, and trip generators within or proximate to the project area, including prominent landmarks, commercial, cultural and civic institutions, and schools, public spaces?				
STREETSCAPE	Does the proposed design include landscaping, street trees, planters, buffer strips, or other environmental enhancements such as drainage swales?				
DESIGN STANDARDS OR GUIDELINES	Does the proposed design follow all applicable design standards or guidelines appropriate for bicycle and/or pedestrian facilities? Examples include (but are not limited to): American Association of State Highway and Transportation Officials (AASHTO) – <i>A Policy on Geometric Design of Highway and Streets</i> , <i>Guide for the Development of Bicycle Facilities</i> , <i>Guide for the Planning, Design, and Operation of Pedestrian Facilities</i> ; <i>Public Right-of-Way Accessibility Guide</i> (PROWAG);				

Preliminary Engineering Checklist

item to be addressed	checklist consideration	yes	no	n/a	required description
DESIGN STANDARDS OR GUIDELINES (continued)	<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) – Complete Streets Design Guide; Roadway Design Manual; Smart Transportation Guidebook. 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?				

Preliminary Engineering Checklist					
item to be addressed	checklist consideration	yes	no	n/a	required description
STORMWATER MANAGEMENT (continued)	Has an impervious cover reduction action plan been completed for the project area, and does the project design include elements to reduce the impacts of stormwater runoff from impervious surfaces? Examples include (but are not limited to): • Bioretention and rain gardens • Bioswales • Stormwater planters • Tree filter boxes				
Municipal or County Engineer Sign-Off					
statement of compliance		yes	no	If NO, please describe why (refer to Exemptions Clause)	
The plan or roadway improvement accommodates bicyclists, pedestrians, transit users of all ages and abilities, and addresses the related public health, Priority Communities, and environmental goals as set forth in the Borough of Buena Complete and Green Streets Policy.					

Construction Checklist					
Item to be addressed	Checklist consideration	yes	no	n/a	Required description
Maintenance of Traffic	During construction, will safe access be maintained for all users, including pedestrians, bicyclists, transit users, and delivery vehicles?				
Detours	Will detour routes for all users on site or nearby be provided and clearly marked, including advanced warning signs?				

Construction Official Sign-Off				
Statement of Compliance	yes	no	If NO, please describe why (refer to Exemptions Clause)	
The plan or roadway improvement accommodates bicyclists, pedestrians, transit users of all ages and abilities, and addresses the related public health, Priority Communities, and environmental goals as set forth in Borough of Buena Complete and Green Streets Policy.				

Maintenance Checklist					
Item to be addressed	Checklist consideration	yes	no	n/a	Required description
Street Cleaning	Does the street cleaning include the shoulder or roadway to the curb?				
	Are the sidewalks cleaned on a regular basis?				
Snow Removal	Does snow plowing block or push snow into crosswalks, blocking clear access?				
	Does the Municipality or County shovel out crosswalks or enforce residential requirements to clean snow from the crosswalk right of way?				
Re-striping	Can additional road uses be supported and/or safety improved by reconfiguring lanes within the same roadway width? Examples include (but are not limited to): • Lane narrowing • Lane reconfiguration • Lane reduction (road diet) • On-street bicycle parking • High-visibility crosswalks • Painted curb extension, etc.				
Stormwater Management	Does the maintenance plan include procedures to unobstruct drainage (e.g., inlets, curb-cuts, grates, etc.) into the green infrastructure facility? Has landscaping been maintained?				
Maintenance/Public Works Sign-Off					
Statement of Compliance		yes	no	If NO, please describe why (refer to Exemptions Clause)	
The Municipality or County roadway maintenance and snow removal plan accommodates bicyclists, pedestrians, and stormwater management installations as set forth in Borough of Buena Complete Streets Policy.					

D. Community Feedback Board Surveys

Which of these are your biggest concerns about walking? ¿Cuáles de estas son sus mayores preocupaciones acerca de caminar?

Incomplete Sidewalks Aceras Incompletas		
Long Distance Between Crosswalks Larga distancia entre cruces peatonales		
Crosswalks Too Long Cruces peatonales demasiados largos		
Inadequate Crossing Time Tiempo de cruce inadecuado		
Faded Crosswalk Paint La pintura del cruce de peatones se ha desvanecido		
No Curb Ramps Falta de rampas en las aceras		
Obstructed Sidewalks Aceras obstruidas		
No Pedestrian Lighting Sin iluminación para peatones		
No Crossing Guards No hay suficientes guardias de cruce		
Other Concerns for Walking? ¿Otras preocupaciones para los peatones? Can't walk to school Benches Broken sidewalks		

Buena Complete & Green Streets Policy

Which of these are your biggest concerns for bicycling and scooting? ¿Cuáles de estas son sus mayores preocupaciones acerca de andar en bicicleta o scooter?

Lack of Parking Falta de estacionamiento		
Lack of Dedicated On-Road Facilities Falta de instalaciones dedicadas en la carretera		
Lack of Recreational Opportunities Falta de oportunidades recreativas		
Lack of Info About Trails Falta de información sobre los senderos		
Lack of Helmet Use Falta de uso del casco		
Speeding Vehicles Vehículos a exceso de velocidad		
Lack of Wayfinding Signage Falta de señalización direccional		
Other Concerns About Bicycling and Scooting? ¿Otras preocupaciones acerca de andar en bicicleta o scooter?		

Buena Complete & Green Streets Policy

Which of these are your biggest concerns about driver behavior?

¿Cuáles de estas son sus mayores preocupaciones sobre el comportamiento de los conductores?

Speeding

Exceso de velocidad



Distracted Driving

Conductores distraídos



Drivers not Stopping for Pedestrians

Los conductores no se detienen ante los peatones



Idling Vehicles

Vehículos en ralentí



Tailgating

Conductores conduciendo demasiado cerca



Ignoring Traffic Signs/ Signals

Conductores que ignoran las leyes de tránsito



Other Concerns About Driver Behavior?

¿Otras preocupaciones sobre el comportamiento de los conductores?

Protección left turns

What would you like to see more of in Buena?

¿Qué te gustaría ver más en Buena?

Sidewalks

Aceras



School Zone Signs and Pavement Markings

Señalización de zonas escolares y marcas en el pavimento



Crossing Guards

Guardias de cruce



Raised Crosswalks

Pisos de peatones elevados



Radar Feedback Signs

Señales de velocidad de radar



Pedestrian Signals

Señales para peatones



Bike Lanes

Carriles para bicicletas



Bike Parking

Estacionamiento para bicicletas



Trails

Senderos



Stormwater Runoff/ Rain Gardens

Contenedores de aguas pluviales



Other Ideas?

¿Otras Ideas?

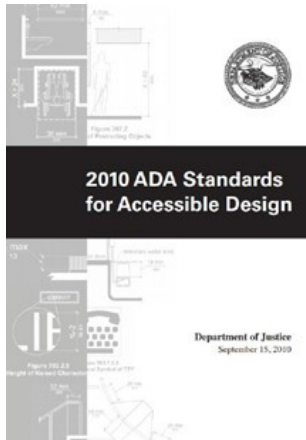
MORE INFO ON SHUTTLE SERVICE
Bus shelter - 40 and where rd. + more

Buena Complete & Green Streets Policy



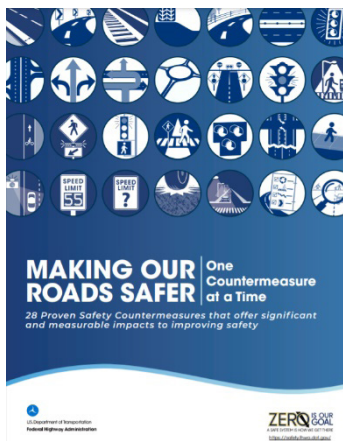
E. Guidance Documents

ADA Guidelines

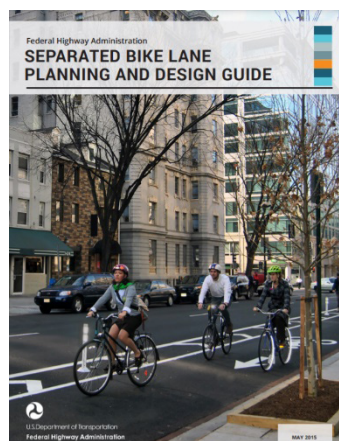


[ADA Standards for Accessible Design](#)

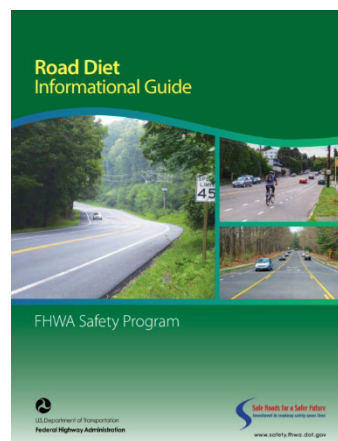
FHWA Guides



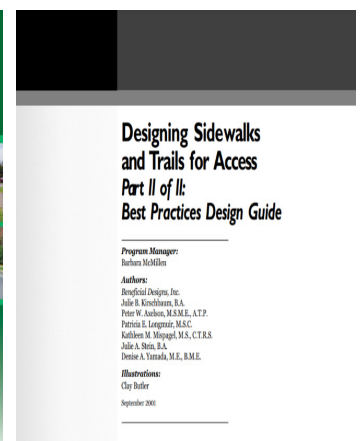
[Making Our Roads Safer: One Countermeasure at a Time](#)



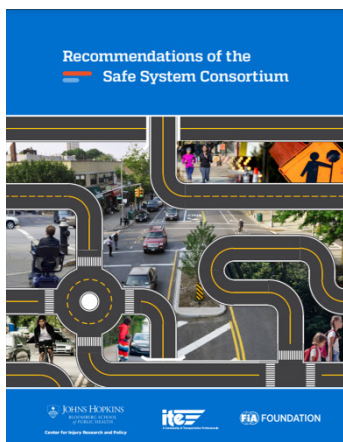
[Separated Bike Lane Planning and Design Guide](#)



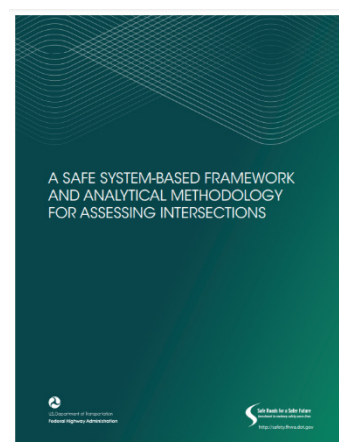
[Road Diet Informational Guide](#)



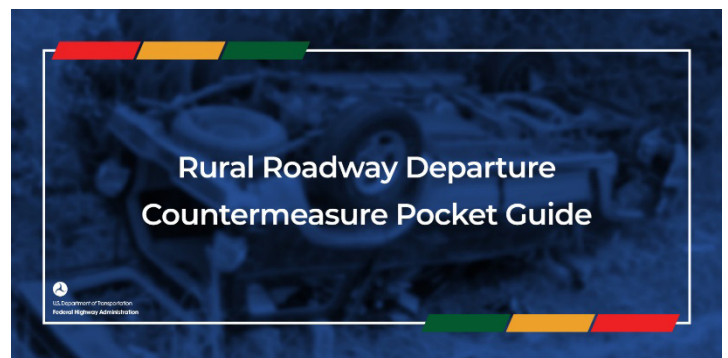
[Designing Sidewalks and Trails for Access Part II of II: Best Practices Design Guide](#)



[Recommendations of the Safe System Consortium](#)



[A Safe System-Based Framework and Analytical Methodology for Assessing Intersections](#)



[Rural Roadway Departure Countermeasure Pocket Guide](#)

NJDOT Guides



[Complete & Green Streets for All: Model Policy & Guide](#)



[2017 State of New Jersey Complete Streets Design Guide](#)



[A Guide to Creating a Complete Streets Implementation Plan](#)



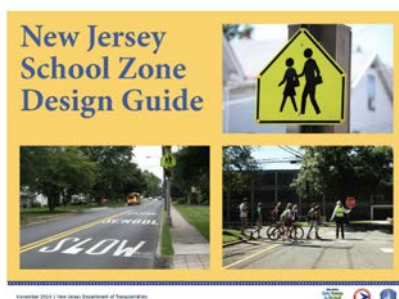
[A Guide to Policy Development](#)



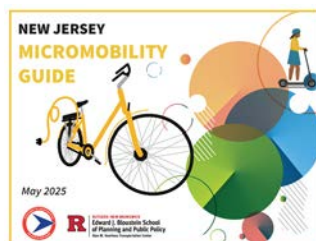
[Advancing Complete Streets for Neurodivergent Individuals](#)



[School Bicycle Parking Guide](#)

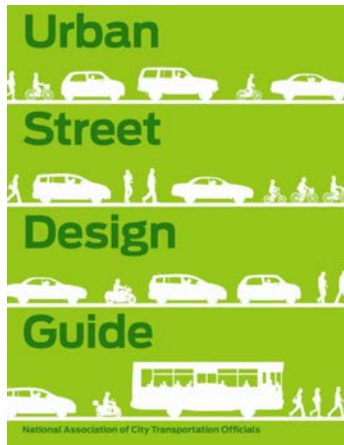


[New Jersey School Zone Design Guide](#)

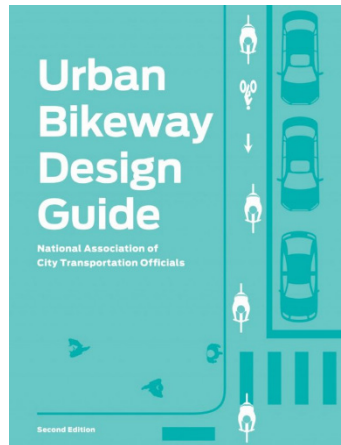


[New Jersey Micromobility Guide](#)

NACTO Guides



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[Urban Bikeway Design Guide](#)



[Transit Street Design Guide](#)



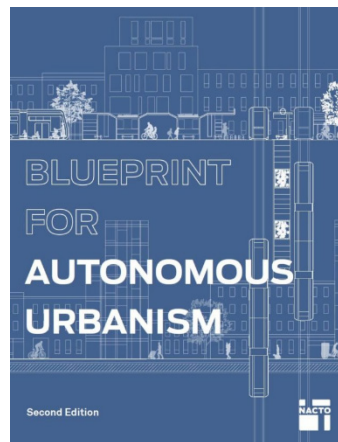
[Urban Street Stormwater Guide](#)



[Global Street Design Guide](#)



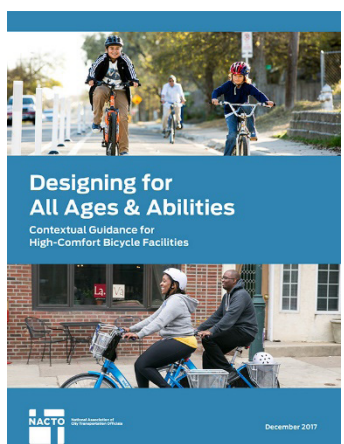
[Designing Streets for Kids](#)



[Blueprint for Autonomous Urbanism](#)



[Bike Share Station Siting Guide](#)

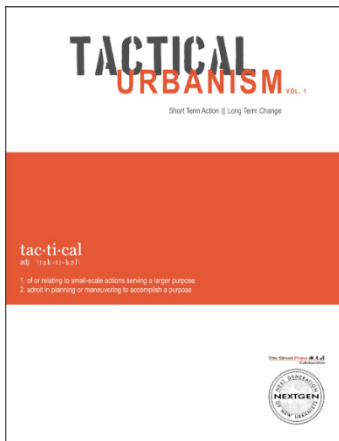


[Designing for All Ages & Abilities](#)

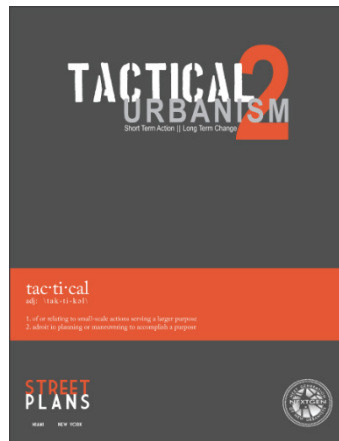


[Don't Give Up at the Intersection](#)

Tactical Urbanism Guides



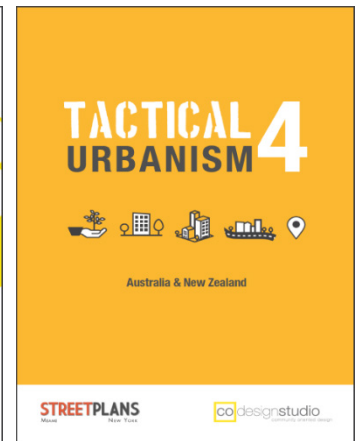
[Tactical Urbanism 1](#)



[Tactical Urbanism 2](#)



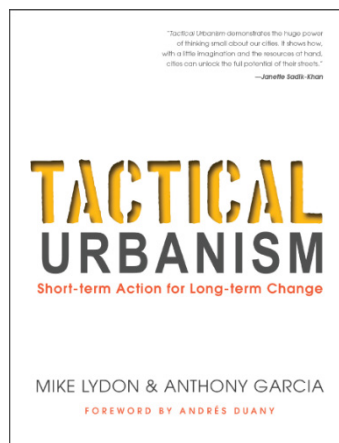
[Tactical Urbanism 3](#)



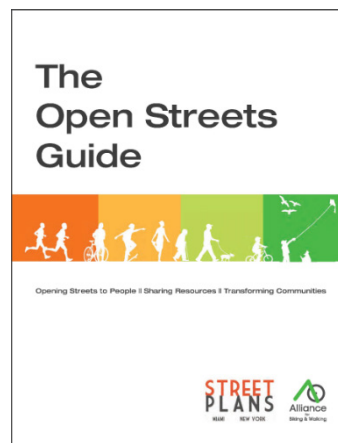
[Tactical Urbanism 4](#)



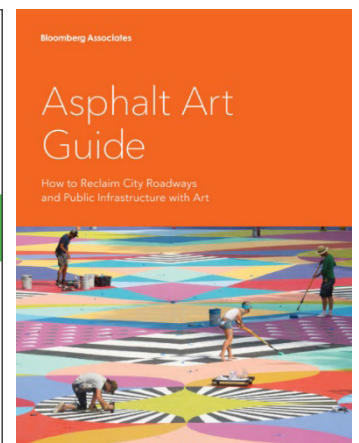
[Tactical Urbanism 5](#)



[Tactical Urbanism: The Book](#)



[The Open Streets Guide](#)



[Asphalt Art Guide](#)



[Tactical Urbanist's Guide to Materials and Design](#)

FAST-TRACKED A TACTICAL TRANSIT STUDY



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