

Complete & Green Streets Policy

Egg Harbor City
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.

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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

Edward J. Bloustein School of Planning and Public Policy
Rutgers, The State University of New Jersey
33 Livingston Avenue, Fourth Floor
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

10,000 Lincoln Drive E. Suite 102
Marlton, New Jersey 08053

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
Forcina Hall, 3rd Floor
2000 Pennington Rd.
Ewing, New Jersey 08628

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

817 East Landis Avenue, 2nd Floor
Vineland, New Jersey 08360

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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

Egg Harbor City, 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 City.

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

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 Egg Harbor City.

On February 26, 2026, Egg Harbor City adopted the revised Complete & Green Streets Policy that the CSTA team recommended. This is a major achievement for Egg Harbor City and a sign of the City's commitment to Complete Streets principles. This report builds on the momentum of the new resolution and provides recommendations that will help Egg Harbor City implement Complete Streets on municipal roads, make them more competitive for grant funding, and communicate their roadway safety priorities to the state and county agencies that manage roads within Egg Harbor City. Adopting Complete Streets and implementing transportation infrastructure designed for all users improves safety throughout the transportation network, providing benefits to the entire region.

Study Overview

The SJTPO launched its Complete Streets Technical Assistance Program in 2024. The effort was developed and modeled after 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. As such, SJTPO partnered with the Alan M. Voorhees Transportation Center at Rutgers University (VTC), Sustainable Jersey (SJ), and the Cross County Connection Transportation Management Association (CCCTMA), to deliver the Complete Streets Technical Assistance Program which includes training, technical assistance, and use of a demonstration library.

The CSTA team worked closely with Egg Harbor City to develop a Complete & Green Streets policy, which will help the City 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 Egg Harbor City. The City assembled a team consisting of elected officials, municipal staff, municipal planning and engineering consultants, and SustainableEHC members 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 the City.

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).

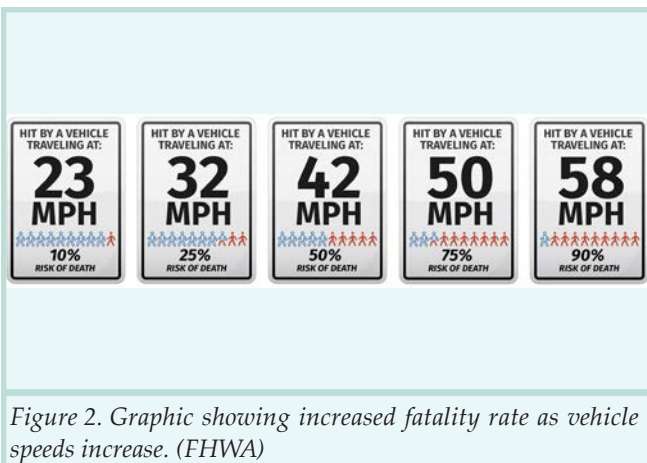


Figure 2. Graphic showing increased fatality rate as vehicle speeds increase. (FHWA)

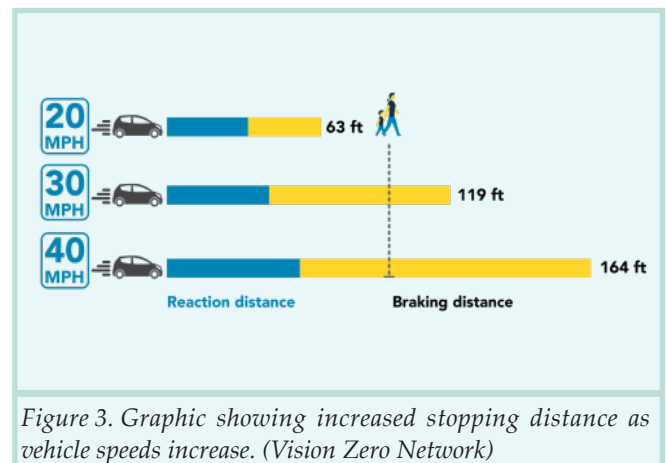


Figure 3. Graphic showing increased stopping distance as vehicle speeds increase. (Vision Zero Network)

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. Under this approach, 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.

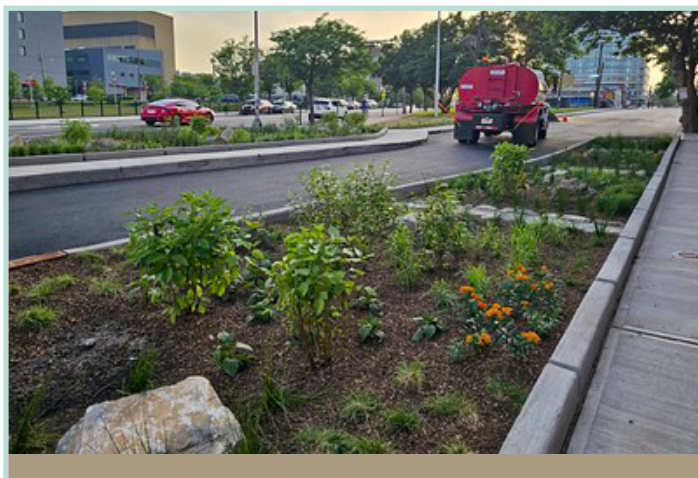


Figure 4. Green infrastructure used to narrow the roadway and provide a shorter crossing distance for pedestrians.



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

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, 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 Egg Harbor City. Egg Harbor City's adopted policy can be found in [Appendix B](#).

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. Egg Harbor City'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 are Complete Streets Policies Important?

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 local public agency will accomplish the goals. Adopting a policy represents a commitment by the local public agency 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. Local public agencies 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 local public agency extra consideration on certain state grant applications. A policy can be strengthened by enacting it as a municipal or county ordinance.

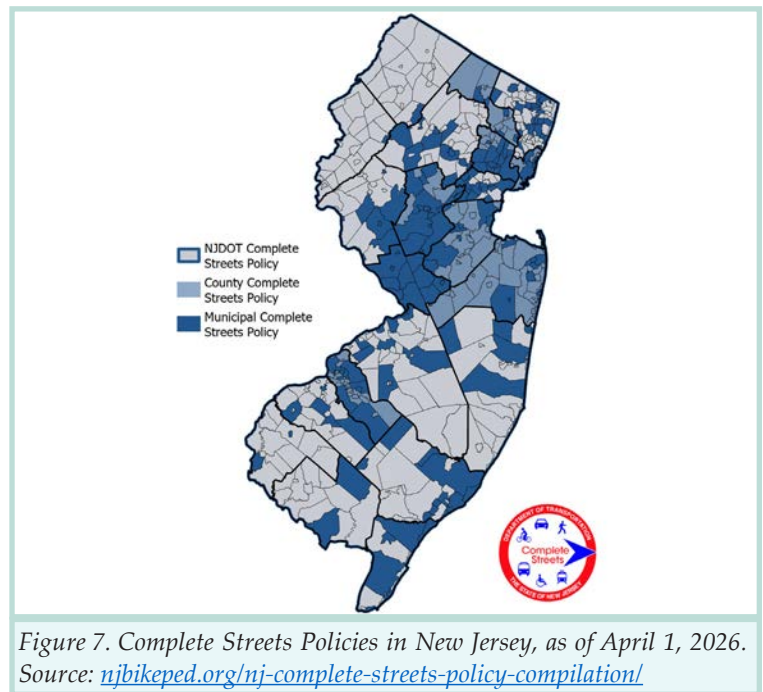
Differences between a Resolution and an Ordinance

There are several ways a governing body can adopt a Complete & Green Streets policy. Typically, policies are adopted through a municipal or county 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 the local public agency decides to adopt an ordinance.

Reasons to Adopt an Ordinance

An ordinance is a law issued by the local public agency that formalizes a policy by prescribing enforceable rules of process. With an ordinance, the local public agency can examine how to better incorporate and revamp long-term, Complete & Green Streets into local public agency decision-making. For example, an ordinance can require community engagement processes, evaluation requirements, and conditions that developers and the local public agency planning and zoning boards need to follow



Project Methodology

Following the steps outlined in the NJDOT *Complete & Green Streets Model Policy and Guide*, the study included documentation of vulnerable populations in Egg Harbor City, community outreach, a municipal code review, and recommendations for a Complete 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](#), [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 A](#).

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 Egg Harbor City's community-wide Fall Festival event in early October 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 2025 and November 2025 to review the outreach results and discuss recommendations for adopting a Complete & 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 the City can better address bicycle and pedestrian safety by revising existing language or adding new language. Recommendations include model language from other municipalities. The review was not exhaustive; recommendations should be evaluated with consideration for Egg Harbor City's community context and needs. For a list of recommended changes see the section [Current Municipal Codes and Recommendations](#).

The project team met with Egg Harbor City officials on October 20, 2025 to review the results of the community outreach, code review, and vulnerability profile and discuss recommendations for adopting a Complete & Green Streets Policy. Egg Harbor City adopted the recommended Complete & Green Streets Policy on February 26, 2026. This report includes additional recommendations that will bolster the implementation of the updated policy.

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.

When designing for Complete Streets, it is important to take into account "priority communities." The Complete & 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.

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 distribution of transportation investments is a fundamental principle of Complete & Green Streets. Implementing Complete & Green Streets policies equitably can help communities 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.

The study team created a Vulnerable Populations Profile ([Appendix A](#)) with maps and data that identify geographic areas with the greatest needs for Complete & Green Streets. The analysis can help Egg Harbor City 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 then prioritize those locations for Complete & Green Streets infrastructure improvements.

In Egg Harbor City:

- According to the 2023 ACS 5-Year Data from the US Census, Egg Harbor City in Atlantic County is home to approximately 4,378 residents within an area of 10.9 square miles. The median age is 37.2, and the estimated median household income is \$71,711. The median home value of owner-occupied units is \$197,100, which is less than the state median of \$454,400.
- In Egg Harbor City, 2.2% of the population bicycles to work, and 11% utilize public transit to commute to work. 76.6% of residents drive alone to work, 4.6% carpool, 2.9% walk to work, and 2.6% worked at home.
- The population in Egg Harbor City is majority white (37.6%). About 18.8% of the population aged five years and over speaks a language other than English at home.
- The ALICE mapping shows 38.4% of the population in Egg Harbor City are Asset Limited, Income Constrained, while Employed.
- Persons with disabilities comprise 17.8% percent 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 Concentrations

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

Community Feedback and Interest in a Complete & Green Streets Policy

Visual Preference Survey-Board Findings: Public Engagement in Egg Harbor City

The project team attended Egg Harbor City's community-wide Fall Festival event on October 11, 2025 to engage with community members and discuss their concerns about pedestrian and bicycling safety and mobility in Egg Harbor City. 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 Egg Harbor City?



Figure 8. Community members filling up the dot board.

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 (Figure 8). Drivers ignoring traffic signals, speeding, and distracted drivers are the biggest driver behavior concerns for Egg Harbor City’s residents. Some comments included concerns about turning vehicles at the intersection near the Wawa on White Horse Pike.

Community members were asked about their biggest concerns regarding biking and walking. The two most-selected biking concerns were the lack of recreational biking opportunities and speeding vehicles. Some comments also mentioned an issue with e-bikes and e-scooters ignoring traffic laws. More information about trails and increased awareness of the use of helmets, especially among children, were also considered a high priority among participants. Regarding concerns about walking, participants identified inadequate sidewalks and lack of curb ramps as priority issues. Other changes that could help to increase safety for pedestrians included adding pedestrian lighting and repainting crosswalks. A recommended first step to addressing these concerns is to perform an inventory of Egg Harbor City’s roadway and sidewalk conditions. See the [Recommendations and Next Steps](#) section for more details.

Participants were asked about strategies to improve the general walking and biking experience in Egg Harbor City (Figure 9). They showed high interest in access to trails, additional bike lanes, and secure bike parking. Residents also provided additional ideas such as instituting a community bike bus or establishing a pedestrian plaza.

A map of Egg Harbor City was also available for residents to mark specific locations that were safety concerns in the city. Two residents noted that there is a need for a crosswalk at the corner of Fairmont Street and South Philadelphia Avenue. The Kustard Korner ice cream shop is located at this intersection which leads to a larger volume of pedestrian foot traffic.

The engagement exercise also included a pledge where twenty residents added their signatures and agreed to the statement: “Every person in Egg Harbor City has the right to travel safely each day, without the risk of death or serious injuries on our roadways, no matter how or when they travel. I support Egg Harbor City’s Complete Streets policy to create streets that provide safe, convenient, accessible, equitable, healthy, and environmentally and economically beneficial transportation” (Figure 10).

Full dot board results from the Fall Festival event are included in [Appendix C](#).



Figure 9. Comments left by the public.

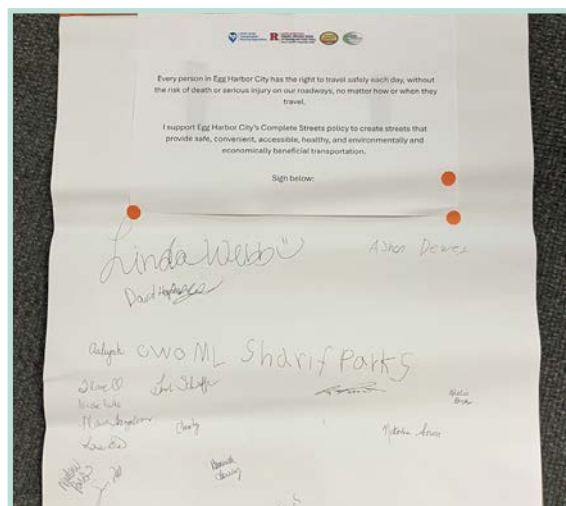


Figure 10. Safety pledge.

Current Municipal Codes and Recommendations

As part of the effort to identify opportunity areas where Egg Harbor City 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 Egg Harbor City 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
- Sidewalk cafés or Outdoor dining
- 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
Ensure all streets are designed and operated with the safety, mobility, and accessibility needs of users of all ages and abilities. Provide a Complete & Green Streets checklist to developers to ensure compliance with policy.	Implement the recently adopted Complete & Green Streets policy through utilizing the checklists and advisory committee.
Sidewalks: § 154-58, 170-109, 178-11 • Sidewalk policy well developed. Code says that sidewalks should be designed to minimize potential for increasing flood levels, with no information on how to achieve that or what it means. • No mention of vegetated buffers. • A sidewalk network is required for developments, and sidewalks should be of barrier-free design. Standards for width are compliant with the ADA • Keeping the sidewalk clear of trash and obstruction is mentioned, with it being the responsibility of owners and occupants.	The municipality should specify ways sidewalks should be designed to not aggravate flood levels. This should include standard use of permeable pavement in some areas and green infrastructure to lessen the demand on the current stormwater management systems such as vegetated or planted buffers or drainage swales. Include language in the code to ensure that barrier-free design and passing spaces are available on 4 foot sidewalks. 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. Shift or expand responsibility of keeping the sidewalk clear of obstructions to construction companies/public works, not just the owners or occupants. Construct sidewalks on both sides of a roadway when possible to limit complexity of crossings for individuals with autism spectrum disorder and intellectual development disabilities.

Current Language and/or Issue(s)	Potential Action
Bicycles: § 170-109, 170-40 • Bicycle policy well developed. Code says that bikeways should be provided where possible to link internal open space areas with peripheral open space areas. Bike lane standards are mostly thorough, including standards for lane width and bike racks. • No requirements for shower facilities for employees in business complexes or multi-family housing. • Provision for bicycle storage included on Green Development Checklist but not as an ordinance.	Include language for safety standards for bicycles and bike lanes. Include requirements of changing/shower facilities for employees in office parks, retail areas, and multi-family housing. Include an ordinance and standards for outdoor and indoor bicycle parking and storage. Ensure bicycle infrastructure design accomodates tricycles and other adaped bicycles to ensure access for persons with disabilities.
School Zones and Crossing Guards: § 259-30 • Parking restrictions on certain roads during school hours are included in ordinance, but no ordinances on school zone speeding and safety countermeasures. • No specific mention of bike racks or bicycle-friendly infrastructure in school zones. • 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 and bike rack requirements. Establish the need for cross guards in school zones and encourage the use of safety countermeasures and traffic calming treatments in these zones. Adopt a comprehensive Crossing Guard Policy.
Curbs § 235-39, 178-11 • Construction of new curbs and sidewalks is required with exceptions • No curb design standards and no mention of curb-cutting or curb ramps and ADA compliance. • It is the responsibility of owners and occupants to keep curbs clear of obstructions and litter.	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. To maintain pedestrian comfort, curb cuts should be restricted to ADA ramps at existing crossings. Driveway access should continue to be provided via existing rear terraces (alleys).
Stormwater management: § 221, 233 • Adopted two stormwater control ordinances in 2023. 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. • Code includes a lot of stormwater best management practices	Where possible, manage stormwater close to its source especially in redevelopment projects including the promotion of the use of road side planting strips and other green streets strategies such as stormwater tree pits.

Current Language and/or Issue(s)	Potential Action
New Roads: § 170-37, 170-109 • Crosswalks required in blocks over 1,000 feet long. Code includes width standards for pedestrian crosswalks. • No mention of caution signals or signs to alert drivers to vulnerable road users. No other safety countermeasures for roads and crosswalks mentioned.	Recommend also including crosswalks and/or raised medians in new roads that are wider than three lanes. Implement more safety countermeasures at crosswalks and intersections. Ensure there are safe waiting areas for other modes of transportation. Utilize high-visibility crosswalks wherever there are currently unmarked crosswalks to assist residents with autism spectrum disorder or intellectual development disabilities navigate road crossings
Parking: § 170-62 • 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.
Street Lighting § 170-45 • Code says streetlighting should be installed at any intersection, pedestrian crosswalks, and private drives proving access to parking spaces.	Create an ordinance for requiring LED streetlighting to be more sustainable.
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, trails, bicycle & pedestrian infrastructure, ADA standards, green infrastructure, and FHWA Proven Safety Countermeasures.
Snow Removal § 235-1, 259-29 • It is the responsibility of owners or occupants to clear snow and ice from sidewalks within eight hours. • Code includes a temporary parking prohibition on certain streets for snow removal.	Develop the snow removal policy to include requirements for creating a system for clearing public sidewalks, curb cuts, and pedestrian ramps; expand it beyond owner/occupant responsibility. Also include requirements for clearing waiting areas for public transportation. Include language about clearing bicycle racks and lanes.
Sidewalk cafés or Outdoor dining §170-107 • Outdoor cafes are permitted provided that pedestrian circulation is not impaired; ordinance includes width standards. Sidewalk displays are also permitted. No mention of safety measures. • No mention of other outdoor dining.	Facilitate outdoor dining to promote diversity of business and street dynamics, with provisions for safety measures for sidewalk users; Follow NACTO guides for minimum distances and safety measures. Establish permitting process in municipal code for utilizing parking spaces for outdoor dining. See LADOT On-Street Dining Policy for tips. Evaluate additional infrastructure to protect customers, like designating “dining street” zones.

Current Language and/or Issue(s)	Potential Action
Micromobility (e-bikes/e-scooters): § 170-120, 266-1 • Code only includes a definition of electric vehicles, as well as motorized scooters with no mention of e-bikes or e-scooters. • No mention of local rules to establish parking zones, not obstructing sidewalks, and sanctions. • No mention of local guidelines to establish shared devices.	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. Include the right to ride on sidewalks if no bike lanes are available. Create and expand the ordinance on shared devices without limiting the capacity to adapt to new trends and innovate.
Trails: § 170-17, 170-74 • Trails mentioned in open space ordinance but no ordinance for establishing trail networks or greenway connectivity. • Trails can be established in the Pinelands Area wetland when there is no feasible alternative route. Trails can be cut into common open space for walking or jogging.	Adopt an ordinance regarding trails that address connectivity between buildings and recreational facilities with open space in planned developments.
New developments § 154-52 • Environmental impact statement requirement repealed in the 1990s. • No mention of traffic impact assessments for new developments.	Create an ordinance requiring traffic impact assessments for new developments. Require the traffic impact statement to include representative traffic counts of bicycles, and pedestrians.
Street furniture: § 94-50 • Only mention of street furniture is that they must be compatible with the architecture of surrounding buildings.	Include language 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.	Recommend the creation of a Complete Streets Advisory Board which can be established through an ordinance. The purpose of the committee could include recommending accessible accommodations and providing community and expert input about designs and operations for pedestrian and cyclist safety. Membership could include: SustainableEHC members, City Administrator, Police Department Representative, EHC School District Representative.

Next Steps for your Complete Streets Policy

Option 1: Adopt a Resolution with Policy

Congratulations! Egg Harbor City officially adopted an updated Complete & Green Streets Policy on 2/26/2026. Your Resolution 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. Your policy describes how adopting the Resolution will change the way transportation decisions are made to include consideration of all modes. Your adopted policy and resolution can be found in [Appendix B](#).

Option 2: Adopt an Ordinance

A further step down the line for Egg Harbor City to implement your Complete Streets Policy is to adopt the Policy as an ordinance. 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.

Municipalities that want to adopt an ordinance as a new section of their municipal code must address the following:

- Title and Numbering: A distinguished title and numbering to be legally cited.
- Ordination Clause: Where the document’s language is adopted as an ordinance.
- 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.
- Applicability: Describe precisely “who” and “what” the ordinance will govern and the process for granting exceptions.
- Submittal: Sets out the information and plans required when proposing a project or development covered by the ordinance.
- 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 Egg Harbor City 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 details found in the guidance [Complete & Green Streets for All Model Policy](#). Additionally, it is recommended that Egg Harbor City 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 11. Complete Streets Ordinance Structure guide.

Recommendations and Next Steps

The CSTA team recommends the following six steps to put your newly adopted Complete & Green Streets Policy into practice:

Form the Egg Harbor City Complete & Green Streets Advisory Committee: As outlined in the Policy, the advisory committee will be tasked with the oversight and compliance of the Complete & Green Streets Policy in Egg Harbor City. Egg Harbor City should determine membership, meeting schedules, and how members of the public can participate if they desire to.

Begin utilizing the Complete & Green Streets Checklists: The Complete and Green Streets Policy sets out Egg Harbor City's vision for roads that can be used by everyone. This vision, however, won't become a reality unless there are concrete ways to incorporate the policy into roadway design. That's where the Complete Streets Checklists come in. These checklists will be used by engineers and developers (both municipal and private) as a way to check whether or not current concept designs are incorporating Complete Streets principles. Since these checklists are new, they will take some getting used to. We recommend that Egg Harbor City start by implementing them in internal projects and then expand to asking private applicants to complete them.

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 & Green Streets. By strengthening current ordinances, Egg Harbor City can augment the effectiveness of the Complete & 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 Egg Harbor City 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

Complete Streets Demonstration Projects

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

Pedestrian/Bicycle Planning

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

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. Contact Patick Farley CCCTMA's Executive Director if interested in partnering. Email: Farley@driveless.com Phone: 856-596-8228.

Apply for NJDOT Grant Funding: There are many NJDOT grants that Egg Harbor City can use to promote complete streets (See Appendix D for a list). Many of these programs give special consideration for municipalities that have adopted a Complete & Green Streets Policy (Bikeways, Safe Streets to Transit, Safe Routes to School, and Transportation Alternatives).

Take an inventory of existing roadway conditions: It is hard to measure success if you do not know the current condition of roadways in Egg Harbor City. We recommend using some of the suggested benchmarks outlined in the Complete & Green Streets Policy to measure current conditions. Knowing the

current volume of items such as damaged sidewalks, number of street trees, and so on can help Egg Harbor City prioritize specific sections of town that need to be addressed and can be targeted for improvements. 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](#).

Focus on Philadelphia Avenue: As a key commercial corridor and County Road, Philadelphia Avenue serves pedestrians, cyclists, transit users and cars. Once established, the Complete & Green Streets Advisory Body should consider coordinating with Atlantic County on the following potential improvements to implement Complete Streets on Philadelphia Avenue:

- Contact Atlantic County annually to determine whether a repaving or resurfacing project is planned for Philadelphia Avenue or other County roads and identify opportunities to incorporate bicycle facilities and pedestrian improvements.
- Follow up with Atlantic County regarding the status of the request for pedestrian hybrid beacons or other enhanced crossing treatments on Philadelphia Avenue, particularly to allow pedestrians more time to cross near Rittenborg Manor senior housing.
- Explore opportunities with Atlantic County to support outdoor dining along Philadelphia Avenue as a means of strengthening the commercial district and draw more customers to restaurants.
- Coordinate with Atlantic County regarding the re-striping and access improvements associated with the planned EV charging station at the corner of Philadelphia Avenue and Arago Street.



Figure 12. Partner with Cross County Connection for assistance planning roadway improvements throughout Egg Harbor City



Figure 13. Review current roadway and sidewalk conditions in Egg Harbor City

Appendix

- A. Vulnerable Populations Profile**
- B. Egg Harbor City Complete & Green Streets Policy**
- C. Community Feedback Board Survey**
- D. Potential Funding Sources**
- E. Guidance Documents**

A. 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 636 out of 1,655 households in Egg Harbor City are ALICE households accounting for 38.4% of households (Figure 12).

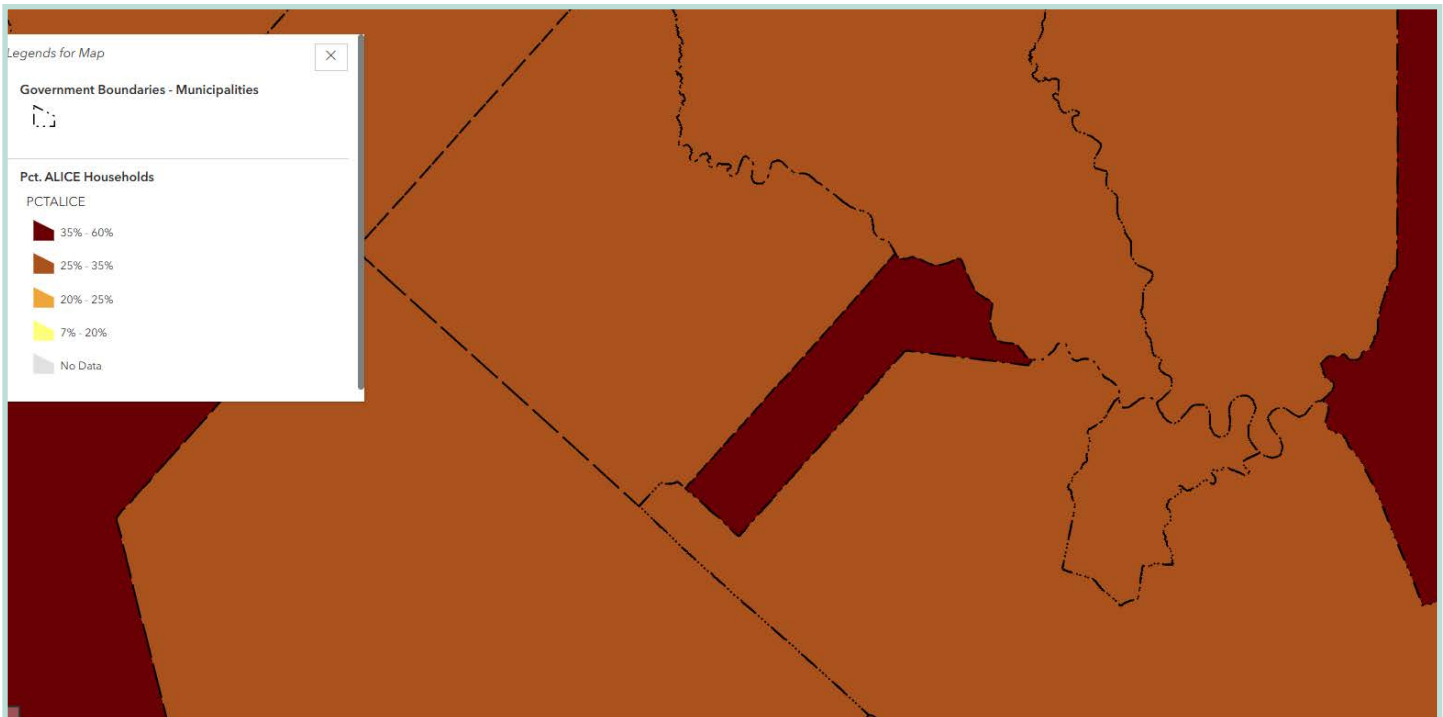


Figure 14. ALICE Households in Egg Harbor City. Source: NJFloodMapper, <https://www.njfloodmapper.org>

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).

All of Egg Harbor City qualifies as an overburdened community under the percent minority definition of the Department of Environmental Protection as shown in Figure 17. One section of Egg Harbor City bordered by Hamburg Avenue to the west, Beethoven Street to the south, Claudius Street to the north and Buffalo Avenue to the east is both low-income and high minority percentage as shown in figure 18.



Figure 15. Overburdened Communities (2026) in Egg Harbor City. Source: NJDEP, <https://dep.nj.gov/ej/communities/>



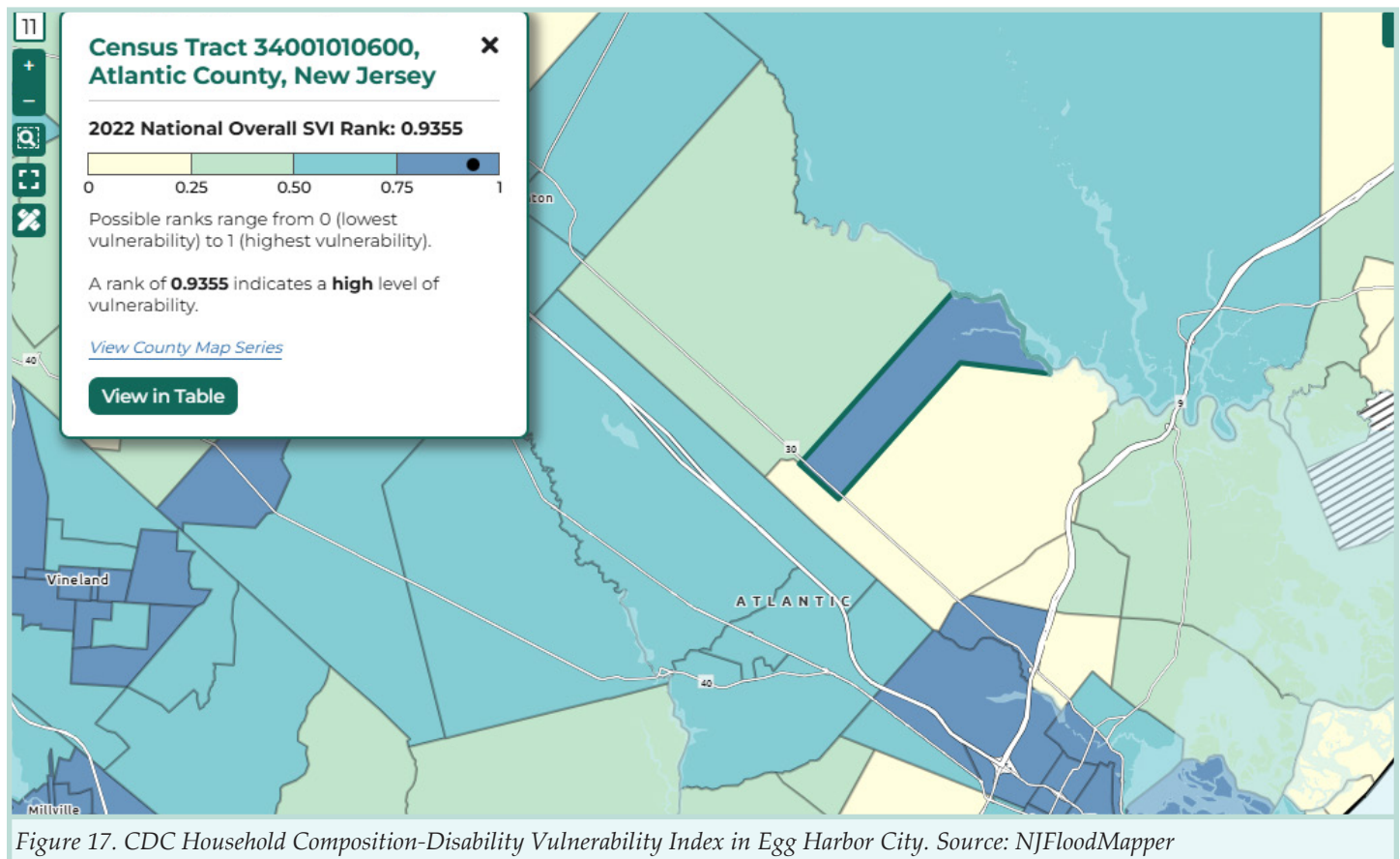
Figure 16. Low-income & high minority concentration area (2026) in Egg Harbor City. Source: NJDEP, <https://dep.nj.gov/ej/communities/>

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. Egg Harbor City is considered in the highest quartile of the Social Vulnerability Index, as shown in Figure 15. This means Egg Harbor City is considered a municipality likely to need support before, during, and after a hazardous event.



Demographic Profile Report from the NJ Adapt/NJ Flood Mapper

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

Egg Harbor City has a total estimated population of 4,378 and a median income of \$67,604 in 2023. The working-age population is estimated at 2,345, with 1,150 minors and 883 seniors. There was an estimated population of 356 working-age city 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 ten square miles (10.9 square miles), Egg Harbor City has a population density of 403.5 people per square mile.

Table 2. Total Population Comparison for Egg Harbor City.

	Egg Harbor City*		Atlantic County*		New Jersey*	
Total Population	4,378		275,213		9,267,014	
Female Population	2,279	52%	140,568	51%	4,708,343	51%
Male Population	2,099	48%	134,645	49%	4,558,671	49%
Age Under 18 Population	1,150	26%	56,581	21%	2,031,322	22%
Age 18-64 Population	2,345	54%	162,038	59%	5,675,876	61%
Age Over 65 Population	883	20%	56,594	21%	1,559,816	17%
Population Below Poverty Level in Past 12 Months (20-64 Years Old)	356	8%	31,637	12%	889,287	10%
Median Earnings in Past 12 Months	\$67,604		\$77,053		\$101,050	

Data retrieved from the American Community Survey 2023 5-year estimates on 01-30-2026. *Percentage when comparing with total population

Disability Demographics

There is an estimated population of 780 Egg Harbor City 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 Egg Harbor City. Persons with disabilities comprise 17.8 percent of the population (Table 3).

Table 3. Population with Disability Comparison for Egg Harbor City

	Egg Harbor City*		Atlantic County*		New Jersey*	
Total Population with Disability	780	17.8%	39,911	14.6%	999,922	10.8%
Female Population with Disability	431	9.79%	20,017	7.3%	535,644	5.8%
Male Population with Disability	349	8.01%	19,894	7.3%	464,278	5%
Age Under 18 Population	77	1.8%	2,994	1%	76,527	0.8%
Age 18-64 Population	308	7%	19,050	6.9%	458,729	5%
Age Over 65 Population	395	9%	17,867	6.5%	464,666	5%

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

Population with Disability Income-Related Demographics

Egg Harbor City is estimated to house 101 residents who have a disability and are or have been below the federal poverty level in the last 12 months. However, the estimates show that there are no disabled residents below the poverty level who are unemployed (Table 4).

Table 4. Population with Disability Income-related Demographic Comparison for Egg Harbor City.

	Egg Harbor City*		Atlantic County*		New Jersey*	
Population Below Poverty Level in Past 12 Months (20-64 Years Old) with Disability	101	2.3%	4,187	1.5%	86,069	0.93%
Population Below Poverty Level in Past 12 Months and Unemployed with Disability	0	0%	783	0.3%	9,545	0.1%
Population At or Above Poverty Level in Past 12 Months and Unemployed with Disability	0	0%	850	0.3%	18,966	0.2%

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

Population with Disability by Type

Of the population in Egg Harbor City with a disability, 548 people reported having an ambulatory difficulty, and 455 residents reported having a disability that makes them unable to live independently. Additionally, there were an estimated 315 residents reported to have a cognitive difficulty, 247 residents with vision disability 132 residents with a hearing difficulty, and 331 residents with a self-care disability (Table 5). The types of disabilities represented in Egg Harbor City is important for the adoption of Complete Streets measures since residents with disabilities should be accommodated.

Table 5. Population with Disability by Type Comparison for Egg Harbor City.

	Egg Harbor City*	Atlantic County*	New Jersey*
Ambulatory Difficulty	548	20,953	486,443
Hearing Difficulty	132	9,943	247,858
Cognitive Difficulty	315	14,226	364,950
Vision Difficulty	247	7,531	194,731
Independent Living Disability	455	13,836	368,715
Self-Care Difficulty	331	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

B. Egg Harbor City Complete & Green Streets Policy

Complete & Green Streets for All:

A RESOLUTION OF THE CITY OF EGG HARBOR CITY ESTABLISHING AND ADOPTING A COMPLETE AND GREEN STREETS POLICY

Resolution No. 56-2026

WHEREAS, safe, convenient, accessible, healthy, and environmentally and economically beneficial transportation for all users is a priority of *City of Egg Harbor City*; 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, micro mobility 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 micro mobility, or on foot safely; and

WHEREAS, Complete and Green Street policies support the goals of the *City of Egg Harbor City* master plan and supporting elements; and

WHEREAS, traffic crashes are preventable and the only acceptable number of traffic deaths for the *City of Egg Harbor City* 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 **City of Egg Harbor City** 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 **City of Egg Harbor City** departments within thirty (30) days of the adoption of this Resolution.

Dated: February 26, 2025

A handwritten signature in dark ink, appearing to read "Meg Steeb", is written over a horizontal line. The signature is fluid and cursive.

Meg Steeb/City Clerk, RMC

City of Egg Harbor City Complete and Green Streets Policy

City of Egg Harbor City Complete and Green Streets Policy

The City of Egg Harbor City 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 *City of Egg Harbor City* 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 *City of Egg Harbor City* 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 *City of Egg Harbor City 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 *City of Egg Harbor City* 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 **City of Egg Harbor City** 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 **City of Egg Harbor City 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 Police Department, Department of Public Works, Planning, Zoning & Building Department, Department of Stormwater and SustainableEHC* 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 principles.

Public Participation

1. The **City of Egg Harbor City** shall establish a Complete and Green Streets Advisory Committee to help the **City of Egg Harbor City** comply with the Complete and Green Streets policy/ordinance and to provide ongoing feedback to the **City of Egg Harbor City** 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. SustainableEHC,
 - b. EHC Land Use Board,
 - c. EHC School District, (Superintendent's designee)
 - d. EHC City Administrator
 - e. EHC Police Department
 - f. Community Members, including Persons with Disabilities, Senior and Youth Organizations, Persons Representing Priority Communities.
2. Beginning with the planning stage, the **City of Egg Harbor City** 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 **City of Egg Harbor City Complete and Green Streets Advisory Committee in coordination with the City Administrator and Mayor and Council** 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 ***City of Egg Harbor City 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 ***City of Egg Harbor City Complete and Green Streets Advisory Committee***, and the written approval is made publicly available.

Program Reporting

1. The ***City of Egg Harbor City 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 (Police Department, Department of Public Works, Planning, Zoning & Building Department, Department of Stormwater and SustainableEHC)*** 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 principles. On or before ***[December 31, 2026]*** 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 (Police Department, Department of Public Works, Planning, Zoning & Building Department, Department of Stormwater and SustainableEHC)*** shall assign appropriate responsibility to collect and monitor data under the ***City of Egg Harbor City*** jurisdiction, including in Priority Communities, to determine compliance with the ***City of Egg Harbor City*** 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. Bicycle and pedestrian counts

- g. The number and percentage of designated transit stops accessible via sidewalks and curb ramps
 - h. The number, locations, and causes of collisions, injuries, and fatalities by each mode of transportation
 - i. The percentage of children walking or bicycling to school
4. All benchmarks established by ***the City of Egg Harbor City*** shall be disaggregated by race/ethnicity, neighborhood, and vehicle ownership when feasible.
 5. Each such ***Department (Police Department, Department of Public Works, Planning, Zoning & Building Department, Department of Stormwater and SustainableEHC)*** shall provide a report on an annual basis to the ***City of Egg Harbor City Complete and Green Streets Advisory Committee*** to allow them to evaluate the implementation of the Complete and Green Streets 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 ***City of Egg Harbor City 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 ***City of Egg Harbor City Mayor and Council*** 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 indicates who is responsible for approving any exceptions before they are granted.
4. The ***City of Egg Harbor City Complete and Green Streets Advisory Committee in coordination with the (City Engineer and/or the City Administrator)*** 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).

Complete & Green Streets for All: Model Complete Streets Policy & Guide

Redevelopment Checklist

*This document is a text-only version of the Concept Development Checklist included in the New Jersey Department of Transportation **Complete & Green Streets for All: Model Complete Streets Policy & Guide**, published in July 2019. For guidance on how to use this template to create your own policy and checklists, view the full guide at <https://www.state.nj.us/transportation/eng/completestreets/resources.shtm>.*

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?				
EXISTING TRANSIT OPERATIONS	Are there existing transit facilities within the project area, including bus and train stops/stations?				
	Is the transportation facility on a transit route?				
	Is the transportation facility within two miles of "park and ride" or "kiss and go" lots?				
PUBLIC PARTICIPATION	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?				
	Has there been a clear process for public participation?				
EXISTING MOTOR VEHICLE OPERATIONS	Are project Concept Development Checklists currently available on-line?				
	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 (as defined by Complete Streets)?					
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 Egg Harbor City Complete Streets Policy.			

C. 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 demasiado 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?

Light at turn on pike has dedicated turn arrow turn green when crossing. Sign is green.

Buses for children.

Egg Harbor City Complete & Green Streets Policy

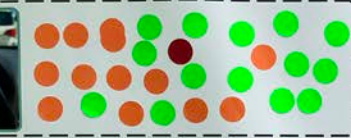
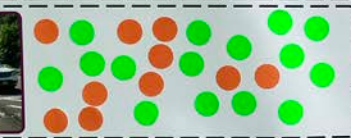
Which of these are your biggest concerns for bicycling and scooting? ¿Cuáles de estas son sus mayores preocupaciones acerca de andar en bicicleta o scooter?

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?

Egg Harbor City 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?

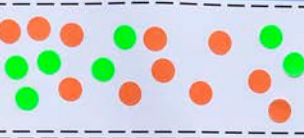
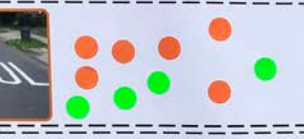
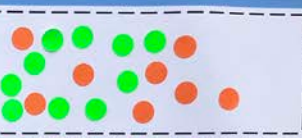
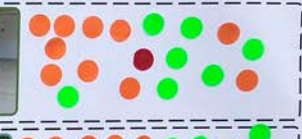
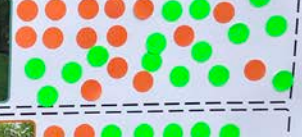
Speeding Exceso de velocidad		
Distracted Driving Conductores distraídos		
Drivers not Stopping for Pedestrians Los conductores no se detienen ante los peatones		
Idling Vehicles Vehículos en ralentí		
Tailgating Conductores conduciendo demasiado cerca		
Ignoring Traffic Signs/ Signals Conductores que ignoran las leyes de tránsito		

Other Concerns About Driver Behavior?
 ¿Otras preocupaciones sobre el comportamiento de los conductores?

Trucks

E-bikes/scooters ignoring traffic laws

What would you like to see more of in Egg Harbor City? ¿Qué te gustaría ver más en Egg Harbor City?

Build Sidewalks Aceras		
School Zone Signs and Pavement Markings Señalización de zonas escolares y marcas en el pavimento		
More Crossing Guards Guardias de cruce		
Raised Crosswalks Pasos 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?

Stop Signs are not safe enough. They should be red and white!

more

Build a basketball court with no double more things for kids to do!

Shade Park for the kids

Secure bike parking

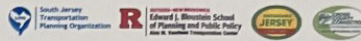
More parkways

Adding bike left turn lane will streets could help

Community Rec Center (big in kids)

Public space

Egg Harbor City Complete & Green Streets Policy



Every person in Egg Harbor City has the right to travel safely each day, without the risk of death or serious injury on our roadways, no matter how or when they travel.

I support Egg Harbor City's Complete Streets policy to create streets that provide safe, convenient, accessible, healthy, and environmentally and economically beneficial transportation.

Sign below:

Linda Webb

David Hernandez

Ashon Dewes

Aaliyah CWO ML Sharif Parks

Dorell

Paul Scheff

Nicole Parks

Maria Gonzalez

Cherity

Laurel

Nadine
Parks
Jim Rott

Karen
Cherry

The
Magons

[Signature]

Adalia
Bayer

Natasha Lewis

D. 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.

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. More information is available here: <https://www.transportation.gov/grants/SS4A>

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 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.

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> (typical 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> (typical 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/> (typical 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/>

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:

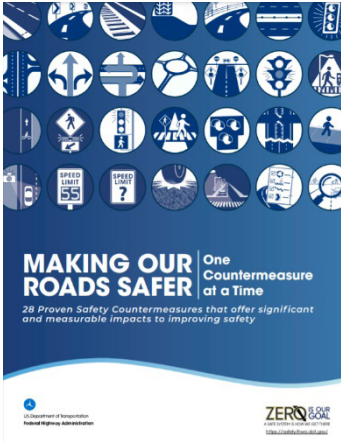
New Jersey Transportation Infrastructure Bank (NJTIB): The NJTIB is an independent State Financing Authority responsible for providing and administering low interest rate loans to qualified municipalities, counties, and regional authorities in New Jersey. The unique partnership with NJDOT was established 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.

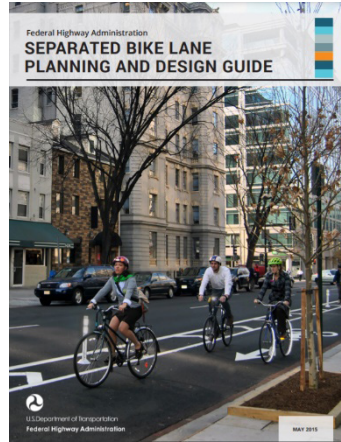
County and Municipal Open Space Trust Funds: All New Jersey counties and many New Jersey municipalities have an Open Space Trust Fund, which is a dedicated program supporting open space land acquisition. The trust funds are established by ballot measure. Depending on the fund parameters, other development 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>

E. Guidance Documents

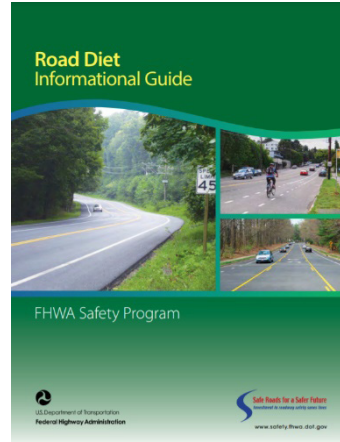
FHWA Guides



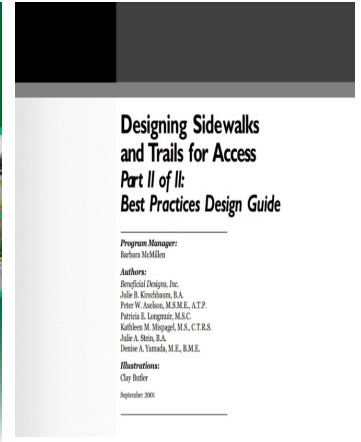
[Making Our Roads Safer: One Countermeasure at a Time](#)



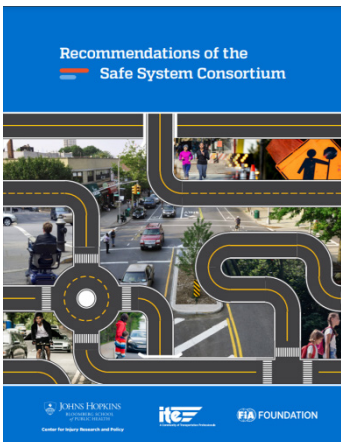
[Separated Bike Lane Planning and Design Guide](#)



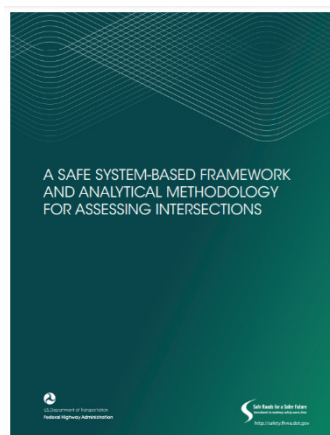
[Road Diet Informational Guide](#)



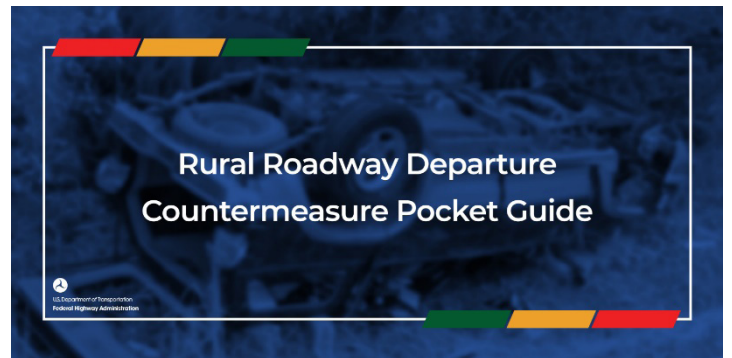
[Designing Sidewalks and Trails for Access Part II of II: Best Practices Design Guide](#)



[Recommendations of the Safe System Consortium](#)



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



[Rural Roadway Departure Countermeasure Pocket Guide](#)

ADA Guides



[ADA Standards for Accessible Design](#)

NJDOT Guides



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



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



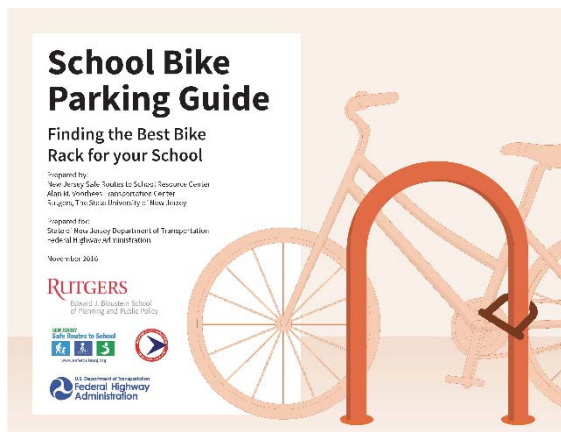
[A Guide to Creating a Complete Streets Implementation Plan](#)



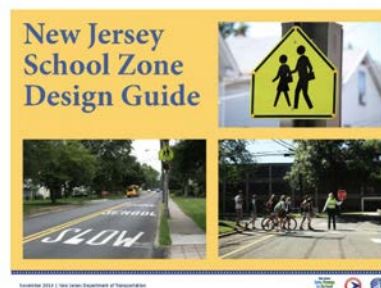
[A Guide to Policy Development](#)



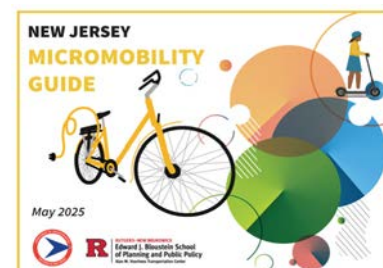
[Advancing Complete Streets for Neurodivergent Individuals](#)



[School Bicycle Parking Guide](#)

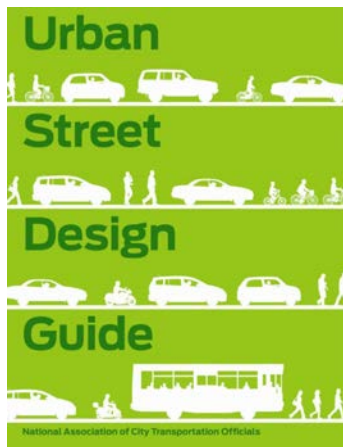


[New Jersey School Zone Design Guide](#)

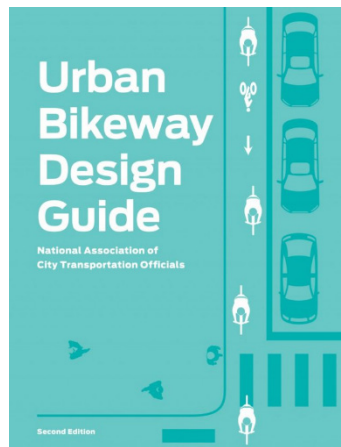


[New Jersey Micromobility Guide](#)

NACTO Guides



[Urban Street Design Guide](#)



[Urban Bikeway Design Guide](#)



[Transit Street Design Guide](#)



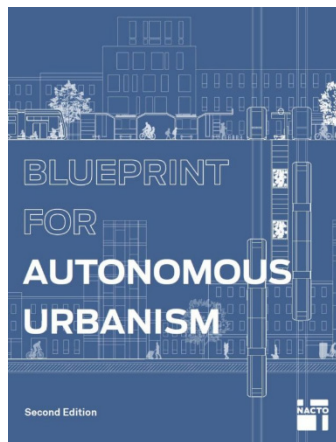
[Urban Street Stormwater Guide](#)



[Global Street Design Guide](#)



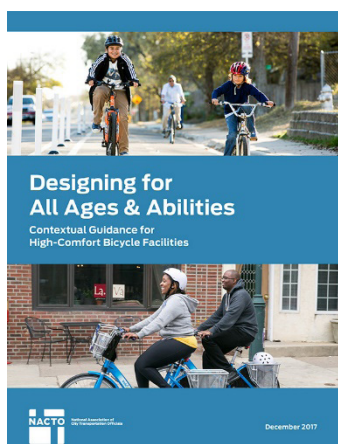
[Designing Streets for Kids](#)



[Blueprint for Autonomous Urbanism](#)



[Bike Share Station Siting Guide](#)

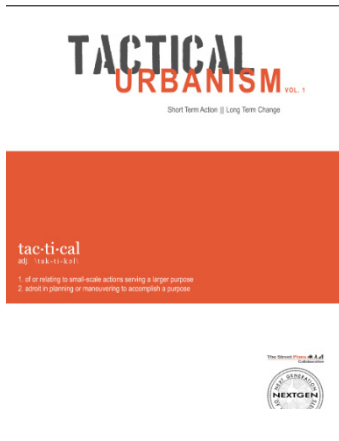


[Designing for All Ages & Abilities](#)

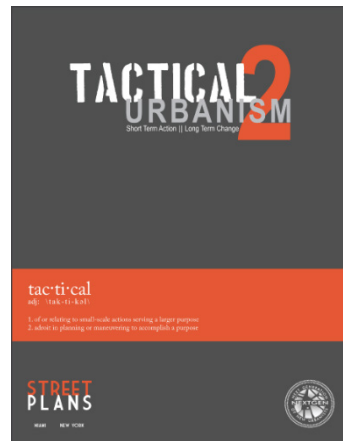


[Don't Give Up at the Intersection](#)

Tactical Urbanism Guides



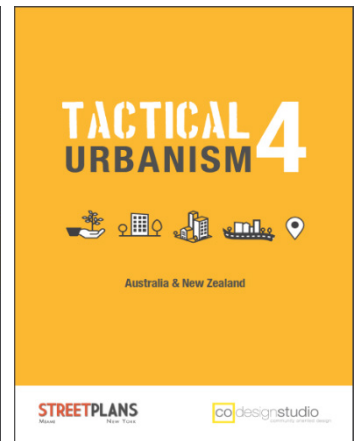
[Tactical Urbanism 1](#)



[Tactical Urbanism 2](#)



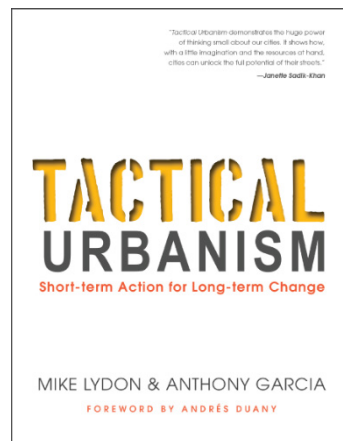
[Tactical Urbanism 3](#)



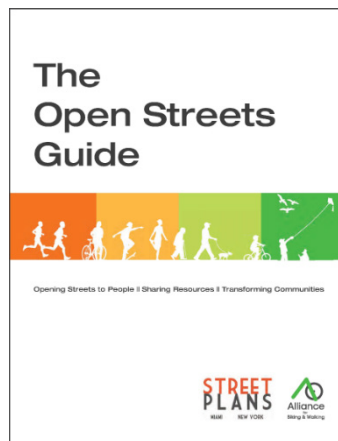
[Tactical Urbanism 4](#)



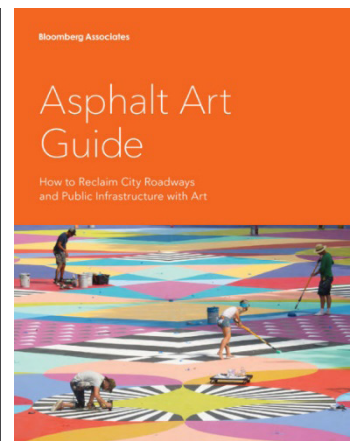
[Tactical Urbanism 5](#)



[Tactical Urbanism: The Book](#)



[The Open Streets Guide](#)



[Asphalt Art Guide](#)



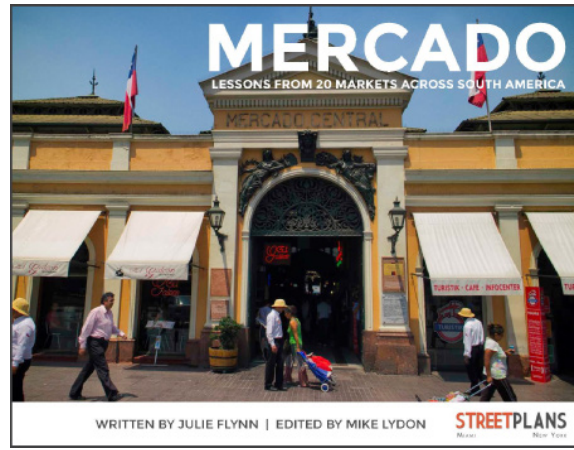
[Tactical Urbanist's Guide to Materials and Design](#)



[Fast-Track: A Tactical Transit Study](#)



[Public Space Stewardship Guide](#)



[Mercado: Lessons from 20 Markets Across South America](#)

