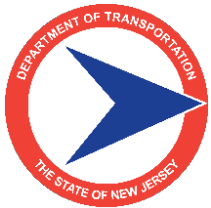


Crafting an Effective Complete and Green Streets Policy

September 17, 2024



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



Speakers: Crafting an Effective Complete and Green Streets Policy



Leigh Ann Von Hagen

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Manager
Sustainable Transportation Planning
North Jersey Transportation Planning
Authority



U.S. DOT Vision for Roadway Safety

Zero is the only acceptable number of deaths on our highways, roads, and streets.

NJDOT Vision Strategic Highway Safety Plan

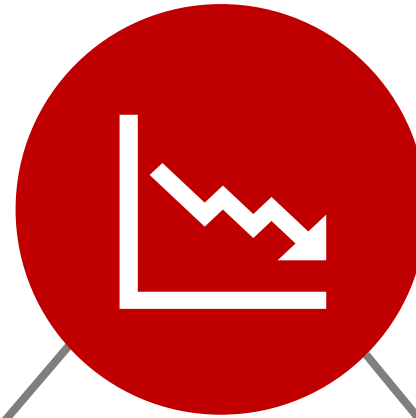
New Jersey's vision is to achieve **zero deaths** on all public roads.



**How do we achieve
zero deaths?**

GOAL

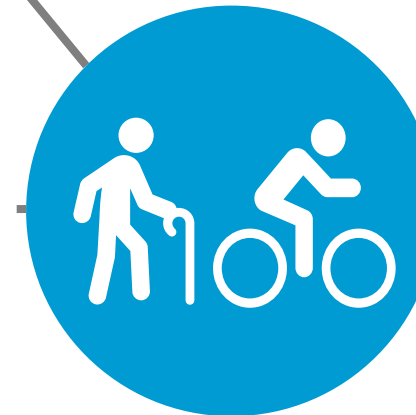
**ZERO DEATH
INITIATIVES**



STRATEGY



FHWA SAFE SYSTEM APPROACH



METHODS

**COMPLETE STREETS
SAFE ROUTES TO SCHOOL**

1

2

3

3 Takeaways



1

Create a Vision

Traditional Approach



Traffic deaths are inevitable

Perfect human behavior

Prevent collisions

Individual responsibility

Saving lives is expensive

Zero Death Initiatives



Traffic deaths are preventable

Account for human failings in approach

Prevent fatal and severe crashes

Systems approach

Saving lives is not expensive

Pedestrian and Bicyclist Fatalities as a Percentage of Total Traffic Fatalities

Year	New Jersey	
	Pedestrians	Bicyclists
2021	31.1%	3.7%
2022	23.8%	2.8%
2023	25.2%	3.5%

Nationwide in 2021, pedestrians comprised **17.6%** and bicyclists comprised **2.2%** of all traffic fatalities.

*Data sources: NHTSA Fatality Analysis Reporting System; New Jersey State Police - Statewide Fatal Crash Statistics.
Data accessed September 1, 2024*

Is zero an
achievable
number of fatal
crashes in
New Jersey?

**DO YOU THINK A GOAL
OF ZERO DEATHS
IS ACHIEVABLE IN NEW JERSEY?**



www.youtube.com/@NJSafeRoutes



2

Adopt Complete & Green Streets



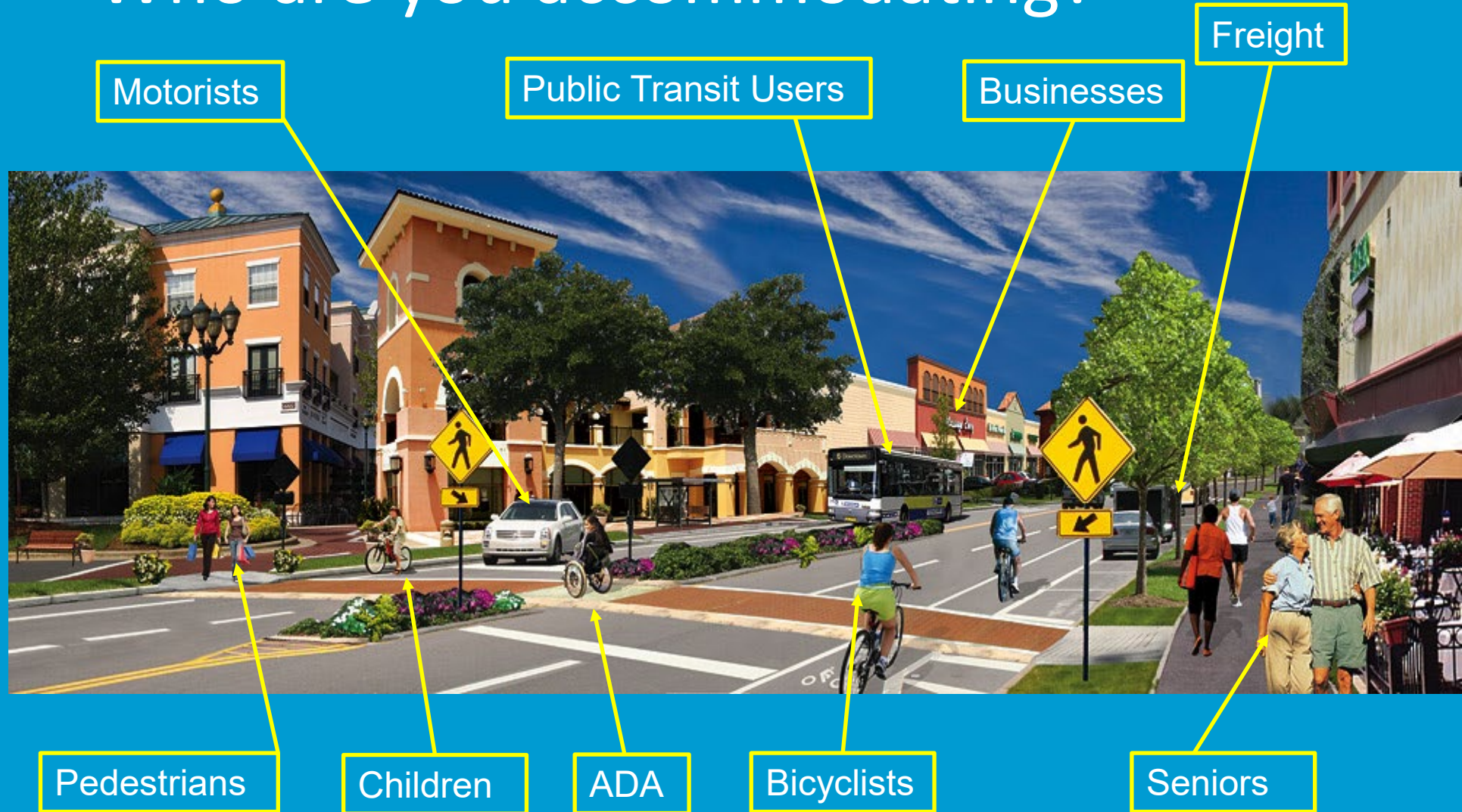
What do we mean by Complete Streets?

What are Complete Streets?

1. **Complete Streets** are designed for everyone
2. Design of Complete Streets is **based on local context**
3. Address **quality of life, not just safety**
4. They balance the needs of ...
5. ... **ALL MODES, ALL USERS, and ALL ABILITIES ...**



Who are you accommodating?

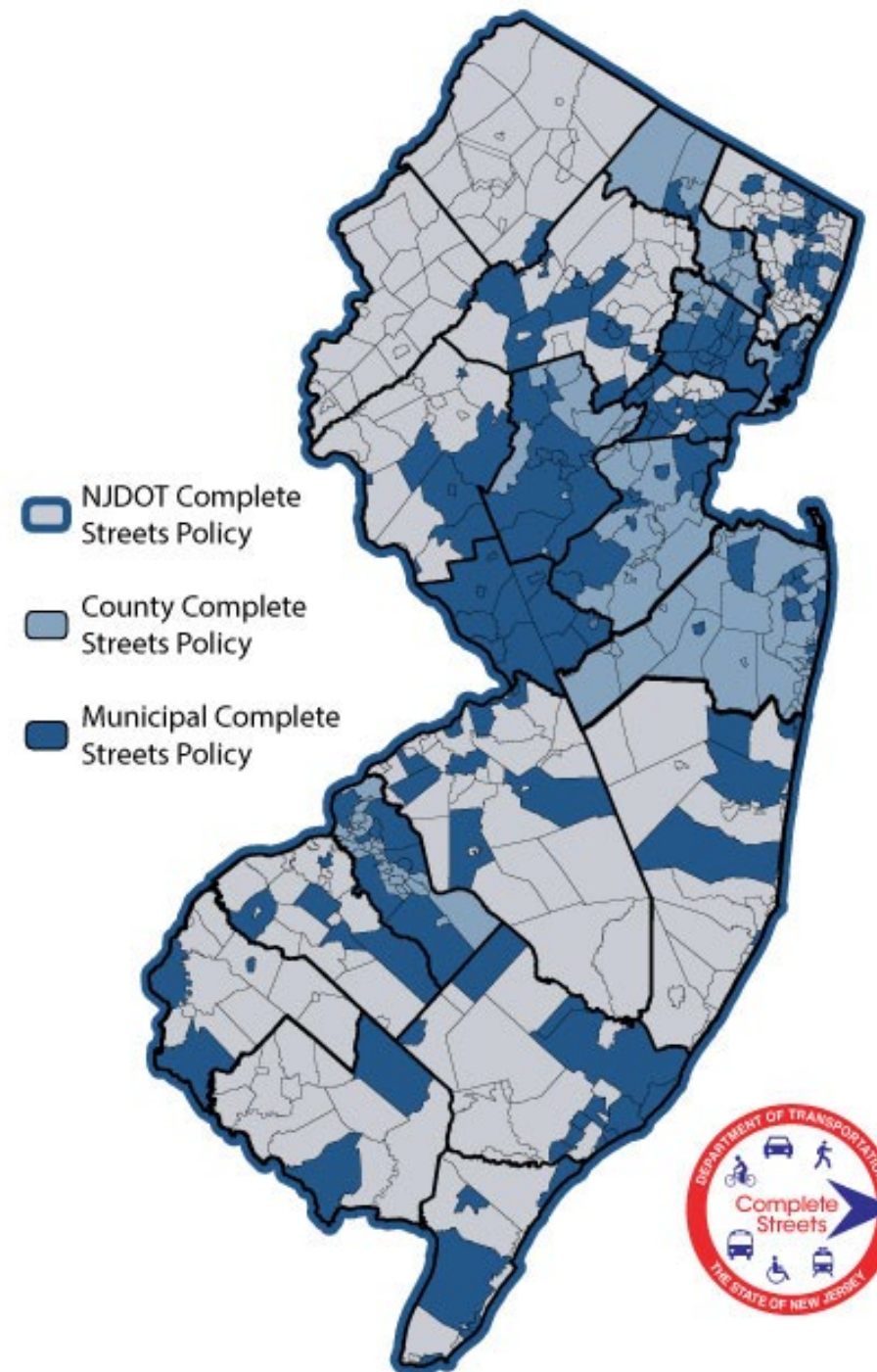


How will you accommodate them safely?

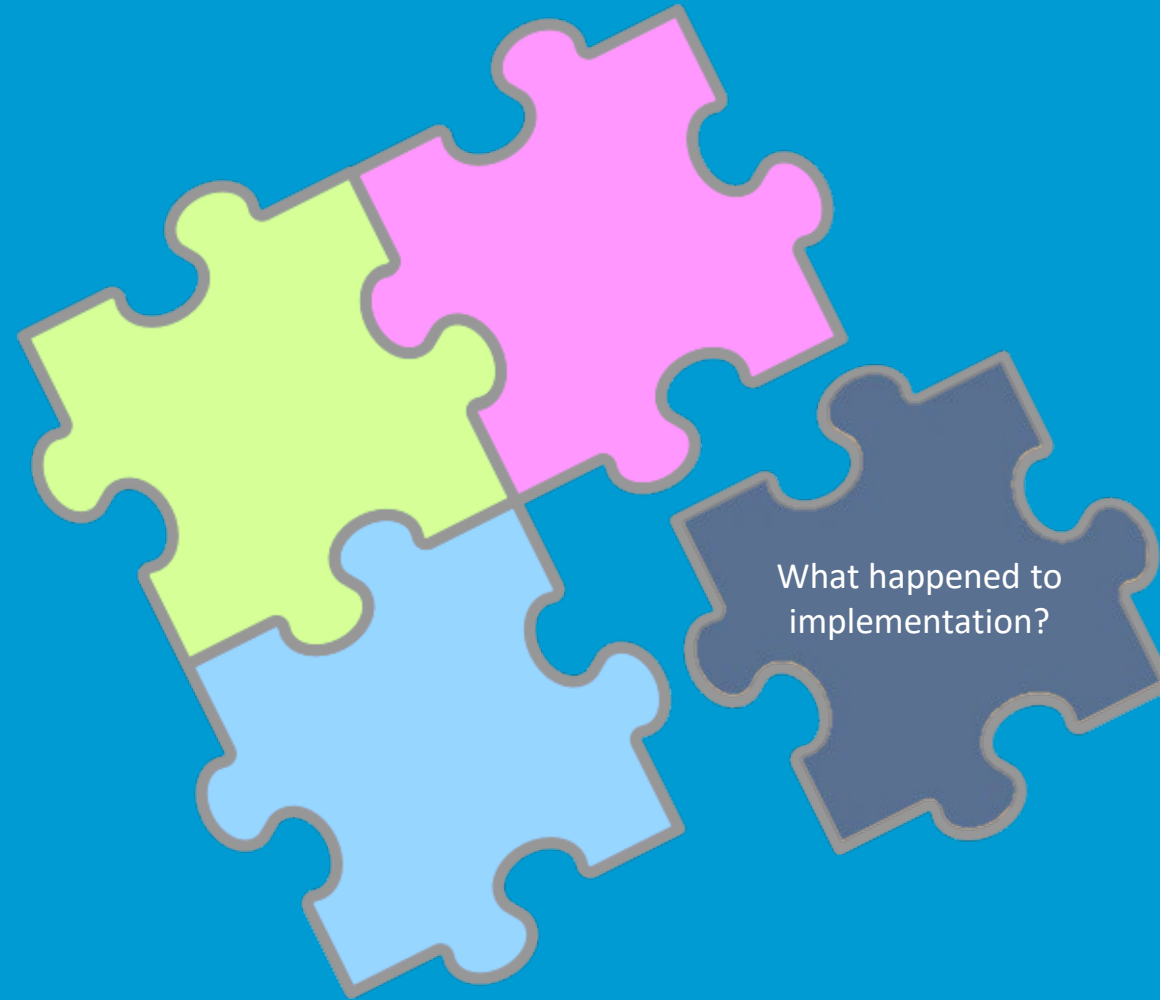
Complete Streets in New Jersey

State Policy	1
County Policies	8
Municipal Policies	181

as of September 2024



Lack of Implementation



Policy Problems

No Transparency or Accountability

Not providing exemptions in writing

No public involvement

Lots of Caveats

Exemptions on spending

> 5-20% of cost

No Benchmarks

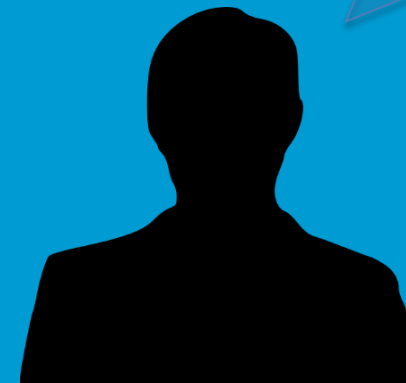
No Actual Policy

“when feasible”

“if practical”

“when possible”

“except maintenance”

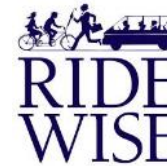


Thank You!

NJ Complete Streets Working Group

AARP—NJ

American Heart Association
Bicycle Coalition of Greater Philadelphia
NJ Bike & Walk Coalition
NJ Conservation Foundation
NJ Department of Community Affairs
NJ Department of Transportation
New Jersey Future, Jersey Water Works
NJ Healthy Community Network
Passaic County
Rails to Trails Conservancy
Rutgers University:
• Voorhees Transportation Center, Bloustein School of Planning & Public Policy
• Water Resources Program, Agricultural Experiment Station Cooperative Extension
Sustainable Jersey
Transportation Management Associations:
• Cross County Connection TMA
• Greater Mercer TMA
• RideWise TMA, Inc.
Tri-State Transportation Campaign
West Windsor Council





What is an effective Complete and Green Streets Policy?

Strong

Resolution

Stronger

Policy

Strongest

Ordinance





Public Health
& Safety



Green Streets



Economy



Equity

COMPLETE & GREEN STREETS FOR ALL

MODEL COMPLETE STREETS POLICY & GUIDE

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



JULY 2019
(Updated January 2020)

www.nj.gov/transportation/eng/completestreets/resources.shtm

Customizable

can be tailored to fit
the needs of all
communities

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2. Beginning with the planning stage, [**municipality/county/ department**] 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 [**person to be identified by the decision-making body**] 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 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 [**decision-making body**], 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 [**decision-making body**], and the written approval is made publicly available.



Public Health
& Safety



Green Streets



Economy



Equity

Public Health & Safety



Public Health
& Safety



Green Streets



Economy



Equity

Model Resolution: Spelling It Out

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

is  zero



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& Safety



Green Streets



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Model Resolution: Spelling It Out

WHEREAS, Complete Streets that incorporate sustainable **Green Streets** design elements



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Model Resolution: Spelling It Out

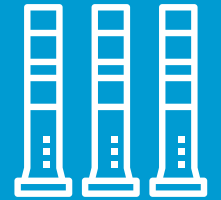


Green Streets

Green stormwater infrastructure



Traffic calming treatments



Economy

Shade trees



Equity

Recycled materials



Green Streets

Register for our
Virtual Open House!

Learn how Green streets could assist in meeting municipal storm sewer (MS4) permit requirements.



Source: Hoboken, NJ



Public Health
& Safety



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Model Resolution: Spelling It Out

WHEREAS, low- and moderate-income areas, whether in rural, urban, or suburban communities, are typically the least safe for pedestrians and bicyclists, especially for children walking and biking to school



Public Health
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Green Streets



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Model Resolution: Spelling It Out

... due to long-standing infrastructure disparities and higher concentration of streets with faster-moving and higher-volume traffic



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Model Resolution: Spelling It Out

WHEREAS, procedures should be implemented that ensure **fair treatment, equitable funding and resource distribution**



Public Health
& Safety



Green Streets



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Model Resolution: Spelling It Out

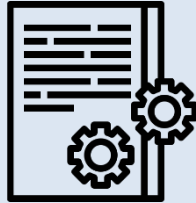
...and **meaningful involvement** of all communities in all phases from selection, planning, and design to construction and long-term maintenance



**How do I make sure the
policy is implemented?**



Advisory Body



Plans & Practices



Benchmarks/
Reporting



Checklists

Model Policy: Accountability

The Council shall establish a
Complete Streets Advisory Body to

comply with the policy

provide ongoing feedback



Advisory Body



Plans & Practices



Benchmarks/
Reporting



Checklists

Model Policy: Accountability

The Council, Planner and Engineer shall routinely work in coordination with each other and adjacent jurisdictions, and any relevant advisory committees/teams

to ensure **consistency with the Municipal Master Plan and Elements** and any other existing Plans



Advisory Body



Plans & Practices



Benchmarks/
Reporting



Checklists

Model Policy: Accountability

The Council shall **establish benchmarks** reflecting the ability of all users to travel safely and conveniently along highways, roads and streets within the agency's jurisdiction

Model Policy: Accountability



Advisory Body



Plans & Practices



Benchmarks/
Reporting



Checklists

Complete Streets Checklists

CONCEPT
DEVELOPMENT

PRELIMINARY
ENGINEERING

CONSTRUCTION

MAINTENANCE



Advisory Body



Plans & Practices



Benchmarks/
Reporting



Checklists

Complete Streets Checklists

Why Important?

- Provides **structure**
- Serves as a **tool** to integrate multiple modes of transportation
- Keeps **details** from falling through the cracks
- Communicates **expectations**
- Identifies if **exceptions** are needed

How to use?

- Include as part of the **development process**



Advisory Body



Plans & Practices



Benchmarks/
Reporting



Checklists

Complete Streets Advisory Body Duties

- Require developers to submit **Complete & Green Streets checklists** with applications.
- **Review checklists** and provide feedback.
- **Monitor** project implementation.
- Review and **advise on exemptions.**



Advisory Body



Plans & Practices



Benchmarks/
Reporting



Checklists

Complete Streets Advisory Body Duties (con't)

- Conduct an **audit** of municipal policies, plans, and programs for alignment with the Complete & Green Streets policy and **prioritize** updates.
- Set benchmarks and **track progress** with regular reports.
- **Update ordinances** and review procedures to support policy implementation.
- Pursue **grant opportunities**.



What should I update?

Strengthening Policies



Resolution
with Policy



Ordinance



Checklists

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

How to Adopt an Ordinance Guide Coming Soon

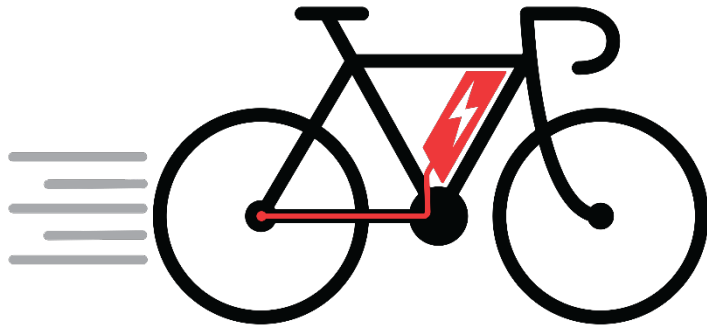
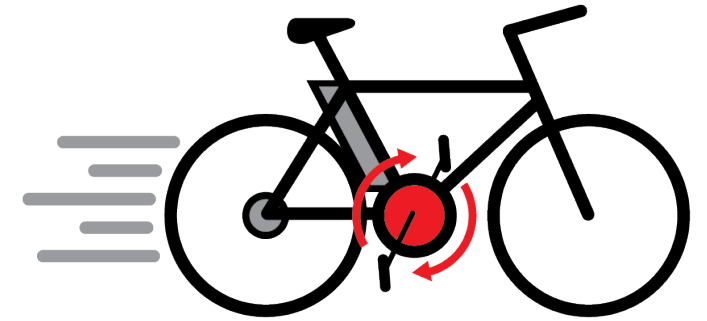
Complete for All Abilities

New legislation directs the New Jersey Department of Transportation to implement a Complete Streets policy that “improves safety for **persons diagnosed with autism spectrum disorder and persons with intellectual and developmental disabilities.**”



Updated Model Policy Language Coming Soon

Complete for Micromobility



NJ Micromobility Guide Coming Soon!

A range of compact, electric- and human-powered devices designed for short-distance travel, including traditional bicycles, e-bikes, e-scooters, and other low-speed wheeled devices.

Other Ways to Incorporate Complete Streets

- Integrate into **Master Plans**
- Update **Municipal Processes**
- Develop **Design Guidelines**





Public Health & Safety



Green Streets



Economy



Equity

To download the Guide visit:
www.state.nj.us/transportation/eng/completestreets/resources.shtm

COMPLETE & GREEN STREETS FOR ALL

MODEL COMPLETE STREETS POLICY & GUIDE

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

Complete & Green Streets for All is a one-stop resource for adopting and implementing Complete Streets policies and practices. Developed by the **NJ Complete Streets Working Group** in partnership with the NJ Department of Transportation, it features:

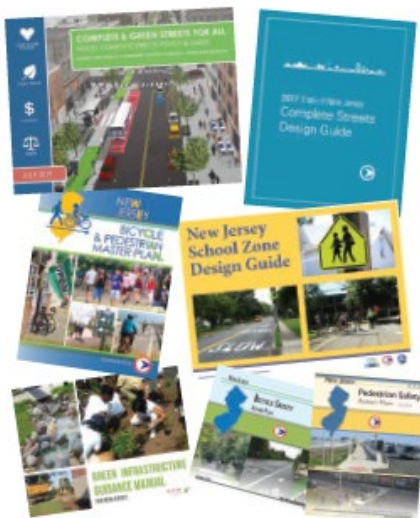
- A state-of-the-art **Model Complete Streets Resolution and Policy** that can be adopted in full or tailored to meet your needs.
- A set of 4 comprehensive **Model Checklists** to ensure that Complete Streets are considered throughout the project development process.
- **Tools & Resources** on a wide range of topics related to Complete Streets policies and implementation.
- **Guidance** on the many benefits of Complete Streets highlighting Public Health and Safety, Green Streets, Economic Vitality and Equity.

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.



Complete & Green Streets Resources



To download the guide and MS Word docs visit

www.nj.gov/transportation/eng/completestreets/resources.shtm



Extra point on NJDOT grant applications



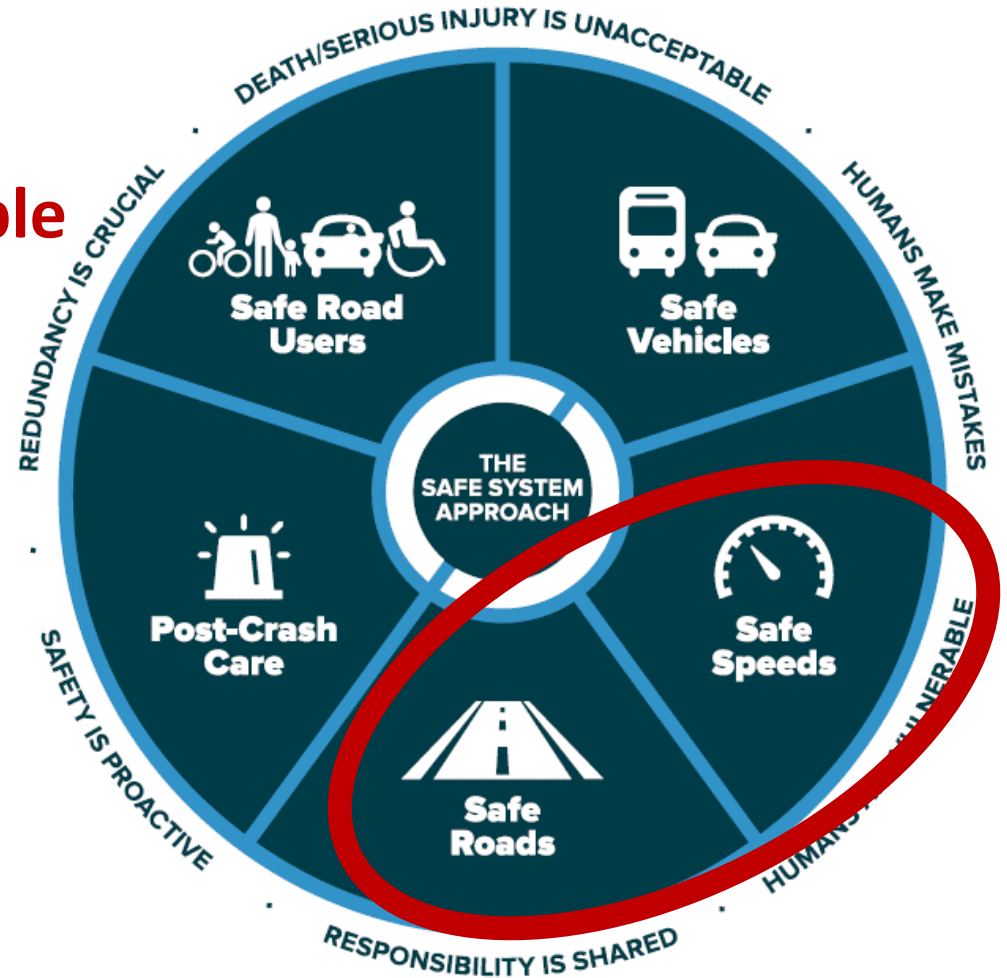


3

Safety is not Siloed

Safe System Approach: **Complete Streets**

1. **Death/Serious Injury is Unacceptable**
2. Humans Make Mistakes
3. **Humans are Vulnerable**
4. Responsibility is Shared
5. **Safety is Proactive**
6. Redundancy is Crucial



Source: FHWA

Complete Streets Elements of a Safe System Approach



**Safe
roads**



**Safe
speeds**

ZERO IS OUR
GOAL
A SAFE SYSTEM IS HOW WE GET THERE

MPO and County-led Safety Planning Efforts

NJTPA

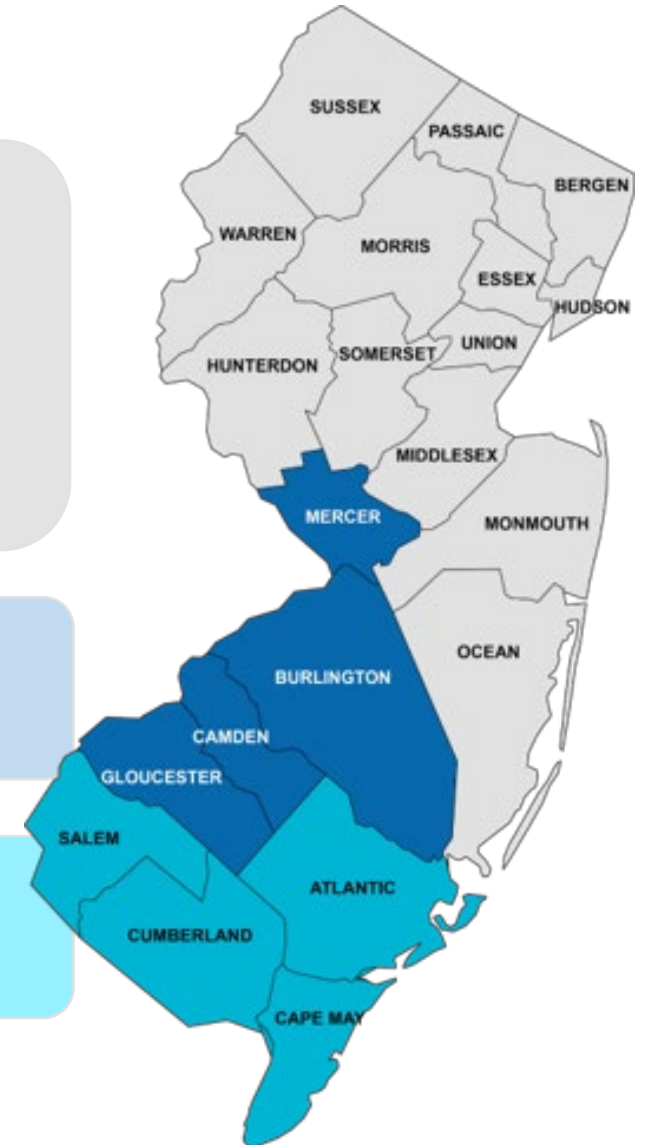
- Using non-SS4A funds for county-level action plans
- Additionally, four counties awarded SS4A grants:
 - Essex, Hudson, Monmouth, Union

DVRPC

- Received \$1.5 million planning grant for entire 9 county jurisdiction

SJTPO

- Using non-SS4A funds to develop 4 individual county Road Safety Plans



Safety Action Plans and Complete Streets

- ✓ Goal of zero roadway deaths
- ✓ Committee or task force
- ✓ Assessment of current policies, plans, guidelines, and standards
- ✓ Monitoring and reporting of progress

Everyone has a Shared Responsibility in Implementing the Safe System Approach



Takeaways Recap

1

Create a Vision

2

Adopt Complete & Green Streets

3

Safety is not Siloed

VIRTUAL OPEN HOUSE

Crafting an Effective Complete and Green Streets Policy

Live Q&A: policy adoption & implementation.
Ask questions, share ideas, and learn from
the community.

WEDNESDAY OCTOBER 30 | 3PM-5PM
LOG IN AT YOUR CONVENIENCE

REGISTER HERE:

<https://njbikeped.org/complete-and-green-streets-policy-webinar/>



Resources

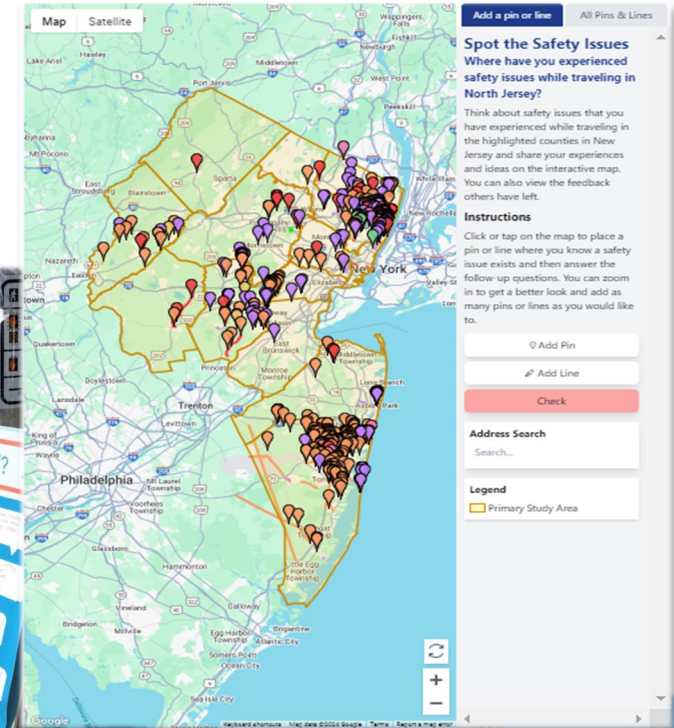
<http://njbikeped.org/complete-and-green-streets-policy-webinar>



NJTPA County Safety Action Plans

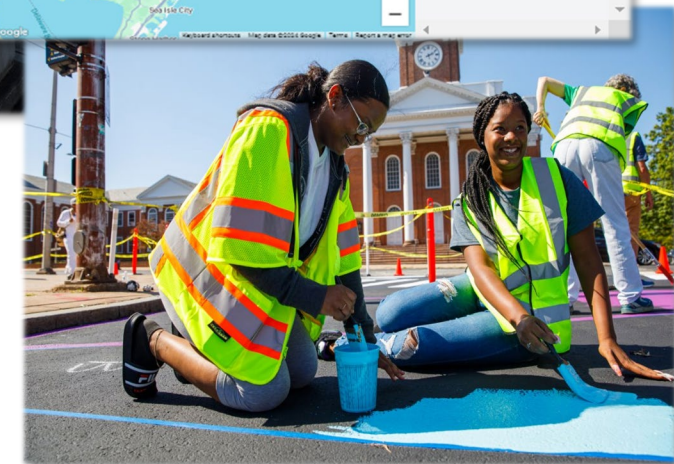
Get engaged and provide input for these county Safety Action Plans:

- Bergen
- Hunterdon
- Morris
- Ocean
- Somerset
- Sussex
- Passaic
- Warren



Every county in New Jersey now has a Safety Action Plan completed or in development.

www.SafetyPlansNJ.com



THANKS!



Contact:

NJ Bicycle & Pedestrian Resource Center
njbikeped.org

Telephone: (848) 932-3714

Email: bikeped@ejb.rutgers.edu

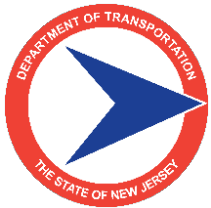


Contact:

NJ Safe Routes Resource Center
saferoutesnj.org

Telephone: (848) 932-7901

Email: srts@ejb.rutgers.edu



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