

# **Sustainable Jersey Actions Promoting Policy and Environmental Change**

---



# Sustainable Jersey Actions that Promote Policy and Environmental Change

- **Bicycle and/or Pedestrian Audit (5 pts.)**
  - assesses existing conditions for walking and bicycling.
- **Bicycle and/or Pedestrian Plan (10 pts.)**
  - presents a vision for a future that embraces walking and bicycling and the steps that must be taken to assure that future.
- **Safe Routes to School Program (10 pts.)**
  - enables and encourages children to walk and bicycle to school by making it safe and appealing.
- **Complete Streets Program (20 pts.)**
  - ensures that streets are designed to provide safe access for all users.

# Bicycle and/or Pedestrian Audit

## Why is it important?

- Helps communities identify barriers to walking and bicycling.
- Begins to answer, “Where are we now?”



# Bicycle and/or Pedestrian Audit

## What to do, and How to do it

### Step 1: Form a team

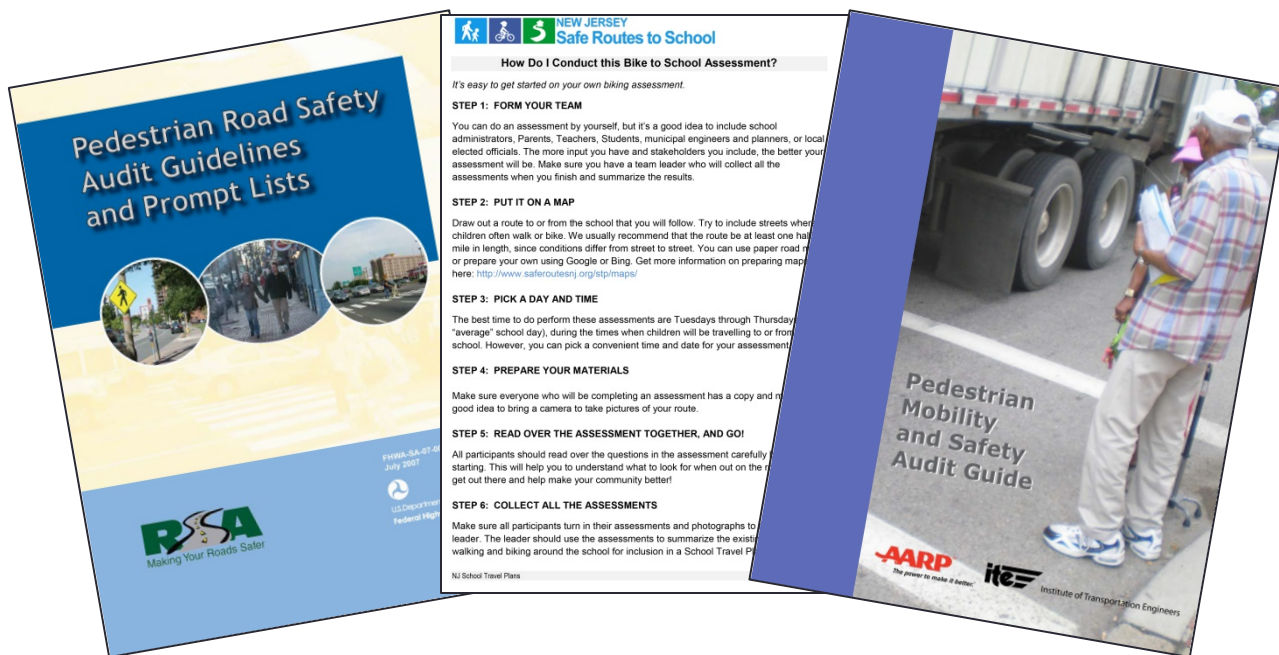
- Volunteers
- Municipal staff



# Bicycle and/or Pedestrian Audit

## Step 2: Choose a Location & Tool

- Can be municipal wide or targeted to a specific area or corridor
- Variety of tools available





# Bicycle and/or Pedestrian Audit

## Step 3: Survey Existing Conditions

### Required Components

- Sidewalks
- Curb Ramps
- Crosswalks
- Paths
- Bike Lanes
- Shared Lanes
- Bicycle Parking
- Pedestrian Traffic Signals
- Crossing Guard Locations

### Optional Components

- Street Light Inventories
- Road Type (local, collectors, arterials, etc.)
- Number and width of travel lanes
- Presence of on-street parking
- Speed limits
- Sign Inventories
- Traffic Volumes

# Bicycle and/or Pedestrian Audit

## Step 4: List Opportunities and Constraints

- Examples of Opportunities and Constraints

- Faded crosswalks
- Gaps in the sidewalk network
- Challenging intersections
- Missing curb ramps
- Obstacles (sign posts, utility poles, vegetation)
- Wide travel lanes
- Lack of benches and trash cans
- Absence of pedestrian scale lighting





## So you completed an Audit... What's next?

- Get started on a **Bicycle and or Pedestrian Plan!**
- If an opportunity to address a specific problem is identified, **apply for funding.**



# Bicycle and/or Pedestrian Plan

## Why is it important?

- Presents a vision for a future that embraces walking and bicycling and the steps that must be taken to realize that future.



# Bicycle and/or Pedestrian Plan

## What to do, and How to do it

### Step 1: Form the Project Steering Committee



# Bicycle and/or Pedestrian Plan

## What to do, and How to do it

Step 2: Determine community vision, goals and objectives



# Bicycle and/or Pedestrian Plan

## What to do, and How to do it

### Step 3: Analyze existing conditions

- Infrastructure
- Plans, policies and programs



# Bicycle and/or Pedestrian Plan

## What to do, and How to do it

### Step 4: Develop Recommendations

#### City of Hoboken Bicycle and Pedestrian Plan

##### *Recommendations*



Location	Problem	Solution
Citywide	Lost travelers and unnecessary circling traffic	Provide wayfinding signs with: Destination; Distance; Direction
Washington Street	Traffic signals are difficult for pedestrians to see	Upgrade to current standards, including pedestrian signal heads with countdown timers.
Monroe Street	Speeding	Traffic calming elements.
Park Avenue bridge at Weehawken border	Poor bike accommodation	Redistribute roadway width with shoulder striping.

# Bicycle and/or Pedestrian Plan

## What to do, and How to do it

### Step 5: Create an Implementation Plan or Strategy

#### 5E Action Implementation Menu Engineering

<b>Streetscape Enhancements</b>			
<b>Action (Citywide Improvement)</b>	<b>Responsibility</b>	<b>Timeframe</b>	<b>Cost</b>
Create a comprehensive wayfinding system that provides distance and direction to key destinations and travel time for bicyclists and pedestrians from their current location. The system will include signing, informational kiosks and destination maps throughout Hoboken	City/County/TMA	Phase II	Low - Medium
Evaluate intersection lighting and install pedestrian-scale lighting along all existing and future sidewalks and shared-use paths	City/County	Phase I	Medium

# Bicycle and/or Pedestrian Plan

## What to do, and How to do it

Step 6: Adopt as part of Municipal Master Plan by  
Planning Board Resolution



# Bicycle and/or Pedestrian Plan

## Technical Assistance

- NJ Dept. of Transportation Local Technical Assistance Program
- Metropolitan Planning Organizations (MPOs)
- Transportation Management Associations (TMAs)
- NJ Bicycle and Pedestrian Resource Center
- NJ Safe Routes to School Resource Center



# So you completed a Plan... What's next?

## **Put your Implementation Strategy into Action!**

- Identify funding sources to implement projects.
- Keep the public informed of your progress.
- Evaluate your Plan.
- Document successes!

# Safe Routes to School Program

## Why is it important?

- SRTS programs help make bicycling and walking to school safer and more appealing transportation choices, thus encouraging a healthy and active lifestyle from an early age.



# Safe Routes to School Program

## What to do, and How to do it

### 1. Build a SRTS Team



# Safe Routes to School Program

## What to do, and How to do it

2. Obtain a Resolution of Support, endorsement letter or Memorandum of Understanding from your municipal government



### Model Resolution of Support

**WHEREAS**, there is a need to promote the health and safety of our children; and

**WHEREAS**, nearly one out of three children (31%) ages 10-17 are overweight or obese in New Jersey and New Jersey has the second highest rate of obesity (17.9%) for low-income children ages 2-5; and

**WHEREAS**, lack of physical activity has had a significant impact on children's health and well-being, resulting in higher rates of obesity, diabetes, heart disease, and other related health concerns compared to 30 years ago; and

**WHEREAS**, driving children to school by private vehicle and idling in the school vicinity contributes to traffic congestion and air pollution near the school; and

**WHEREAS**, air pollution near schools can have adverse effects on student health, including decreased lung development, allergies and asthma, as well as on the local environment; and

**WHEREAS**, Congress has designated federal funding to develop the National Safe Routes to School Program to address these challenges; and

**WHEREAS**, bicycling and walking to school can have a positive mental and physical impact on the health of children and youth, and helps them arrive at school ready to learn; and

**WHEREAS**, providing safer routes to and from schools aims to decrease pedestrian and bicycling related injuries, not just for students but for the entire community; and

**WHEREAS**, the Safe Routes to School program uses education, encouragement, infrastructure and enforcement strategies to help make walking and bicycling to school safer and more attractive to children; and

**WHEREAS**, a successful Safe Routes to School program involves schools, school boards, citizens and local government to collaborate to enable and encourage children, including those with disabilities, to walk and bicycle to school safely; now, therefore, be it

**RESOLVED**, that  (BOE or equivalent) / (local municipality)  support the Safe Routes to School program and are proponents of developing and maintaining safe ways to walk and bicycle to school.

# Safe Routes to School Program

## What to do, and How to do it

3. Plan and implement at least 2 walk and/or bike to school events
  - **Must occur within 2.5 years of SJ submission deadline**





# Safe Routes to School Program

## What to do, and How to do it

4. Complete one of the following:
  - a) Submit a School Travel Plan **from within 5.5 years of the June submission deadline**
  - b) Conduct at least 4 walk/bike to school events (in addition to the 2 in Step 3) **within 2.5 years of the June submission deadline**
  - c) Conduct an evaluation of existing conditions using the student arrival and departure tally and/or NJ SRTS Parent/Caregiver Survey **from within 2.5 years of the June submission deadline**

# Safe Routes to School Program

## What to do, and How to do it

- The requirements for Sustainable Jersey are the same for the statewide SRTS Recognition Program for the SRTS **Silver Level**.
- Municipalities can show proof of Silver recognition to get points for Sustainable Jersey.
- Regional Safe Routes to School Coordinators at the TMAs can assist with nominations. **Great resource for technical support!**
- For more information on the NJ SRTS recognition program, visit [saferoutesnj.org](http://saferoutesnj.org).





# So you implemented a SRTS Program ... What's next?

- Apply for **funding**
  - School travel plans that include the proposed projects will garner additional points for the applicant
- **Evaluate** – the 5<sup>th</sup> E
  - Tracking progress provides benchmarks and rationale for continued investment
  - Ideally, should be completed each year



# Complete Streets Program

## Why is it important?

- By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design, operate and maintain the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation.





# Complete Streets Program

## What to do, and How to do it

**If policy adopted within 3.5 years of the June submission deadline**

1. The governing body must adopt a Complete Streets policy by resolution
2. Description of how the policy will be institutionalized and its impacts monitored (template provided).

**If policy is not from within 3.5 years of the June submission deadline**

3. The municipality must demonstrate that they have made progress toward implementation.
  - Flexibility as to what constitutes implementation
    - Changes to protocols and policies
    - Training for staff
    - Implemented projects



# Complete Streets Program

## What to do, and How to do it

The adopted Complete Streets policy must include:

1. State an intent to plan, design, build and maintain all roads to meet the needs of **all users**.
2. **Specify that “all users”** include pedestrians, bicyclists, transit vehicle users and motorists, of all ages and abilities.
3. **Commit to create** a comprehensive, integrated, connected multi-modal transportation network within the community.
4. Recognize the **need for flexibility** and that all streets are different.
5. **Apply to both new and retrofitted projects.**
6. Create a **system for exceptions** that is explicit and understandable.

# So you adopted a Complete Streets Policy ... What's next?

## Implement the Policy!

- Establish internal procedures so that all departments are working toward the same objectives
- Create a checklist
- Provide training to employees
- Track progress (miles of bike lanes, feet of pedestrian accommodations, mode shift)
- Reach out to NJDOT and the NJ Bicycle and Pedestrian Resource Center for guidance