Welcome to

COMPLETE STREETS:
WHY DON’T WE DO IT IN THE ROAD?

WiFi network: **Guest-at-TCNJ3** | Username: **guest1783** | Password: **ujy6uvuh**
Today’s Speakers

Leigh Ann Von Hagen, PP, AICP, Senior Research Manager
Alan M. Voorhees Transportation Center
Rutgers University

Ronda Urkowitz, PP, AICP, Program Director
Cross County Connection

Colin Driver, Director of Economic Development
Borough of Somerville

Laura Torchio, Deputy Director
Transportation Initiatives, Project for Public Spaces

Trish Sanchez, Project Coordinator
Alan M. Voorhees Transportation Center (VTC)
Rutgers University
COMPLETE STREETS:
“WHY DON’T WE DO IT IN THE ROAD?”
Session Agenda:

2. Voorhees Township – Ronda Urkowitz
3. Somerville – Colin Driver
4. Montclair – Laura Torchio
5. Grant Opportunities for Complete Streets – Trish Sanchez
6. Q & A

COMPLETE STREETS: “WHY DON’T WE DO IT IN THE ROAD?”
Health in All Policies (HiAP)

- Considers social & environmental impacts
- Multi-sectoral approach
- Participation of wider community
- Addresses sustainability
Complete Green Streets

Anatomy of a Green Street

Pedestrian friendly
1000 cf soil volume for street tree tree boxes

Landscape areas

Permeable sidewalks

Transit oriented

Shielded, Energy efficient street fixtures

Recycled materials used

Mature Street Trees

Compost amended soils

Permeable pavement in parking lane

Bike Rack

Bike Lane

Permeable pavement in transitway

Bioretention

Interpretative signs

Source: US EPA
Health Benefits of Complete Streets Policies

- Reduction in rate of **chronic diseases** - diabetes, heart disease, depression etc.
- Improvement in **road safety**, reduction in injury & fatality rates
- Reduction in rates of **respiratory diseases** & asthma due to improved air quality
- Health & wellness benefits to disadvantaged communities through **improved access** to amenities & services
- Reduction in illnesses related to **water-borne diseases** due to improved storm water infiltration
Health & Equity in All Complete Streets

- Foster improved physical & mental health
- Include public health professionals
- Assess community needs
- Specify health outcomes
- Address needs of vulnerable populations
- Monitor implementation & measure outcomes
**Sustainable Jersey & Complete Streets**

- Municipalities applying for certification or recertification in 2017 and beyond will must apply under the **new actions** for points related to Complete Streets.
- Adopt Complete Streets - 10 points
- Institute Complete Streets - 10 points
  - Implementation project - 5 point bonus
SUSTAINABLE NEW JERSEY ACTION

Adopt a Complete Streets Policy - 10 points
Adopt a Complete Streets Policy - Requirements

- The governing body must adopt a complete streets policy by resolution or ordinance.

- The resolution must reflect all of the items listed below to earn **10 points**:
  1. State an intent to plan, design, build & maintain all roads to meet the needs of all users.
  2. Specify that “all users” include pedestrians, bicyclists, transit & motorists of all ages & abilities.
  3. Commit to create a comprehensive, integrated, connected multi-modal transportation network within the community.
  4. Recognize the need for flexibility in that all streets are different; user needs must be balanced & fit into the context of the community.
  5. Apply to both new & retrofitted projects.
Adopt a Complete Streets Policy - Resolution
Requirements (continued)

6. Include the following 8 statements which acknowledge the potential benefits of complete streets:

“Whereas, complete streets have the potential for improving physical & mental health either directly or indirectly in the following ways:

1) Incorporating physical activity into our daily lives by increasing pedestrian activity & bicycle use

2) Reducing rates of several chronic diseases related to increases in physical activity from walking & bicycling. Key impacted diseases include diabetes, heart disease, depression, & cancer

3) Reducing rates of injury & death from decreased traffic crashes & improved safety for all users

4) Reducing rates of asthma & other respiratory issues due to improved air quality through emissions reductions & vegetative air filtration
Adopt a Complete Streets Policy - Resolution

Requirements (continued)

6. Include the following language which acknowledge the potential benefits of complete streets (cont.):

5) Multiplying health & wellness benefits resulting from improved access to necessary amenities for vulnerable populations

6) Reducing risk of illnesses related to water-borne pathogens from improved storm water infiltration

7) Increasing the sense of social connectivity & sense of community belonging

8) Improving aesthetics through decorative & functional vegetation

7. The implementation section of the policy must articulate the intent of the community to consider public health during planning & design program phases.

Sustainable Jersey: Adopt a Complete Streets Policy [10 Points]
Quick tips - Adopt a Complete Streets Policy

- Submit documentation that your policy was distributed to all municipal departments.
- Include a maintenance commitment in your resolution, new and retrofit projects.
- Health language is new and prescriptive.
- Create a Complete Streets workgroup that includes public health professional(s).
- If the policy is more than 3 years old, be sure to update and re-adopt with new language using the Sustainable Jersey action.
- Sample policies can be found on the NJ Bicycle and Pedestrian Resource Center website (njbikeped.org), however not all policies listed meet SJ requirements.
What they submitted for points:

- Incorporated physical & mental health language
- Statement that all planning & design studies shall consider public health
- Committee members that includes health professionals
- How CS policy meets Master Plan goals
- Complete Streets Checklist
SUSTAINABLE JERSEY ACTION

Institute Complete Streets - 10 Points

Edward J. Bloustein School of Planning and Public Policy
Institute Complete Streets Action

- New in 2016

- Adopt a Complete Streets action is a pre-requisite.

  - The Adopt a Complete Streets action must be met before earning points for the Institute Complete Streets action, but can be submitted at the same time.
Institute Complete Streets Action

Purpose:

- Institutionalize Complete Streets Policies
- Align community actions in funding, planning, design, maintenance & operations with policy goals
- Update procedures, plans & processes used in transportation decision-making
- Provide training & educational opportunities to staff and professionals.

Sustainable Jersey: Institute Complete Streets *NEW* [10 Points]
Institute Complete Streets - Requirements

1. Build Your Complete Streets Team
   - Include public health professional(s)

2. Establish Internal Review Procedures
   - Adopt **checklists** to be used to ensure projects adhere to the Complete Streets policy

Sustainable Jersey: Institute Complete Streets *NEW* [10 Points]
Institute Complete Streets - Requirements (continued)

3. Attend training

- Training should be provided to elected officials, municipal employees, including engineers, public works employees, public health professionals, & planning & zoning officials

- Possible activities include webinars, conferences, & workshops (internal or by outside experts)
Institute Complete Streets - Additional Points

Implement a Complete Streets Project – **optional for an additional 5 points**

- A narrative description along with pictures of the project explaining how it advances the Complete Streets policy.

Jersey City, NJ
Quick tips - Institute Complete Streets

- Municipal staff and/or consultants must be involved in the planning and implementation of the Complete Streets policy.
- Provide at least the minimum requirements for the checklists. NJ DOT checklists meet requirements.
### What they submitted for points:

- Minutes & attendance list from community meeting
- Inventory of planning & design documents that need to be updated
- Narrative description that explains how the checklists are being used
- Attendance at CS Training (dates & time)

### Voorhees Township Complete Streets Checklist

<table>
<thead>
<tr>
<th>Item to be Addressed</th>
<th>Checklist Consideration</th>
<th>YES</th>
<th>NO</th>
<th>N/A</th>
<th>Required Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Master Plan Element</td>
<td>Is the project limits located within 200' of a transportation facility identified in the Voorhees Township Master Plan (1998 Master Plan, 2003's expansion of the Bicycle Element, and the 2012 Master Plan Re-Examination)?</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Master Plan Element</td>
<td>Is the project limits located within 200' of a transportation facility identified in the Voorhees Township Bicycle &amp; Pedestrian Bicycle Master Plan and Voorhees Township Bicycle Route Plan?</td>
<td></td>
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</tr>
<tr>
<td>Master Plan Element</td>
<td>Is the project limits located within 200' of a transportation facility identified in the Camden County Bicycling and Multi-Use Trails Plan?</td>
<td></td>
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</tr>
<tr>
<td>Master Plan Element</td>
<td>Is the project limits located within 200' of a transportation facility identified in the New Jersey Bicycle and Pedestrian Master Plan.</td>
<td></td>
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</tr>
</tbody>
</table>
What they submitted for points:

- Narrative description with design plans and photos of implementation projects
  - Bike lanes
  - Traffic Calming
  - Transit Shelters
  - Crosswalks
  - Bicycle Parking
Funding Opportunities:

How do you pay to “Do it in the Road?”
Funding Opportunities: How do you pay to “Do it in the Road?”

**GET ACTIVE NJ** – NJ Prevention Network, through funding from NJ Department of Health

- [www.njpn.org/get-active-NJ](http://www.njpn.org/get-active-NJ)
  - Adopt Complete Streets Policy
  - Revise open Space and Recreation Plan to include language on walking
  - Sidewalk maintenance ordinances
  - Technical assistance, training and incentives to municipalities on developing policies to promote walking

**NJ Healthy Communities Network** – [www.njhcnn.org/apply-for-grant/](http://www.njhcnn.org/apply-for-grant/)

- Enhance built environment & develop policies to support healthy eating and active living

- Fall 2017 – Call for Proposals
Funding Opportunities: How do you pay to “Do it in the Road?”

Sustainable Jersey: SustainableJersey.com/grants-resources

- Small grants program for municipalities and schools
- Capacity building and large grants available
- Funds can be used to complete active transportation actions
- Tips for applying:
  - “Sell the project” – What is the problem? Goal? How does it fit in the big picture?
  - Implementation – Be thorough
  - Include representatives from major stakeholders
  - Quality vs Quantity
Funding Opportunities: How do you pay to “Do it in the Road?”

NJ Department of Transportation Grants for Active Transportation: saferoutesnj.org/funding

Federal Funding:

1. Safe Routes to School grants:
   - Infrastructure improvements within 2 miles of K-8 school(s)
   - Examples include sidewalks, bike facilities, traffic calming, etc.

2. Transportation Alternatives Program (TAP):
   - Community-based, local level, non-traditional surface transportation projects
   - Examples include design/construction of on and off road pedestrian and bike trails, conversion of abandoned RR for trails for bikes
Funding Opportunities: How do you pay to “Do it in the Road?”

NJ DOT Grants for Active Transportation: saferoutesnj.org/funding

State Funding:

1. Municipal Aid – latest NJ DOT press release stated additional points given to municipalities with Complete Streets
2. Transit Village
3. Bikeways
4. Safe Streets to Transit

Other NJ DOT Programs:

Bike/Pedestrian Planning Assistance – on-call consultants can assist with projects including bike and pedestrian circulation studies, pedestrian safety assessments, bikeway plans, etc.
SUSTAINABLE JERSEY ACTIONS
MAKING COMMUNITIES WALKABLE AND BIKEABLE

Action Tutorials are now available online!
Tutorials providing guidance on how to achieve points by implementing actions under the Sustainable Jersey program to make communities more walkable and bikeable are now available online.

Implementing some of these actions also meets requirements toward certification in the NJ Safe Routes to School Recognition Program.

For more information, please visit:
saferoutesnj.org/SustainableJerseyActions

Contact us at:
srts@njaes.rutgers.edu
848-932-7901

SUSTAINABLE JERSEY FOR SCHOOLS ACTIONS
ENCOURAGING SCHOOLS TO GO GREEN & CONSERVE RESOURCES

Action Tutorials are now available online!
Schools that want to go green and conserve resources can achieve points under the Sustainable Jersey for Schools program by encouraging students to walk and bike instead of driving. Tutorials on these actions are available online to provide guidance on how to implement the actions.

Implementing some of these actions also meets requirements toward certification in the NJ Safe Routes to School Recognition Program.

For more information, please visit:
saferoutesnj.org/SustainableJerseyActions

Saferoutesnj.org/SustainableJerseyActions
NJ Safe Routes to School Resource Center
Rutgers University – Voorhees Transportation Center

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saferoutesnj.org
njbikeped.org
VOORHEES TOWNSHIP

Complete Streets Implementation

“How We Got There”

– Ronda R. Urkowitz, P.P., AICP
Voorhees Township Characteristics

- 2010 Population: 30,000
- 2010 Employment: 32,000 (est)
- Square Miles: 12
- Population Density: 2,500/sq. mi.
- 16 miles from Phila.
- 50 miles from Atlantic City
- 120 miles of roadways
- 97 miles Twp. maintained
Sustainable Voorhees

- 2011: Township Committee Proclamation
- 2013: Township Committee Resolution
  - Subcommittee of Environmental Commission
  - Designates Township Administrator as the Administrator of SJ Certification Program
Green Team

- Small core group of residents dedicated to SJ mission
- Wide range of expertise and interest in many SJ Actions
- Individuals typically pursue what interests them
  - Transportation planning
  - Bicycle planning
Sustainable Jersey Certified

2013: Bronze with 235 points

2016: Silver with 385 points including 25 points for complete streets

- 10 points policy
- 10 points institutionalize
- 5 points implementation project
How did we get to complete streets institutionalization?

- Green Team members concerned with bike/ped safety & traffic congestion issues
- Engineering consultant recommended policy as part of bike/ped accessibility study for Voorhees Town Center
- TMA encouraging municipalities to pursue
- Camden County had adopted policy
- Governing body supportive of policy
Steps Towards Implementation:
Know your town by becoming familiar with planning/technical documents

- Ordinances
- Master Plan
- Environmental plans
- Open Space plans
- Engineering studies
- Others

As documents are updated, modify to comply with Complete Streets Policy
Based on review of township ordinances, able to demonstrate health language not an issue since already implementing health-related actions.

- Smoke free/tobacco-free policy for all public buildings & outdoor spaces
- Community parks pesticide free
- Schools participate in SRTS program
Formed Technical Advisory Committee Including
- Township Administrator
- Township Committee
- Police
- Engineering & Planning
- Public Works
- Professional engineering & planning consultants

Adopted Checklist
- NJDOT checklist
- Project manager completes
- Technical Advisory Committee members review (1 week)
Voorhees has 5-Year Road Plan

Engineer has ranked every road in terms of:
- Walkability
- Bikeability
- ADA Compliance
- Signage

Coordinates with Camden County

As county improves roads traveling thru Voorhees sidewalks and bike lanes are considered
Resurfacing Project Planned

- Laurel Oak Rd connects county road with neighborhood
- Passes high school
- Off road bike path starts at high school
- Safety concerns—wide road, blind curve, student drivers, bicyclists
Results
- Bike Lanes
- Cross walks
- Signage
- Speed Tables

Outcomes
- Reduced speeds
- Dedicated travel lane for bicyclists
- Better visibility of pedestrians and bicyclists
- Improved motorist awareness
SINCE ADOPTION

- New transit shelters
- New sidewalks
- New bike lanes
- Purchased bike racks for public locations
- Considering policy to require bike parking
- Partnering with Gibbsboro on bike facilities project
- Received Safe Routes to Transit Grant ($180,000)
Seek assistance from others

- Work with local TMA (there is one for every county)--TMACouncilNJ.org
- Review Sustainable Jersey’s suggested language--SustainableJersey.com
- Review complete streets policies of similar towns
- Identify what is already in place in your town
- Actively involve member of administration (elected official/professional staff member)
Anticipate questions/stumbling blocks

- How will review process work?
- What are the review guidelines requirements?
- Who responsible for review?
- What is review timeline?
- Will review process delay approvals?
DON’T BE AFRAID TO DO IT!

Chances are your town is already practicing some complete streets elements. You just need to formalize existing actions.
Ronda R. Urkowitz, P.P., AICP
Program Director

Cross County Connection
Transportation Management Association

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Somerville
Sustainability Summit
6/21/2017
The Borough of Somerville

- County Seat of Somerset County
- 2.2 square miles in area
- Population 12,400 +/-
- 3 public schools
- 2 parochial schools

More Urban than Suburban

- Aggressive redevelopment – 3 redevelopments areas on Main Street
- Very busy Main Street
- Main Street (Downtown) is a destination
- Main Street is State Route 28

- Borough is on the NJT Raritan Valley Line – Station one block from Main
- Borough Downtown core Area is a designated Transit Village
Three RD Areas within Downtown Core & TV Boundary

- West End Redevelopment Area
- Transit Village District
- East Central Business District Redevelopment Area
- Station and Landfill Redevelopment Area
- NJ Transit Station
Borough Concerns

- Pedestrian Safety & Mobility
- Access to and from Downtown Core
- Access to new areas
- Vehicle Speed
- Parking
- Transit Access
- Bicycle Safety
- Traffic Flow in and around Core
Transit
Transit
Making It All Work

- Planning
- Zoning
- Development
- Master Plan
- Redevelopment Plans
- Redevelopment Agreements
- Partnerships
- Cooperation
- Implementation
- Context
Complete Streets

• The Borough Formed a Complete Streets Committee as part of the Sustainable Jersey “Green Team” program

• Follow the Sustainable Communities check list

• Formalized the Practices and policies in place

• Gives greater confidence when applying for grants that they will be reviewed favorably
Veterans Memorial Drive
Division Street - 2009
Main Street
Main Street – Street Fair
Main Street – Friday Night Cruzers
Main Street – Jazz Fest
The Old
Destinations
Landfill Redevelopment Area Elements

- Wetlands
- Somerset Dev
- Richards
- Landfill Station
- Shoprite
- New Mixed Use
  - 108 Units
  - 35,000 Retail
- Future Mixed Use
  - 135 Units
  - Wellness Center
  - 35,000 Retail
- Station Road
  - Link Rt 206 to Station Area
- South Davenport Street
  - Built to link Main Street to Station Area
- Green Seam
- Station
- Duke Farms Estate

BOROUGH OF SOMERVILLE
CHARTERED 1859
Around Town
Somerville
It’s A Sustainable Place
WHERE WE HAVE WORKED
Since 1975

Helping people create and sustain public spaces that build stronger communities.

46 countries, 6 continents, 50 US states, 7 Canadian provinces, 1000 cities, 3,000 communities.
WHAT IS PLACEMAKING?

Placemaking is a collaborative process of people coming together to *reimagine and reinvent public spaces.*
The Social Life of Small Urban Spaces

William “Holly” Whyte
“It’s hard to create a space that will not attract people, what is remarkable, is how often this has been accomplished.”
~Holly Whyte

WHY???
WE’RE NOT SEEING THE BIG PICTURE
SUSTAINABLE COMMUNITIES OF THE FUTURE

Public Spaces
Squares, Parks, Parking Lots, Markets, Streets, Transit

City Hall
Churches
Schools
Community Centers
Theatres/Museums
Offices
Libraries
Coffee Shops
Hospitals
Transit
WHAT MAKES A GREAT PLACE?

PLACE

SOCIABILITY

USES & ACTIVITIES

ACCESS & LINKAGES

COMFORT & IMAGE

PROJECT FOR PUBLIC SPACES
Doing It in the Road is Healthy (AF)

1. Streets are for Everything
2. Doing It Complete Streets Style
3. Streets as Healthy Places
4. Doing It in Montclair, NJ
Streets are for Everything

Like few other places, streets are a public stage where life unfolds.

http://www.pps.org/streets/
Doing It “Complete Streets” Style
Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

(Source: National Complete Streets Coalition)

Complete Streets:
- Prioritize People Space
- Create “Sticky” Streets & Layering Activities
- Slow Down Cars
- Flexibility
Prioritize People Space

Pearl Street Plaza (Brooklyn, NY)
Prioritize People Space

Shared space is an urban design approach which seeks to minimize the segregation of pedestrians and vehicles. This is done by removing features such as curbs, road surface markings, traffic signs, and traffic lights.
Prioritize People Space
Create sticky streets

Layer Activities so people want to hang out there

- Temporary or permanent
- Seasonal
- Daytime or evening
- Young and old
Create sticky streets
Slow Down Cars

- 4,280 pedestrians hit and killed in traffic in 2010 in the U.S.
- 70,000 pedestrians injured
There is no singular design prescription for Complete Streets; each one is unique and responds to its community context.

(Source: National Complete Streets Coalition)

AASHTO Guide for Achieving Flexibility in Highway Design (p.15)

“Selection of a design level of service represents an important design control that is a choice of the project team. This choice should be made carefully, with the input and understanding of the community and all stakeholders...”

A flexible or context-sensitive approach for a project acknowledges the need to tailor the level of service to other design controls and constraints within the context of the project’s purpose and need.”
True or False?

The only design standard that can be used on Federal-aid highway projects is the AASHTO *A Policy on Geometric Design of Highways and Streets* (Green Book).

False!

States may adopt their own standards for non-NHS projects *(23 CFR 625.3(a)(2))*.

When a Green Book standard applies but an element of the design is outside the Green Book parameters, a design exception may be considered in accordance with 23 CFR 625.3(f).
When you design your community around cars and traffic … you get more cars and traffic.
When you design your community around people and places … you get more people and places.
DAD vs. POP
Decide Announce Defend

PROJECT / DISCIPLINE DRIVEN
PROCESS

- Problem/Solution Defined
- Identify Constraints
- Design to Avoid Constraints
- Evaluate Damages of Constraints
- Mitigate Damages of Constraints
- Get Environmental Approvals
- Design
- Build

Public Input

PLACE-LED / COMMUNITY-BASED
PROCESS

- Define Place
- Identify Stakeholders
- Evaluate Space
- Identify Issues
- Place Vision
- Short-Term Experiments
- Ongoing Reevaluation & Long-Term Improvements

Public Input
LQC Spectrum of Change

- **Quick Build**
- **Demonstration**
- **Pilot Project**
- **Interim Design**
- **Permanent Installation**
New Lenses  New Vision

Suddenly I See

Base your vision on how you want to live, not what you've learned to live with.
Stop thinking THIS

...or even THIS

Think about Completing Streets based on Community Context
RESOURCES
www.pps.org
Streets as Healthy Places
Determinants of Health

Social Determinants
- Resources to meet daily needs
- Social norms & attitudes
- Exposure to crime or violence
- Social support
- Public safety
- Exposure to technology
- Socioeconomic conditions
- Quality schools
- Transportation options
- Residential segregation

Physical Determinants
- Natural environment
- Built environment
- Worksites, schools, and recreational settings
- Housing, homes, and neighborhoods
- Exposure to toxic substances
- Physical barriers
- Aesthetic elements
HOW HAVE WE BEEN DESIGNING OUR PLACES?
Getting from Point A to Point B Is Tougher Among Cul-de-Sacs Than on a Grid Pattern

Images of two Atlanta neighborhoods are of the same scale, about one square mile. Travel distance on the left is 1.3 miles; travel distance on the right is 0.5 miles.

SOURCE: Health and Community Design by Lawrence D. Frank et al. ©2003
Lawrence D. Frank and Peter Engelke. Reproduced by permission of Island Press, Washington, D.C.
THE RESULTS?

• 2/3 of American adults either *obese or overweight*

• **Physical inactivity** is the 4\(^{th}\) leading cause of death globally

• Half of Americans have a *chronic disease*

• 26% of Americans suffer from *depression*

• Growing *health disparities*
5 Key Factors

Social Support & Interaction

Walking & Biking

Play & Active Recreation

Healthy Food

Green & Natural Environments
What programs and activities can happen on streets to improve people’s health?
Outline for Presentation

(45 min presentation total)

1. Introduce Placemaking – what is it and why is creating destinations and great public places important for health? - PHILIP
2. LQC – What is it? – PHILIP
    Kate is sharing some slides that you could potentially use, too
3. Healthy LQC Opportunities for Parks and Squares/Plazas - PHILIP
4. Healthy LQC – Markets – KELLY
   • Why markets? – benefits, low risk/low investment
   • Techniques to address health – SNAP/WIC, cooking demos, walking/running clubs @ mkts (Flint?)
   • Case studies – Camden, ENYF!
5. Healthy LQC – Streets – KATE
   • How streets can support existing ‘healthy’ destinations and places by adding extra space for healthy uses/activities
   • Using streets for active recreation
   • Remaking streets to encourage walking, biking, and recovering space for activity – Rightsizing LQC strategies
6. Healthy LQC Process – KATE
    Sharing some slides with you on this that I could adapt
   Anything!
Streets as everyday parks/playgrounds
Park(ing) Day
Greening the Streets
Reclaiming streets for special events
And anything else you can fit in a parking space, in a street plaza, or on a wider sidewalk
It matters!!

“Never ever feel like bicycle and pedestrian improvements are 'fluff.' Every time you enable a child to be physically active, you are helping to prevent chronic illness, disease and premature death.”

~Janet Heroux, NJDOH
HOW DO YOU DO IT?

The Community is the Expert

Place, Not Just Design

You Can’t Do It Alone

You Are Never Finished
Collective Impact occurs when organizations from different sectors agree to solve a specific social problem using a common agenda, aligning their efforts, and using common measures of success.

The Collective Impact Model allows partners to leverage efforts even when their missions differ.
When you focus on place, you do everything differently.

~Fred Kent

CONVERGENCE OF MOVEMENTS/DISCIPLINES AROUND PLACE

PLACE

URBAN EQUITY

SMART GROWTH

CLIMATE CHANGE / SUSTAINABILITY

LOCAL FOOD SYSTEMS

HISTORIC PRESERVATION

TRANSPORTATION & LAND USE

PUBLIC HEALTH

LOCAL ECONOMIES

COMMUNITY ENGAGEMENT
Doing It in Montclair, NJ

Find the Zealous Nuts!

Leaders (Zealous Nuts) are visionaries with a poorly developed sense of fear and no concept of the odds against them…

They make the impossible happen

- Dr. Robert Jarvik
Case Study: Montclair NJ

- NJDOT Bike/Ped Study 2002
- NJDOT Pilot SRTS 2005
- NJ SRTS Grants
- First NJ CS Policy 2009
- Walk/Bike Friendly Community & SRTS Gold 2013/14
- NJ DOT CS Implementation Plan
- Pop-Up Everything
- Paint the Pavement Program
- Parklet Ordinance 2017
Pop-Up Everything

A Better Bloomfield Avenue

Mark Ronson ft. Bruno Mars-"Uptown Funk" (Red Light Session Montclair Center)
Pop-Up Everything

OpenStreetsMtc 2015, 2016
Pop-Up Everything

OpenStreetsMtc 2015, 2016

What Are The Benefits of Parklets?
Pop-Up Everything

Pop-up Bike Lanes
Pop-Up Everything

Sharrows & Wayfinding
Pop-Up Everything

Artful Crosswalks
Complete Streets Implementation Plan

MontclairSAFE (Streets Are For Everyone)
Paint the Pavement Program

Intersection Murals
Parklet Ordinance

Parks in Parking Spaces
Parklet Ordinance

Parks in Parking Spaces
Was it Good for You? ;)

Doing It in the Road is Healthy (AF)

1. Streets are for Everything
2. Doing It Complete Streets Style
3. Streets as Healthy Places
4. Doing It in Montclair, NJ
Stay in Touch!

pps.org (read our blog, subscribe to our free newsletter)

@PPS_Placemaking

facebook.com/ProjectforPublicSpaces

PPS_Placemaking

Placemaking Leadership Council

LAURA TORCHIO
Deputy Director - Transportation
ltorchio@pps.org
Final Thoughts

Collective Impact:

*n. the commitment of a group of actors from different sectors to a common agenda for solving a specific social problem, using a structured form of collaboration*