

Community Workshop

June 17, 2013

County Administrative Complex
One Spring Street, Newton

Join Sussex County and the North Jersey Transportation Planning Authority (NJTPA) to learn about the Sussex County Complete Streets Study, which will investigate and recommend possible context sensitive solutions to safely integrating various modes of transportation (cars, bikes, walking, etc) into the County's rural transportation network.

This is the first of four public events. All are welcome to attend one or both activities.

Complete Streets Walking Tour

4:00 PM in the 3rd Floor Conference Room

Join County officials and the study team on a walk in downtown Newton to learn how to identify what makes a street "complete."

Introduction to Complete Streets & Street Type Workshop

7:00 PM in the Freeholder Meeting Room

Learn more about what "complete streets" means in Sussex County. An interactive workshop will show how to identify street types in your neighborhood and around the County.

More information about the study can be found at
www.SussexCountyCompleteStreets.com



Complete Streets Fact Sheet

Complete Streets

- A "complete" street is designed for safe use by all potential users – which may include pedestrians, bicyclists, motorists, and public transportation riders of all ages and abilities. Complete Streets increase opportunities for transportation choices where there is a demand for making walking, bicycling and/or taking public transportation a safe and viable option for travel.

What is a Complete Streets Policy?

- Complete Streets policies help to guide transportation planners and engineers to incorporate *context-sensitive* designs to allow everyone to safely access the street, regardless of age, ability, or mode of transportation.
- A complete street may include: sidewalks, bike lanes (or wide paved shoulders), strategic re-striping, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, comfortable and accessible public transportation stops, and more.
- A complete street in a rural area will look quite different from a complete street in a more densely populated area, but both are designed to balance safety and convenience for everyone using the road.

A Complete Streets Policy IS NOT:

- A design prescription. It's not about adding sidewalks and bike lanes to every road, but it is about considering those context-sensitive options as part of municipal planning and decision making and coordinating designs with other municipal and regional authorities.
- A mandate for immediate installation or retrofitting of existing transportation networks. Rather, it is about creating a structure for implementing these improvements over time, and whenever feasible.
- A magic formula. While implementing a Complete Streets program is an important sustainable community feature, other initiatives and issues must be addressed by municipalities, including land use planning, environmental concerns, vehicle miles traveled (VMT) reduction, and proximity of recreational land and other open space.