

Safe Routes to School

The Safe Routes to School Program (SRTS) is a federally funded reimbursement program that was established in August 2005 by the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). The federal-aid SRTS program provides federal-aid highway funds to State Departments of Transportation. The main objectives of the program are:

- to enable and encourage children in grades K-8, including those with disabilities, to walk and bicycle to school;
- to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and,
- to facilitate the planning, development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption and air pollution in the vicinity of schools.



The SRTS Program provides funding for infrastructure and projects including the planning, design, and construction or installation of sidewalks, crosswalks, bicycle facilities, and traffic-calming.

Complete Streets

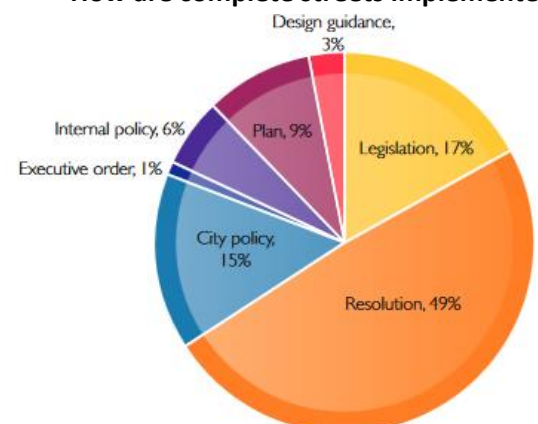
Over the past hundred years, many of our local roadways have built thousands of miles of streets and roads that are safe and comfortable for one road user; the motor vehicle. Complete streets are roads and avenues with room for every traveler to safely reach their destinations. Regardless of the mode of transportation, complete streets provide people of any age and ability the choice to walk, cycle, use public transit or automobiles. This enhances the transportation experience by providing people safe and equitable choices.

Ideally, both your state and local jurisdiction has adopted some complete streets policy that requires the planning and design stages of construction and maintenance of roadway facilities will include the needs of all road users. Over [1,400 complete streets policies have been passed in the United States](#) in small towns and big cities alike. Most often, policies are passed via resolution, city policy, or legislation.

A Natural Partnership

Over the past 50 years, the percentage of children walking to school has [decreased over 66%](#), with the key reasons described by parents and researchers relating to distance to school and safety concerns for the commuting children. Through SRTS funding, communities are conducting bicycle and pedestrian safety education, enforcing speed limits, and are making engineering improvements around schools. Indeed, SRTS funding doesn't just serve to protect children, as one study found that [65 million Americans live within a half-mile of a school](#), meaning the benefits would be shared by all.

How are complete streets implemented?



Complete Streets and Safe Routes to School: A Natural Partnership

Applying Complete Streets design principles around and on routes to schools will result in neighborhoods where parents and children feel safe while walking and bicycling to school—without having to retrofit streets using limited Safe Routes to School funds. Many towns around the country have also established policies and resolutions by which Public Works officials shall integrate Complete Streets into the routine planning, design, implementation, and operation of transportation infrastructure throughout their municipalities.

Developing a Complete Streets Plan

There are many resources in New Jersey to help you develop and implement local complete streets policies:

- The [New Jersey Bicycle and Pedestrian Resource Center](#) collects all adopted Complete Streets policies around New Jersey.
- A short video, The [Complete Streets Movement in NJ](#), highlights municipalities that have embraced Complete Streets.
- The [Making Complete Streets a Reality Guidebook](#) includes information on developing Complete Streets policies, updating local policies and procedures and more.
- The [New Jersey Department of Transportation Complete Streets](#) website includes information on success stories, workshops, etc.
- New Jersey's [eight Safe Routes to School Regionals Coordinators](#) offer a variety of services including help with Complete Streets and Safe Routes to School initiatives.



Evaluating Complete Streets: A Guide for Practitioners

When identifying and designing an area with complete streets principles in mind, performance measures are often used to provide a quantitative indicator of past performance and future potential. Over the last decade, the National Complete Streets Coalition has promoted the use of performance measures that better reflect multimodal needs and that are relevant to individuals using the system. Performance measurement includes establishing performance targets, modeling impacts, and monitoring results. With helping teach elected leaders, residents, transportation planners and engineers in mind, a guidebook was developed to help agencies interested in beginning project evaluation efforts. This guide will help you evaluate projects, identify useful measures to common problems, and help you identify stakeholders and partners to work with.

Interested in finding methods to help you adopt complete streets policies? Visit <https://www.smartgrowthamerica.org/app/legacy/documents/cs-local-policy-workbook.pdf>

You can also download a guidebook at <https://cait.rutgers.edu/system/files/u18/CompleteStreets.pdf>