

**Borough of Red Bank
Complete Streets Policy
September, 2018**

I. PURPOSE

To create and implement a Complete Streets Policy in Red Bank through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities within public rights of way, including projects processed or administered through the Borough's Capital Program.

II. DEFINITIONS

A Complete Street is defined as means to provide safe access for all users by designing and operating a comprehensive, integrated, connected multi-modal network of transportation options.

III. BACKGROUND

The benefits of Complete Streets are many and varied:

- Complete Streets improve safety for pedestrians, bicyclists, children, older citizens, non-drivers and the mobility challenged as well as those that cannot afford a car or choose to live car free.
- Provide connections to bicycling and walking trip generators such as employment, education, residential, recreation, retail centers and public facilities.
- Promote healthy lifestyles.
- Create more livable communities.
- Reduce traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions.
- Complete Streets make fiscal sense by incorporating sidewalks, bike lanes, safe crossings and transit amenities into the initial design of a project, thus sparing the expense of retrofits later.

IV. POLICY

The Borough of Red Bank shall implement a Complete Streets policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities. This includes all projects funded through the Borough's Capital Program. The Borough of Red Bank encourages the adoption of similar policies by the County and State when they are funding or undertaking the retrofit or construction of transportation facilities within Red Bank. The specific provisions of Red Bank's Complete Streets Policy are to:

1. Create a comprehensive, integrated, connected multi-modal network by providing connections to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers.
2. Provide safe and accessible accommodations for existing and future pedestrian, bicycle and transit facilities.
3. Establish a checklist of pedestrian, bicycle and transit accommodations such as accessible sidewalks curb ramps, crosswalks, countdown pedestrian signals, signs, median refuges, curb extensions, pedestrian scale lighting, bike lanes, shoulders and bus shelters with the presumption that they shall be included in each project unless supporting documentation against inclusion is provided and found to be justifiable.
4. Establish a procedure to evaluate resurfacing projects for complete streets inclusion according to length of project, local support, environmental constraints, right-of-way limitations, funding resources and bicycle and/or pedestrian compatibility.
5. Anticipate likely future demand for bicycling and walking facilities and plan for the provision of such future facilities.
6. Address the need for bicyclists and pedestrians to cross corridors as well as travel along them. Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections, interchanges and bridges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
7. Design bicycle and pedestrian facilities to the best currently available standards and practices including the New Jersey Roadway Design Manual, the AASHTO Guide for the Development of Bicycle Facilities, AASHTO's Guide for the Planning, Design and Operation of Pedestrian Facilities, the Manual of Uniform Traffic Control Devices and others as related.
8. Stay abreast of and support new technologies in improving safety and mobility.
9. Make provisions for pedestrians and bicyclists when closing roads, bridges or sidewalks for construction projects as outlined in NJDOT Policy #705 – Accommodating Pedestrian and Bicycle Traffic During Construction.

10. Consider connections for Safe Routes to Schools, Safe Routes to Transit, Transit Villages, trail crossings and areas or population groups with limited transportation options.
11. Complement the context of the surrounding community.
12. Comply with the most recent accessibility and ADA requirements.

V. IMPLEMENTATION

To implement this Complete Streets Policy, the Borough shall:

1. Distribute to all Department Heads a copy of this Complete Streets Policy upon adoption.
2. Make available complete streets training material to the appropriate department heads and members of the Planning Board, Zoning Board, Environmental Commission and Historic Preservation Commission.
3. Establish Performance Measures to gauge success.
4. Update the Borough's Design Standards for to provide guidance for private developers to follow when private development affects elements of a complete street, such as sidewalks, crosswalks, handicapped ramps, street furniture, street lighting, street landscaping and roadway surfaces.
5. Ensure all initial planning and design studies of complete street infrastructure projects shall consider opportunities to improve public health.

VI. EXEMPTIONS

Exemptions to the Complete Streets policy can be made by the Borough Business Administrator with supporting data that indicates one of the following reasons for the exemption:

- 1) Non-motorized users are prohibited on the roadway.
- 2) Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
- 3) Detrimental environmental or social impacts outweigh the need for these accommodations.
- 4) Cost of accommodations is excessively disproportionate to cost of project, more than twenty percent (20%) of total cost.
- 5) The safety or timing of a project is compromised by the inclusion of Complete Streets.

An exemption other than those listed above must be documented with supporting data and approved by the Borough's governing body.