



# City of Long Branch Complete Streets Policy Guide

November 10, 2014

## Overview

This guide is to be used in conjunction with the City of Long Branch Complete Streets Policy. As noted in the policy, it is the City's intention to safely accommodate travel by pedestrians, bicyclists, transit, and motorized vehicles on the City's roadways by incorporating certain complete street elements into new and reconstructed roadways.

There are a number of ways to achieve complete streets and not every roadway demands every element of a complete street. Each street is unique and must respond to its local context. A complete street may include such elements as sidewalks, bike lanes, bus lanes, comfortable and accessible transit stops, frequent and safe crossing opportunities, median islands, countdown pedestrian signals, curb extensions and narrower travel lanes. Other accommodations can include such amenities as accessible sidewalk curb ramps, signs, pedestrian scale lighting and shoulders. Many of these amenities also act as traffic calming measures.

The appropriate design program will be determined on a case-by-case basis in consultation with the City Engineer and subject to the approval of the presiding local, county or State agency.

## Design Strategy

Generally, complete street elements should be incorporated into all new and substantially rebuilt streets or street sections, whether built by the City or a private developer. Maintenance and minor alterations to the right-of-way should incorporate complete street elements whenever possible but in no case should such maintenance or alteration create a condition that is less compatible with the complete streets policy.

Each design will comply with State, County and local agency design guidelines and complete streets policies. In particular, pedestrian and bicycle facilities shall be designed and constructed using the best currently available standards and practices including the New Jersey Roadway Design Manual, AASHTO guidelines, NJDOT and NJ Transit standards, the Manual of Uniform Traffic Control, and others as related. Additionally, a checklist of pedestrian, bicycle and transit accommodations in compliance with the Monmouth County Complete Street policy will be considered in each project where county jurisdiction applies.

## Street Typologies

Local and regional context, safety, environmental constraints and existing and future user patterns must be taken into consideration when determining the proper application of complete street elements. The tables below identify certain street types found in Long Branch and link them to recommended complete street elements. This typology is meant to be illustrative and may be revised and expanded over time.

Although the street typologies presented here are similar to the FHA/NJDOT Functional Classifications, they are meant to be more representative of local conditions and usage patterns.

### Additional Guidance

The following documents address specific circulation and design issues in Long Branch and should be consulted when implementing the complete streets policy:

- Oceanfront Master Plan
- Redevelopment Plans
- Public Realm Framework
- Long Branch Master Plan Circulation Element
- Transit Village District Regulations
- Monmouth County Coastal Evacuation Routes Study
- Long Branch Environmental Resource Inventory Non-Vehicular Mobility Section and Map

### ① LONG BRANCH STREET TYPOLOGY

Street Type	General Description	Representative Streets
Neighborhood	Primarily residential, limited or no through traffic. Generally lower speeds and volume.	York, Lockwood, Hamilton, Ludlow, Castlewall, Hillsdale
Community	Provides primary access to school, recreation or community facility.	Van Court, Eastbourne, 7 <sup>th</sup> , Rockwell, Atlantic
Commercial	The City's primary retail corridors.	Broadway, Brighton
Station Access	Provides primary access to train stations.	Morris, 3 <sup>rd</sup> , Lincoln
Minor Arterial/Collector	Connect neighborhoods and other development to the principal highway system.	Park, Cedar, Norwood, Brighton, Bath, Westwood, Branchport
Parkway	Serves through traffic but also provides access to oceanfront recreational opportunities.	Ocean Boulevard, Ocean Avenue
Principal Arterial	Characterized by high traffic volumes and long trip lengths. Principal arterials create a continuous network of roads, and connect to other major arterials.	NJ Route 36 (Joline Ave)

**② RECOMMENDED ELEMENTS BY STREET TYPE**

Complete Street Elements	Neighborhood	Community	Commercial	Station Access	Minor Arterial/ Collector	Parkway	Principal Arterial
Sidewalks	✓	✓		✓	✓	✓	✓
Full-width sidewalks			✓				
Crosswalks	✓	✓			✓		
Enhanced crosswalks			✓	✓		✓	✓
Curb extensions			✓	✓		✓	
Medians/refuge islands						✓	✓
Pedestrian signals		✓	✓			✓	✓
Shared lanes (vehicle/bike)	✓	✓					
Bike lanes/paths			✓	✓	✓	✓	✓
Narrow travel lanes	✓	✓					
Transit stop w/bench			✓	✓	✓	✓	✓
Transit shelter			✓	✓		✓	✓
Bus pull off lane						✓	
Beach drop-offs						✓	
Street Trees	✓	✓	✓	✓	✓	✓	

**Future Considerations**

- **Complete Streets Detailed Information Plan**

Ongoing studies by the City's Green Team or other groups, agencies and departments for prioritizing streets, identifying each street by type, and making specific observations may be included in a table or plan and added to the Complete Streets Policy Guide by the governing body at any time.

- **Community Forestry Plan & Canopy Goal**

As part of the City's 5-year Community Forestry Plan (currently underway), the Long Branch Environmental Commission may review and set a goal for the city's tree canopy. The street tree suggested goal(s) may also be incorporated into the Complete Streets Policy Guide by the governing body at any time.

- **Bicycle and/or Pedestrian Audits and/or Plans**

Further studies of other viable transportation options, such as bicycle and/or pedestrian audits and/or plans, may be considered and adopted into the Complete Streets Policy Guide and City Master Plan by the governing body and Planning Board at any time.

- **Safe Routes to Schools program**

A Safe Routes to Schools supplementary program is another option to enable and encourage children to walk or bike to school safely. This program may be adopted as a supplement to the Complete Streets Policy Guide by the governing body at any time.

- **Safe Routes to Parks, Recreation and Community Activities program**

A Safe Routes to Parks, Recreation and Community Activities supplementary program is another option to enable and encourage the community as a whole to walk or bike to parks, recreation and community activities safely. This program may be adopted as a supplement to the Complete Streets Policy Guide by the governing body at any time.