

**BOROUGH OF RED BANK  
COUNTY OF MONMOUTH  
STATE OF NEW JERSEY**

**ORDINANCE NO. 2024-35**

**ORDINANCE AMENDING CHAPTER 9: “BOARDS, COMMITTEES AND COMMISSIONS” AND CHAPTER 608:  
“STREETS AND SIDEWALKS” OF THE BOROUGH’S REVISED GENERAL ORDINANCES TO CREATE A COMPLETE AND  
GREEN STREETS ADVISORY COMMITTEE AND ESTABLISH A COMPLETE AND GREEN STREETS POLICY**

**WHEREAS**, the Borough of Red Bank (the “Borough”) finds that Complete and Green Streets provide a comprehensive, integrated, connected multi-modal network of transportation options through planning, design, construction, maintenance, and operation of new and retrofit transportation facilities along the entire right-of-way for all users of all ages and abilities; and

**WHEREAS**, Complete and Green Streets provide an equitable transportation system that serves all residents; and

**WHEREAS**, Complete and Green Streets encourage walking and bicycling, healthy habits that reduce rates of chronic diseases such as diabetes, heart disease, cancer and stroke through increased physical activity; and

**WHEREAS**, Complete and Green Streets promote health equity by providing people who typically face significant barriers to better health with more opportunities to live healthier lives; and

**WHEREAS**, Complete and Green Streets support the goals of the Red Bank Master Plan and supporting elements;

**NOW, THEREFORE, BE IT ORDAINED** by the Mayor and Council of the Borough of Red Bank, County of Monmouth, State of New Jersey, that Chapter 9: “Boards, Committees and Commissions” of the Borough’s Revised General Ordinances is hereby amended to include *new* Article XI: “Complete and Green Streets Advisory Committee” (previously reserved), including *new* Section 9-46: “Creation” and *new* Section 9-47: “Membership; Organization; Powers and Duties” as follows:

**CHAPTER 9: “BOARDS, COMMITTEES AND COMMISSIONS”**

\* \* \*

**ARTICLE XI: “COMPLETE AND GREEN STREETS ADVISORY COMMITTEE”**

**§ 9-46            Creation.**

There is hereby created an advisory committee, which shall be known as the "Complete and Green Streets Advisory Committee".

**§ 9-47            Membership; Organization; Powers and Duties.**

- A. *Membership*. The Complete and Green Streets Advisory Committee shall consist of eight members as follows:
- (1) Two Governing Body members, to be appointed by the Governing Body;
  - (2) One member of the Environmental Commission or Green Team, to be appointed by the Governing Body;
  - (3) One member of the Police Department Traffic Safety Bureau, to be appointed by the Chief of Police;
  - (4) Director of Public Utilities;
  - (5) Borough Manager or their designee;
  - (6) Director of Community Development; and
  - (7) Director of Parks and Recreation.

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**B. *Organization.***

- (1) The Complete and Green Streets Advisory Committee shall meet annually to reorganize and determine when it shall meet and how often, provided, however, that the Committee shall meet at least four times per year. At its annual reorganization meeting, the Committee shall:
  - (a) Designate, from amongst its members, a Chairperson, who shall serve for a term of one year; and
  - (b) Designate, from amongst its members, such other officers as it shall deem necessary, all of whom shall serve for a term of one year; and
  - (c) Establish rules and procedures for its members to follow.
- (2) The Complete and Green Streets Advisory Committee shall keep accurate minutes of its meetings and regularly transmit same to the Borough Clerk when approved.
- (3) The Complete and Green Streets Advisory Committee shall file an annual report with the Borough's governing body covering the activities of the Committee and including recommendations to fulfill the purposes of Section 608-62: "Complete and Green Streets Policy" of the Borough Code.
- (4) The Borough's governing body may, in its discretion, provide for the employment of professional and/or clerical assistance for the Complete and Green Streets Advisory Committee. The operations of the Committee shall be appropriated by the Borough's governing body and expenses financed through ordinary budgetary means.

**C. *Powers and Duties.*** The Complete and Green Streets Advisory Committee shall have the powers and duties to:

- (1) Conduct studies and reviews to develop policies and recommendations to the Borough's governing body to fulfill the purposes of Section 608-62: "Complete and Green Streets Policy" of the Borough Code.
- (2) Investigate and analyze issues affecting pedestrian and bicycle safety.
- (3) Recommend to the Borough's governing body initiatives and policies designed to enhance pedestrian and bicycle safety.
- (4) Collaborate with Borough boards/committees, residents, volunteers, employees, governmental agencies etc., to share resource information and ideas consistent with the purposes of the Complete and Green Streets Advisory Committee.
- (5) Encourage participation in Complete and Green Streets projects and undertake factual investigation to determine the need to create, continue and expand Complete and Green Streets initiatives, which shall include, but not be limited to, walking and bicycling programs to encourage individuals to be more physically active and to connect our community's parks and recreational amenities.
- (6) Participate in training to research and analyze methods, trends and studies so as to incorporate the best approaches to Complete and Green Streets for a healthier and safer environment for the residents, visitors, and travelers of the Borough.
- (7) Develop strategies to create and expand upon the benefits of Complete and Green Streets and to make the Borough more walk and bike friendly.

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- (8) Maintain communication with the public, private agencies and organizations of local, state, and national scope, whose programs and activities may have an impact on, and are compatible with, the Complete and Green Streets initiatives, and can be of assistance to the Complete and Green Streets Advisory Committee.
- (9) Review and submit comments regarding the finished Complete and Green Streets checklists that are submitted to the Planning and Zoning Board.
- (10) Carry out other such duties as may be assigned from time to time by the Borough's governing body and/or Borough Manager.
- (11) Encourage and seek participation of the Borough's residents in the work and activities of the Complete and Green Streets Advisory Committee.

**BE IT FURTHER ORDAINED** by the Mayor and Council of the Borough of Red Bank, County of Monmouth, State of New Jersey, that Chapter 608: "Streets and Sidewalks" of the Borough's Revised General Ordinances is hereby amended to include *new* Article XI: "Complete and Green Streets Policy", including *new* Sections 608-61: "Definitions" and *new* Section 608-62: "Complete and Green Streets Policy" as follows:

**CHAPTER 608: "STREETS AND SIDEWALKS"**

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**ARTICLE XI: "COMPLETE AND GREEN STREETS POLICY"**

**§ 608-61 Definitions.**

**COMPLETE STREETS**

An integrated transportation network designed to enable safe and convenient travel and access along and across streets for all users of all ages and abilities, including pedestrians, bicyclists, motorists, movers of commercial goods, and transit riders.

**ENVIRONMENTAL JUSTICE**

Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Fair treatment means that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental and commercial operations or policies. Meaningful involvement means that:

- A. People have an opportunity to participate in decisions about activities that may affect their environment and/or health.
- B. The public's contribution can influence the regulatory agency's decision.
- C. Community concerns will be considered in the decision-making process; and
- D. Decision makers will seek out and facilitate the involvement of those potentially affected.

**GREEN STREETS**

Streets with landscaped features installed in the rights-of-way that capture and allow stormwater runoff to soak into the ground, while still preserving the primary function of a street as a conduit for pedestrians, bicyclists, motorists, and transit riders. Stormwater runoff is excess water generated from rain and snowmelt events that flow over impervious surfaces, such as paved streets, parking lots, and building rooftops, and does not soak into the ground.

**GREEN STREET STORMWATER INFRASTRUCTURE PRACTICES**

Includes types of green infrastructure techniques used to manage stormwater, including but not limited to:

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- A. *Street tree trenches/boxes*: utilize soil, gravel, and plants to infiltrate and filter stormwater runoff from impervious surfaces;
- B. *Bioswales*: shallow channels that convey, slow down, and infiltrate stormwater runoff;
- C. *Vegetated curb bump outs*: a vegetated curb extension that protrudes into the street either mid-block or at an intersection, creating a new curb some distance from the existing curb; and
- D. *Permeable pavement*: a stormwater drainage system that allows rainwater and runoff to move through the pavement's surface to a storage layer below, with water eventually seeping into underlying soil. Types of permeable pavement include pervious concrete, porous asphalt, interlocking concrete pavers, and grid pavers.

**GREEN STORMWATER INFRASTRUCTURE**

An approach to managing stormwater by infiltrating it in the ground where it is generated using vegetation or porous surfaces, or by capturing it for later reuse. Infiltration is when water falls to the earth as precipitation and seeps into the soil.

**PRIORITY COMMUNITIES**

The term Priority Communities refers to categories of underserved and adversely impacted populations. There is a wide range of definitions used to quantify and locate underserved populations developed by agencies and organizations dedicated to social equity by law or mission.

The Complete and Green Streets Advisory Committee should evaluate who and where there are concentrations of underserved or marginalized populations based on available data. Below are some of the categories to consider when defining Priority Communities:

- A. Minority Concentrations;
- B. Low-Income Concentrations; and
- C. Other Indicators of Underserved and Adversely Impacted Populations:
  - (1) Female Head of Household with Children
  - (2) Persons with Limited English Proficiency
  - (3) Carless Households
  - (4) Elderly Populations/Children
  - (5) Persons with Disabilities
  - (6) Hispanic Populations
  - (7) Other Ethnic Minorities
  - (8) Families in Poverty with Children

**TRAFFIC CALMING**

The combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. Traffic calming objectives include:

- A. Achieving slow speeds for motor vehicles;
- B. Reducing collision frequency and severity;
- C. Increasing the safety and the perception of safety for non-motorized users of the street(s);

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- D. Reducing the need for police enforcement;
- E. Enhancing the street environment (e.g., streetscaping);
- F. Encouraging water infiltration into the ground using Green Street stormwater infrastructure practices; and
- G. Increasing access for all modes of transportation, and reducing cut-through motor vehicle traffic.

**TRANSIT AMENITIES**

Include seating, shelter and shade, wayfinding signage, trash and recycling cans, lighting, route information, bike infrastructure (lockers, racks, fix-it stations, depots, bikeshare, etc.).

**TRANSPORTATION FACILITY**

A facility consisting of the means and equipment necessary for the movement of people or goods; any road, bridge, tunnel, overpass, ferry, airport, mass transit facility, vehicle parking facility, port facility or similar commercial facility used for the transportation of persons or goods together with any buildings, structures, parking areas, appurtenances, and other property needed to operate such facility; however, a commercial or retail use or enterprise not essential to the transportation of people or goods shall not be considered a transportation facility.

**TRANSPORTATION PROJECT**

Any public and/or private land development, project, program, or practice that affects the transportation network or occurs in the public right-of-way, including any construction, reconstruction, retrofit, signalization operations, resurfacing, restriping, rehabilitation, maintenance (excluding routine maintenance that does not change the roadway geometry or operations, such as mowing, sweeping, and spot repair), operations, alteration, and repair of any public street or roadway within a jurisdiction (including alleys, bridges, frontage roads, and other elements of the transportation system).

**§ 608-61 Complete and Green Streets Policy.**

- A. *Policy.* The Borough of Red Bank shall develop an integrated and connected multimodal transportation system of Complete and Green Streets that serve all neighborhoods and populations. Towards this end:
  - (1) All transportation projects shall create Complete and Green Streets that allow safe, environmentally healthy, economically sound, equitable, accessible, and convenient travel along and across streets for users of all ages and abilities and for all modes of transportation, including motorists, bicyclists, public transportation vehicles and their passengers, Priority Communities and pedestrians, and strive to meet the following goals:
    - (a) *Safety:* Eliminate all road fatalities, significantly reduce crash severity and injury, eliminate all road fatalities, significantly reduce crash severity and injury, and improve personal safety through increasing the number of people of walking and bicycling.
    - (b) *Environment:* Improve air quality, water quality; reduce flooding; mitigate traffic congestion.
    - (c) *Economic:* Stimulate economic prosperity.
    - (d) *Health:* Increase physical activity and social connectivity with the goal of lowering the risk of obesity, reducing chronic disease and promoting wellness.

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- (e) *Equity*: Implement policies and distribute funding and other resources equitably and responsibly in all neighborhoods, particularly in Priority Communities; improve non-motor vehicle transportation systems.
- (2) The Planning Board, Zoning Board of Adjustment, along with their respective planning and engineering professionals, shall incorporate this Complete and Green Streets policy into their reviews and recommendations of major site plan and development/redevelopment projects; that all initial planning, designing studies and reviews for projects requiring funding or approval by the Borough should:
  - (a) evaluate the effect of the proposed project on safe travel by all users; and
  - (b) identify measures to mitigate any adverse impacts on such travel that are identified.
- (3) This Section shall apply to all public and/or private transportation projects, including those using funds awarded by the federal, state, regional, county, municipality, or any other local agency. This shall include new construction, reconstruction, resurfacing, restoration, repaving, rehabilitation, private development projects, and maintenance of highways, roads and streets.
- (4) The Red Bank Borough Council, Director of Community Development and Borough Engineer shall work in coordination with each other and adjacent jurisdictions, and any relevant advisory committees/teams, to create Complete and Green Streets and ensure consistency with the Master Plan and Elements and any other existing pedestrian, bicycle, and multimodal plans, stormwater management plans, and pollution prevention plans.
- (5) Within two years of the effective date of this policy, the Complete and Green Streets Advisory Committee, working with the Borough Manager, shall recommend priority items and create a feasible timeline to inventory and update procedures, policies, plans, documents, training programs, performance measures and other guidance documents to be consistent with this Complete and Green Streets Policy. The purpose of these policies and practices review is to identify areas where tenets of this policy will need to be incorporated. This includes, but is not limited to, funding, planning, designing, operating, and maintaining transportation infrastructure. The Borough Council shall use these reports to incorporate this policy as updates to its procedures, plans, policies, etc. as they are scheduled.
- (6) Transportation projects and master and capital plans shall include, when appropriate and feasible, sustainable design elements, including, but not limited to:
  - (a) Green stormwater infrastructure practices;
  - (b) Traffic calming;
  - (c) Shade trees and other vegetation;
  - (d) Permeable pavements, including those made from recycled materials such as rubber, concrete, glass, and plastic.
- (7) Transportation projects and master and capital plans shall include where appropriate and feasible pedestrian and bicycle design elements and transit amenities, including but not limited to: curb extensions, sidewalks, radar feedback signs, pedestrian countdown signals, pedestrian refuge islands, road diets, lane width reductions, chicanes,

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roundabouts, bike lanes, protected bike lanes, bike parking, lighting, wayfinding, seating, trash receptacles, transit amenities, etc.

- (8) The Borough Manager shall implement this policy and coordinate with the Director of Community Development and Borough Engineer with advice and input from the Complete and Green Streets Advisory Committee to set measurable goals to ensure the successful implementation of the Complete and Green Streets Policy in Priority Communities.
- (9) The Borough shall utilize the most current editions of guides, manuals, and best practices on street design, construction, operations, and maintenance that apply to bicycle, pedestrian, transit, stormwater and highway facilities. All manuals, standards, and guidelines shall be made publicly available online, when applicable.

**B. *Public Participation.***

- (1) The Borough has established a Complete and Green Streets Advisory Committee to help the Borough to comply with this Policy and to provide ongoing feedback related to the implementation of this Policy. The Complete and Green Streets Advisory Committee, through coordination with the Borough Manager, shall solicit the feedback of a broad group of stakeholders including, but not limited to:
  - (a) Borough elected officials;
  - (b) Law enforcement;
  - (c) Public works;
  - (d) Planners;
  - (e) Engineers;
  - (f) Emergency medical service (EMS);
  - (g) Fire;
  - (h) School;
  - (i) Business and developer community;
  - (j) Civic and advocacy groups;
  - (k) Public health professionals;
  - (l) Transit professionals; and
  - (m) Community members, including persons with disabilities, senior and youth organizations, persons representing low- and moderate-income communities, people with limited or no access to a vehicle, people with limited English proficiency, and persons of racial/ethnic minorities.
- (2) Beginning with the planning stage, the Borough of Red Bank shall identify an existing process or develop a new process that allows for public participation in decision-making concerning the design, planning, and use of streets and roadways covered by this policy.

**C. *Exceptions.***

- (1) A transportation project may not be required to accommodate the needs of a particular user group if the Borough Manager and Borough Engineer determine, in writing, that any one of the following are applicable:

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- (a) The use of the transportation facility by the particular user group is prohibited by law;
  - (b) There is a demonstrated absence of both a current and future need to accommodate the category of user (absence of future need may be shown via demographic, school, employment, and public transportation route data that demonstrate, for example, a low likelihood of bicycle, pedestrian, or transit activity in an area over the next 20 years); or
  - (c) The adverse impacts of implementing this Complete and Green Streets Policy significantly outweigh the benefits.
- (2) An exception shall be granted only if:
- (a) Request for an exception is submitted in writing, with supporting documentation, and made publicly available with a minimum of 30 days allowed for public input; and
  - (b) The exception is approved in writing by the Borough Manager and Borough Engineer and the written approval is made publicly available to the extent permitted by law.

**D. *Program Reporting.***

- (1) The Complete and Green Streets Advisory Committee shall establish benchmarks, develop plans and set goals to ensure the successful implementation of the Complete and Green Streets Policy, to make sure all users can travel safely and conveniently along highways, roads and streets within the Borough's jurisdiction and in its Priority Communities. The Committee shall prepare an annual report to the Borough Council identifying barriers and proposing solutions to successful implementation of this Policy in Priority Communities.
- (2) The Committee's annual report will allow the Borough Council to evaluate implementation of the Complete and Green Streets Policy. Each annual report shall include the data collected pursuant to program reporting, as well as a list of ongoing and completed transportation projects. If any exceptions are applied to transportation projects, such projects and the applicable exceptions should be identified in the Committee's annual report. All benchmarks and reports shall be made publicly available online.
- (3) The Borough Manager shall assign appropriate responsibility to collect and monitor data under the Borough's jurisdiction, and in coordination with the county and state when available, to determine compliance with the Complete and Green Streets Advisory Committee's benchmarks. Benchmarks shall include but are not limited to:
  - (a) Mileage of new and existing bicycle infrastructure included in priority communities (e.g., bicycle lanes, bike parking, paths, and boulevards).
  - (b) Linear feet (or mileage) of new and existing pedestrian infrastructure (e.g., sidewalks, trails, transit amenities).
  - (c) Number of new and existing ADA-compliant infrastructure (e.g., curb ramps, pedestrian buttons).
  - (d) Number of new street trees.



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- (e) Number of Green Street practices (e.g., rain gardens, bioswales, permeable pavement).
- (f) Number of pedestrian and bicycle lighting improvements.
- (g) Bicycle and pedestrian counts.
- (h) Commute mode percentages (e.g., drive alone, carpool, transit, bicycle, walk).
- (i) The number and percentage of designated transit stops accessible via sidewalks and curb ramps.
- (j) The number, locations, and causes of collisions, injuries, and fatalities by each mode of transportation.
- (k) The percentage of children walking or bicycling to school.

**E. *Complete and Green Streets Checklists.***

- (1) The Director of Community Development shall develop and adopt one or more Complete and Green Streets Checklists to be used during the project selection, planning, designing, construction, funding and maintenance of all transportation projects.
- (2) Each item in the checklist(s) must include an area to provide a brief description for how the item is addressed, not addressed, or not applicable to the Complete and Green Streets Policy.
- (3) The checklist(s) shall explain the process for granting exceptions and indicate who is responsible for approving any exceptions before they are granted.
- (4) For Borough-funded projects in which there is no applicant, the Borough Engineer will be solely responsible for completion and review. Applicants that appear before the Planning Board or Zoning Board of Adjustment will have their professionals complete the checklist(s) and submit same to the respective Board's Engineers for review.
- (5) A Complete and Green Streets Checklist shall entail but is not limited to:
  - (a) Existing pedestrian, bicycle, transit, motor vehicle, and truck and freight facilities and operations.
  - (b) Traffic volumes.
  - (c) Existing safety and/or access issues Americans with Disabilities Act (ADA compliance).
  - (d) Land use within the study area, including trip generators.
  - (e) Existing and proposed streetscape elements including furniture, trees, or other environmental enhancements.
  - (f) Review of existing plans.
  - (g) Proposed pedestrian, bicycle, transit, motor vehicle, and truck and freight facilities, and desired future operations.
  - (h) ADA compliance of the proposed design.
  - (i) Compatibility with the surrounding land use and density.
  - (j) Consistency with applicable design standards and guidelines.

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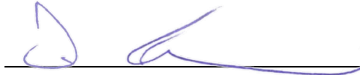
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- (k) Opportunities to improve public health through physical activity and mobility options.
  - (l) Opportunities to manage stormwater through green infrastructure.
- (6) All Complete and Green Streets Checklists shall be made publicly available.

**BE IT FURTHER ORDAINED** that any ordinances or portions thereof which are inconsistent with the provisions of this Ordinance are hereby repealed as of the effective date of this Ordinance. All other provisions of the Revised General Ordinances are ratified and remain in full force and effect.

**BE IT FURTHER ORDAINED** that if any provision of this Ordinance or the application of such provision to any person or circumstance is declared invalid, such invalidity shall not affect the other provisions or applications of this Ordinance which can be given effect, and to this end, the provisions of this Ordinance are declared to be severable.

**BE IT FURTHER ORDAINED** that this Ordinance shall take effect immediately upon adoption and publication in accordance with the laws of the State of New Jersey.

INTRODUCTION						COUNCILMEMBER	FINAL ADOPTION					
Moved	Sec.	Aye	Nay	Abs.	NP		Moved	Sec.	Aye	Nay	Abs.	NP
		X				KRISTINA BONATAKIS						X
		X				DAVID CASSIDY			X			
X		X				NANCY FACEY-BLACKWOOD	X		X			
		X				BEN FOREST			X			
	X	X				LAURA JANNONE		X	X			
		X				KATE TRIGGIANO			X			
		X				MAYOR WILLIAM PORTMAN			X			
Introduced: July 11, 2024						I hereby certify the above ordinance was adopted by the Borough Council of the Borough of Red Bank, County of Monmouth, State of New Jersey on the aforementioned date.						
Final Adoption: July 25, 2024												
						 Laura Reinertsen, Borough Clerk						

