

Resolution
Borough of Little Silver

A Resolution of the Borough of Little Silver, County of Monmouth establishing and adopting a complete streets policy.

WHEREAS, safe, convenient, accessible, equitable, healthy, and environmentally and economically beneficial transportation for all users is a priority of The Borough of Little Silver, County of Monmouth; and

WHEREAS, Complete Streets is a means to 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 roadway users of all ages and abilities; and

WHEREAS, Complete Streets allow for safe, accessible, and convenient travel, reducing serious injuries and fatalities for all users of the roadway; and

WHEREAS, “all users” include motorists, bicyclists, pedestrians, public transportation vehicles and their passengers, delivery trucks and movers of commercial goods, persons with disabilities, older adults, residents of Priority Communities, and those who cannot afford a car or choose to reduce their car usage; and

WHEREAS, Complete Street policies support the goals of the Borough of Little Silver, County of Monmouth master plan and supporting elements; and

WHEREAS, New Jersey is federally designated as a Pedestrian and Bicycle Safety Focus State due to high numbers of pedestrian/bicycle-involved fatalities, and New Jersey’s pedestrian fatality rate continues to significantly exceed the national average; and

WHEREAS, traffic crashes are preventable and the only acceptable number of traffic deaths for The Borough of Little Silver, County of Monmouth is zero; and

WHEREAS, Complete Streets that incorporate sustainable Green Streets design elements, such as green storm water infrastructure, traffic calming treatments, shade trees, and the use of recycled materials, protect and create a healthier natural and social environment, improve air and water quality, and reduce localized flooding; and

WHEREAS, Complete Streets implementation enhances access to local businesses, encourages reinvestment, increases property values and employment, and stimulates private investment, especially in retail districts, downtowns, and tourist areas; and

WHEREAS, Complete Streets encourage an active lifestyle through increased physical activity, social connectivity, and sense of community belonging, thereby lowering risk of obesity, reducing chronic disease, improving mental health, and promoting wellness; and

WHEREAS, Complete Streets implementation provides the opportunity to enhance the historic character of our communities and our understanding of our shared history in a way that promotes the economic and social vitality of our communities and should be considered in the design of infrastructure improvements; and

WHEREAS, procedures should be implemented that ensure fair treatment, equitable funding and resource distribution, and meaningful involvement of all communities in all phases from selection, planning, and design to construction and long-term maintenance; and

WHEREAS, a balanced and flexible transportation system where all people can easily and safely walk and bicycle to everyday destinations — such as schools, shops, restaurants, businesses, parks, transit, and jobs — enhances neighborhood economic vitality and livability; and

WHEREAS, low- and moderate-income areas, whether in rural, urban, or suburban communities, are typically the least safe for pedestrians and bicyclists, especially for children walking and biking to school, due to long-standing infrastructure disparities and higher concentration of streets with faster-moving and higher-volume traffic; and

WHEREAS, implementation of the Complete Streets policy should not negatively impact the affordability of the neighborhood for current residents; and

WHEREAS, the Complete Streets policy applies to new, reconstruction, retrofit, and resurfacing projects, including design, planning, construction, maintenance and operations, for the entire right-of-way; and

WHEREAS requests for all exceptions must be submitted in writing, with supporting documentation, and made publicly available with a minimum of 30 days allowed for public input; and

WHEREAS, all initial planning, concept and design studies of infrastructure projects consider design elements that improve public health, environment, economy, equity, and safety.

NOW THEREFORE, BE IT RESOLVED, by the governing body of the Borough of Little Silver, County of Monmouth , the adopts the Complete Streets Policy attached hereto, and made part of this Resolution;

BE IT FURTHER RESOLVED that copies of this Resolution shall be forwarded to all Borough of Little Silver departments within thirty (30) days of the adoption of this Resolution.

Introduction:

The Complete Streets Concept for the Borough of Little Silver, New Jersey, aims to create a safer, more accessible, and sustainable transportation network that accommodates the diverse needs of all road users, including pedestrians, cyclists, motorists, and public transit users. By incorporating design principles that prioritize safety, connectivity, and multi-modal access, the Complete Streets Concept seeks to enhance the quality of life for residents, promote economic vitality, and foster a sense of community by serving all neighborhoods and populations.

The Borough Council, Borough Administrator, Borough Engineer, and Police Department should strive to routinely work in coordination with each other and adjacent jurisdictions, and any relevant advisory committees to create Complete and Green Streets and to ensure consistency with the Borough Master Plan and Elements, and any other existing Strategic Plans, Storm Water Management Plans, and Pedestrian/Bicycle/Multimodal Plans.

Within two (2) years of the effective date of this Policy, the Borough Council shall strive to inventory and audit procedures, policies, plans, documents, training programs, performance measures and other guidance documents to be consistent with this Policy. The purpose of this audit 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 will use this audit to incorporate this Policy as updates to its procedures, plans, policies, etc. as they are scheduled.

Transportation projects and Master and Capital Plans shall strive to include, where appropriate, pedestrian and bicycle design elements and transit amenities, including but not limited to curb extensions, sidewalks, radar feedback signs, pedestrian countdown signal heads, pedestrian refuge islands, speed cushions/humps/tables, raised crosswalks, road diets, lane width reductions, chicanes, roundabouts, painted bike lanes, protected bike lanes, bike parking/racks, bike corrals, lighting, wayfinding, seating, trash receptacles, transit amenities, design treatments that comply with the Americans with Disabilities Act (ADA), and other multimodal treatments to support various modes of travel accessible and/or available to Little Silver residents of all ages and abilities.

Particular attention shall be paid to maximizing safety at street crossings at schools.

- Crosswalks connecting to school properties or within 500 feet of school properties shall be marked in a high-visibility continental or ladder pattern using reflective thermoplastic or paint.
- Maximum total crossing/crosswalk distances at/to school properties shall not exceed 12 feet per travel lane (i.e., a total of 24 feet for 2-lane crossings). Required crossing length can be achieved via painted or constructed curb extensions or constructed pedestrian refuge islands. Reasonable exceptions can only be made at corner crossings where corner radii must be specifically designed to accommodate the turning movements of design vehicles such as emergency vehicles and/or trucks.
- Applicable schools include: Markham Place School, Point Road School, St. John's Nursery School and Red Bank Regional High School.

Engineers, designers, and/or contractors involved in street improvement projects shall utilize the most current editions of guides, manuals, and best practices on street design, operations, and maintenance

that apply to bicycle, pedestrian, transit, and storm water facilities. In particular, street design manuals published by the National Association of City Transportation Officials (NACTO) shall be referenced for all street improvement projects. All manuals, standards and guidelines should be made publically available online.

All transportation projects shall strive to advance Complete Streets goals 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 to meet the following goals:

1. Safety First:

- Prioritize safety for all road users, with a focus on vulnerable populations such as pedestrians, cyclists, and children to eliminate all road fatalities, significantly reduce crash severity and injury, and improve the safety and efficiency of the existing street network.
- Implement traffic calming measures, including speed reduction zones, addition of edge lines on key connector streets within the borough that provide direct access to school properties and transit centers in an effort to define travel lanes and mitigate speeding or weaving, pedestrian islands, and improved crosswalks.
- Enhance visibility through well-lit intersections and adequate signage.

2. Accessibility and Connectivity:

- Develop a comprehensive network of sidewalks and crosswalks to ensure safe and convenient pedestrian movement.
- Establish dedicated bike lanes and shared-use paths to encourage cycling as a viable mode of transportation.
- Prioritize connections to public transportation hubs, including bus stops and train stations.

3. Complete Streets for All Ages and Abilities:

- Design streets that are accessible to individuals of all ages and abilities, including seniors and persons with disabilities.
- Implement ADA-compliant infrastructure, such as curb cuts, ramps, and accessible pedestrian signals.

4. Public Transit Integration:

- Improve accessibility to public transit by enhancing bus stops and train station areas.
- Coordinate with regional transit agencies to optimize bus routes and schedules.
- Provide amenities like seating, shelter, and real-time transit information to enhance the public transit experience.

5. Green Infrastructure:

- Integrate sustainable and environmentally-friendly design elements, such as tree-lined streets, rain gardens, and permeable pavement.
- Enhance the streetscape with green spaces, promoting a healthier and more aesthetically pleasing environment.

- Green storm water infrastructure practices, particularly in neighborhoods with historic flooding, and neighborhoods with large volumes of impervious cover that discharge storm water into flood prone areas.

6. Multi-Modal Design:

- Accommodate various modes of transportation, including walking, cycling, and micro-mobility options.
- Encourage mixed-use developments that support a diversity of transportation choices within the community.

7. Community Engagement:

- Foster community involvement in the planning and implementation process through workshops, surveys, and public forums.
- Consider local input and feedback to tailor the Complete Streets Concept to the unique needs and preferences of Little Silver residents.

8. Bike and Pedestrian Corridor and Network Plan

- This plan aims to enhance connectivity to the transit station and Fort Monmouth, taking into account the pending Netflix development on the Fort Monmouth property.
- The proposed project seeks to create a sustainable and accessible transportation network that prioritizes the safety and convenience of bicyclists, pedestrians, and transit users. Key components of the plan include:
 1. **Bike and Pedestrian Corridors:** Develop designated bike lanes, sidewalks, and multi-use trails to connect residential areas to the transit station and Fort Monmouth.
 2. **Transit Connectivity:** Improve access to the transit station by implementing infrastructure enhancements such pedestrian-friendly pathways, improved lighting and transit shelters.
 3. **Fort Monmouth Integration:** Integrate the Netflix development on the Fort Monmouth property into the overall plan, ensuring that the Bike and Pedestrian Corridor seamlessly connects to and serves the needs of the community and visitors to the development.
 4. **ADA Compliance:** Prioritize ADA-compliant features, more specifically explore an ADA compliant and accessible train station platform, to ensure inclusivity for individuals with disabilities, providing a universally accessible environment for all residents.
- **Benefits of the Project:**
 - **Enhanced Mobility:** The plan will provide safe and efficient alternatives to vehicular transportation, reducing congestion and promoting healthier, more sustainable modes of travel
 - **Economic Growth:** Improved connectivity to the Fort Monmouth development, including Netflix, will boost local economic growth and enhance the appeal of the area for residents and businesses.

- **Community Engagement:** The project will engage the community in the planning process, ensuring that the final plan reflects the unique needs and preferences of Little Silver residents.

Implementation Strategies:

1. Phased Approach:

- Develop a phased implementation plan that prioritizes key corridors and areas with the greatest need.
- Coordinate with existing infrastructure projects to leverage resources and maximize efficiency.

2. Partnerships and Funding:

- Seek partnerships with federal, state, and local agencies, as well as private entities, to secure funding for implementation.
- Explore grant opportunities and other funding sources that align with the goals of the Complete Streets Concept.

3. Monitoring and Evaluation:

- Establish a system for monitoring and evaluating the effectiveness of implemented measures.
- Regularly collect and analyze data on traffic patterns, safety outcomes, and public satisfaction to inform future decision-making.
- The Borough Council shall establish a Complete Streets Oversight Board limited to 10 people to monitor projects and help the Borough comply with this Complete Streets Policy and provide ongoing feedback to the Borough Council and Administrator related to the implementation of Complete Streets. The ongoing feedback can include short, medium, and long-term goals for incorporating this policy into projects, plans, policies, etc.; periodic policy review and updates; monitoring implementation of projects and programs; pursuing grant opportunities and project reporting. The Complete Streets Oversight Board should consist of stakeholders from local groups including but not limited to:
 - Elected Officials
 - Police Department
 - Engineers
 - Planners
 - Members of the Traffic and Safety Committee
 - Public Works
 - Emergency Medical Services
 - Fire Department
 - School Board
 - Business Association

4. Complete Streets Checklists:

- The Borough Council shall develop, adopt, and employ one or more Complete Streets checklists to be used by project teams during project selection, planning, design, construction, funding and maintenance phases of all transportation projects.
- Each item in the checklist must include an area to provide a brief description of how each checklist item is addressed, not addressed, or not applicable to the Complete Streets Policy.
- Project Managers or the Borough Engineer shall be responsible for completing the checklists for all street Transportation Projects, with no exceptions. Complete Streets exceptions, described herein, may only be granted if the checklists are completed.
- Complete Streets checklists shall consider various factors including but not limited to:
 - Existing pedestrian, bicycle, transit, motor vehicle, and truck/freight accommodations (facilities) and operations
 - Traffic Volumes
 - Crash Data
 - Existing safety and/or access issues including Americans with Disabilities Act (ADA)
 - Land uses within/adjacent to the defined project limits, including notable trip generators
 - Existing and proposed streetscape elements including street furniture, trees, lighting, or other environmental and storm water management enhancements
 - Review of existing plans and policies
 - Proposed pedestrian, bicycle, transit, motor vehicle and truck/freight operations (facilities) and desired future operations
 - ADA compliance of the proposed design
 - Compatibility with applicable design standards and guidelines
 - Opportunities to improve public health through physical activity and mobility options
 - Opportunities to manage storm water through green infrastructure
- All Complete Streets checklists shall be made accessible online and available to the Complete Streets Oversight Board, Borough Council, Borough Administrator, Borough Engineer and the Police Department.

5. The Borough Administrator shall lead the implementation of this Policy and formally coordinate with the Borough Engineer and the Department of Public Works, with advice and input from the Police Department, the Traffic Safety Committee, the Board of Education, and the Planning Board, as needed, to set measurable goals to ensure the successful implementation of the Complete Streets Policy.

6. Conclusion:

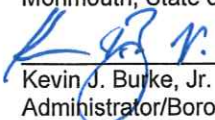
- We believe that the proposed project aligns with the goals and objectives of the Complete Streets Program by promoting sustainable and inclusive transportation solutions. We are confident that the plan will serve as a model for other communities looking to enhance their bike and pedestrian infrastructure.

- By embracing the Complete Streets Concept, the Borough of Little Silver can create a more inclusive and vibrant community that prioritizes the well-being of its residents and visitors. Through careful planning and collaboration, the implementation of complete streets will contribute to a more sustainable, resilient, and connected environment

7. Effective Date:

- The Complete Streets Policy shall take effect on January 22, 2024, provided that it shall not apply to any transportation project for which a preliminary design has been completed on or before January 1, 2024.

I, Kevin J. Burke, Jr., Borough Administrator/ Borough Clerk of the Borough of Little Silver do hereby certify that the foregoing is a true copy of resolution #2024-031 passed by the Borough Council of the Borough of Little Silver, County of Monmouth, State of New Jersey at a meeting held on February 5, 2024.



Kevin J. Burke, Jr.
Administrator/Borough Clerk