



Individual Resolutions
Meeting of the Municipal Council
Wednesday, April 24, 2024
RESOLUTION SUMMARY

2024-225

A Resolution amending the existing Asbury Park Complete Streets Policy adopted in 2017 to include updated best practices and strategies.



RESOLUTION NO. 2024-225

**City of Asbury Park
County of Monmouth
State of New Jersey**

**RESOLUTION ESTABLISHING AND ADOPTING AN AMENDED COMPLETE
STREETS POLICY FOR THE CITY OF ASBURY PARK**

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

WHEREAS, the benefits of Complete Streets include improving 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; providing connections to bicycling and walking trip generators such as employment, education, residential, recreation, retail centers and public facilities; promoting healthy lifestyles; creating more livable communities; reducing traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions; and saving money by incorporating sidewalks, bike lanes, safe crossings and transit amenities into the initial design of a project, thus sparing the expense of retrofits later; and

WHEREAS, The City of Asbury Park established a Complete Streets Policy by adopting Resolution 2015-358 and subsequently updated the Complete Streets Policy with Resolution 2017-247; and,

WHEREAS, the Asbury Park Mayor and Municipal Council wishes to once again amend its Complete Streets policy where though 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; and

WHEREAS, it is the intent of the Municipal Council that to the extent practicable, the Asbury Park Complete Streets policy shall include all road, bridge, and building projects in the municipality; and ages and abilities; and

WHEREAS, complete streets have the potential for improving physical and mental health either directly or indirectly in the following ways:

- i. Incorporating physical activity into our daily lives by increasing pedestrian activity and

bicycle use.

ii. Reducing rates of several chronic diseases related to increases in physical activity from walking and bicycling. Key impacted diseases include diabetes, heart disease, depression, and some cancers.

iii. Reducing rates of injury and death from decreased traffic crashes and improved road safety for all users.

iv. Reducing rates of asthma and other respiratory issues due to improved air quality through emissions reductions and vegetative air filtration.

v. Multiplying health and wellness benefits resulting from improved access to necessary amenities for vulnerable populations.

vi. Reducing the risk of illnesses related to water-borne pathogens resulting from improved storm water infiltration.


vii. Increasing the sense of social connectivity & sense of community belonging.

viii. Improving aesthetics through decorative and functional vegetation.

NOW, THEREFORE, be it resolved that the Mayor and Municipal Council adopts the attached Complete Streets Policy, goals and objectives.

I, LISA ESPOSITO, City Clerk of the City of Asbury Park, Monmouth County, New Jersey, DO HEREBY CERTIFY the foregoing to be a true and exact copy of RESOLUTION NO. 2024-225 which was finally adopted by the City Council at a meeting held on the 24th day of April, 2024

CERTIFIED BY ME THIS 25th DAY OF April, 2024.


Lisa Esposito, City Clerk 4/25/2024

LISA ESPOSITO
CITY CLERK

| ✓ Vote Record - Resolution 2024-225 | | | | | | |
|--|-----------------------|--------|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| | | | Yes/Aye | No/Nay | Abstain | Absent |
| <input checked="" type="checkbox"/> Adopted | | | | | | |
| <input type="checkbox"/> Adopted as Amended | | | | | | |
| <input type="checkbox"/> Defeated | | | | | | |
| <input type="checkbox"/> Tabled | | | | | | |
| <input type="checkbox"/> Withdrawn | | | | | | |
| <input type="checkbox"/> Second Reading | | | | | | |
| <input type="checkbox"/> Resolution Failed for Lack of Second | | | | | | |
| | Angela Ahbez-Anderson | Second | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | Eileen Chapman | Voter | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| | Yvonne Clayton | Mover | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | Amy Quinn | Voter | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | John Moor | Voter | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

City of Asbury Park Complete Streets Policy

The City of Asbury Park Mayor and City Council hereby adopts the following Complete Streets Policy. The following goals and objectives shall apply to all public and/or private transportation projects, including those using funds awarded by federal, state, regional, county, municipal, or any other public agency. This shall include new construction, reconstruction, resurfacing, restoration, repaving, rehabilitation, private development projects, and maintenance of highways, roads, and streets:

1. The City of Asbury Park shall Create a comprehensive, integrated, connected multi-modal network by facilitating connections to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers that serve all neighborhoods and populations.
2. All transportation projects shall result in Complete 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, pedestrians, public transportation vehicles and their passengers, delivery trucks and movers of commercial goods and strive to meet the following goals:
 - a. Incorporating physical activity into our daily lives by increasing pedestrian activity and bicycle use.
 - b. Reducing rates of several chronic diseases related to increases in physical activity from walking and bicycling. Key impacted diseases include diabetes, heart disease, depression, and some cancers.
 - c. Reducing rates of injury and death from decreased traffic crashes and improved road safety for all users.
 - d. Reducing rates of asthma and other respiratory issues due to improved air quality through emissions reductions and vegetative air filtration.
 - e. Multiplying health and wellness benefits resulting from improved access to necessary amenities for vulnerable populations.
 - f. Reducing the risk of illnesses related to water-borne pathogens resulting from improved storm water infiltration
 - g. Increasing the sense of social connectivity & sense of community belonging.
 - h. Improving aesthetics through decorative and functional vegetation.
 - i. 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, curb extensions, pedestrian scale lighting, bike lanes, and shoulders for consideration in each project where county jurisdiction applies.
4. Establishment of a procedure to evaluate resurfacing projects for Complete Streets inclusion according to length of project, environmental constraints, right-of-way limitations, funding resources, and bicycle and/or pedestrian compatibility.
5. Transportation facilities constructed for long-term use shall anticipate likely future demand for

bicycling and walking facilities and not preclude the provision of future improvements.

6. Designs shall address the need for bicyclists and pedestrians to cross corridors, as well as travel along them, in a safe, accessible and convenient manner; therefore, the design of intersections, interchanges and bridges shall anticipate use by bicyclists and pedestrians.
7. Bicycle and pedestrian facilities shall be designed and constructed 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. Provisions shall be made 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.
9. All initial planning and design studies of complete street infrastructure projects shall consider opportunities to improve public health.
10. Improvements shall also 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. Improvements shall comply with Title VII Environmental Justice, Americans with Disabilities Act (ADA) and complement the context of the surrounding community.
12. The City of Asbury Park City Council, and the Director of Transportation shall routinely work in coordination with each other and adjacent jurisdictions, and any relevant advisory committees/teams, to create Complete Streets and to ensure consistency with the City of Asbury Park Biking and Walking Master Plan.
13. Within two years of the effective date of this Policy, the Department of Transportation shall 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.
14. Transportation projects and Master and Capital Plans shall include, when appropriate, sustainable design elements, including, but not limited to:
 - a. Green stormwater infrastructure practices
 - b. Traffic calming
 - c. Shade trees and other vegetation
 - d. Rain gardens
 - e. Bioswales
 - f. Permeable pavements — including those made from recycled materials such as rubber, concrete, glass, and plastic.
15. Transportation projects and Master and Capital Plans shall include, where appropriate, 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, roundabouts, bike lanes, protected bike lanes, bike parking, lighting, wayfinding, seating, trash receptacles, transit amenities, etc.

Public Participation

1. The City Council shall create a new or deputize an existing board/committee to undertake the responsibilities of helping the city comply with the Complete Streets Policy. Quarterly, the designated body will review the progress of infrastructure improvements and benchmark goals, collect public input, and provide ongoing feedback to The City Council in regards to the implementation of the Complete Streets Policy.
2. Beginning with the planning stage, The City of Asbury Park shall identify an existing process or develop a new process that allows for public participation in decision-making concerning the planning, design, and use of streets and roadways covered by this Policy.

Exceptions

1. Exemptions to the Complete Streets Policy shall be presented for final decision to the Mayor and Council in writing and documented with supporting data that indicates the reason for the decision and are limited to the following:
 - a. The use of the transportation facility by the particular user group is prohibited by law
 - b. Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
 - c. Detrimental environmental or social impacts outweigh the need for these accommodations.
 - d. The safety or timing of a project is compromised by the inclusion of Complete Streets.
 - e. Cost of accommodations is excessively disproportionate to cost of project
 - f. An exemption other than those listed above must be documented with supporting data and must be approved by the Mayor and Council.

However, every effort to work within the flexibility allowed should be made, including Design Exceptions for roadway projects.

Program Reporting

1. The Transportation Department shall establish benchmarks reflecting the ability of all users to travel safely and conveniently along highways, roads and streets.
2. The Transportation Department shall also develop plans and set benchmarks to ensure the successful implementation of the Complete Streets Policy in Priority Communities. On or before the end of the fiscal year the Transportation Department shall prepare an initial report to identify barriers, and propose solutions to successful implementation of the Complete Streets policy.

3. The Transportation Department shall collect and monitor data under City of Asbury Park jurisdiction to determine compliance with the established benchmarks. Benchmarks shall include but are not limited to:
 - a. Mileage of new and existing bicycle infrastructure, including in Priority Communities
 - b. Number of new and existing ADA-compliant infrastructure
 - c. Number of new and existing street trees
 - d. Number of green street practices
 - e. Bicycle and pedestrian counts
 - f. Commute mode percentages where available
 - g. Collision, injury, and fatality data by each mode of transportation
4. All benchmarks established by the City of Asbury Park shall be disaggregated by race/ethnicity, neighborhood, and vehicle ownership when feasible.
5. The Transportation Department shall provide a report on an annual basis to the City Council to allow them to evaluate implementation of the Complete Street policy. Each annual report shall include the data collected pursuant to Program Reporting, as well as a list of ongoing and completed transportation projects during that fiscal year. If any exceptions are applied to transportation projects pursuant to Exceptions to Complete Streets Requirements herein, such projects and the relevant exceptions should be identified in the annual report.

Adoption of Complete Streets Checklists

1. The City of Asbury Park shall develop and adopt a Complete Streets Checklists to be used during the project selection, planning, designing, construction, funding and maintenance of all transportation projects.
2. The Transportation Department shall be responsible for completing and/or reviewing the checklists.
3. A complete streets checklist shall entail but is not limited to:
 - a. Existing pedestrian, bicycle, transit, motor vehicle, and truck/freight accommodations (facilities) and operations
 - b. Traffic volumes
 - c. Existing safety and/or access issues, and 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 and stormwater enhancements
 - f. Review of existing plans
 - g. Proposed pedestrian, bicycle, transit, motor vehicle, and truck/freight accommodations (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
- k. Opportunities to improve public health through physical activity and mobility options
- l. Opportunities to manage stormwater through green infrastructure

Key Terms & 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:

1. People have an opportunity to participate in decisions about activities that may affect their environment and/or health.
2. The public's contribution can influence the regulatory agency's decision.
3. Community concerns will be considered in the decision-making process.

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.

1. **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.
2. **Green Street Stormwater Infrastructure Practices:** Includes types of green infrastructure techniques used to manage stormwater, including but not limited to:
 - 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, creating a new curb some distance from the existing curb.
 - 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.

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. Each county or municipality 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:

1. Minority Concentrations
2. Low-Income Concentrations
3. Other Indicators of Underserved and Adversely Impacted Populations:
 - a. Female Head of Household with Children
 - b. Persons with Limited English Proficiency
 - c. Carless Households
 - d. Elderly Populations/Children
 - e. Persons with Disabilities
 - f. Hispanic Populations
 - g. Other Ethnic Minorities
 - h. 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:

1. Achieving slow speeds for motor vehicles
2. Reducing collision frequency and severity
3. Increasing the safety and the perception of safety for non-motorized users of the street(s)
4. Reducing the need for police enforcement
5. Enhancing the street environment (e.g., streetscaping)
6. 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).