

**BOROUGH OF HIGH BRIDGE
COUNTY OF HUNTERDON
STATE OF NEW JERSEY**

**ESTABLISHING AND ADOPTING COMPLETE AND
GREEN STREETS POLICY**

RESOLUTION: 114-2025

ADOPTED: 03/13/2025

WHEREAS, safe, convenient, accessible, equitable, healthy, and environmentally and economically beneficial non-vehicular modes of transportation for all users is a priority of the Borough of High Bridge; and

WHEREAS, the New Jersey Department of Transportation's Model Complete Streets Policy defines a complete street as "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 users of all ages and abilities;" and

WHEREAS, "all users" includes bicyclists, pedestrians, persons with disabilities, older adults, and children; and

WHEREAS, Complete Streets allow for multiple modes of travel, aside from personal automobiles, so that those who are unable to drive, who cannot afford a car, or choose to reduce their car usage may travel by bicycle or on foot safely and conveniently; and

WHEREAS, Complete Streets allow for walking and cycling to be a viable alternative to driving, thereby providing environmental benefits by reducing carbon emissions and air pollution, promoting exercise and healthy living, being less costly to the commuter, reducing traffic congestion, increasing the capacity and efficiency of the road network, and enhancing the general quality of life for community members; and

WHEREAS, Green Streets design elements, such as green stormwater 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 and Green Streets implementation promotes economic vitality and neighborhood livability by enhancing access to local businesses, schools, parks, transit, and jobs; and

WHEREAS, implementation of the Complete and Green Streets Policy should not negatively impact the affordability of the neighborhood for current residents and should provide benefit to neighborhoods through procedures that ensure fair treatment, equitable funding and resource distribution, and meaningful involvement of community members in all phases from selection, planning, and design to construction and long-term maintenance; and

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

NOW THEREFORE, BE IT RESOLVED, Borough of High Bridge adopts the Complete and Green Streets Policy attached hereto and makes it part of this Resolution subject to the following conditions:

- 1) Pedestrian and bicycle facilities shall not be required where they are prohibited by law.
- 2) Significant adverse environmental impacts outweigh the positive effects of the infrastructure.
- 3) Character of the road shall be considered in the implementation of the MUNICIPAL Policy.

BE IT FURTHER RESOLVED, that requests for all exceptions must be submitted in writing to Borough Council, with supporting documentation, and made publicly available with a minimum of 30 days allowed for public comment.

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

CERTIFICATION

I, Adam Young, Clerk of the Borough of High Bridge, County of Hunterdon, State of New Jersey, do hereby certify the foregoing to be a true and correct copy of a Resolution adopted by the Borough of High Bridge on the 13 day of March, 2025.

IN WITNESS WHEREOF, I have hereunto set my hand and seal of this Borough of High Bridge on this 20 day of March, 2025.


Municipal Clerk

ATTEST:



Adam Young
Municipal Clerk



Michele Lee
Mayor

Attached Hereto:

Borough of High Bridge Complete and Green Streets Policy

The Borough of High Bridge is committed to developing an integrated and connected multi-modal transportation system of Complete and Green Streets that serve all neighborhoods and populations.

Toward this end:

1. All transportation projects shall be designed and constructed as Complete and Green Streets, whenever feasible to do so, 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, drivers of agricultural vehicles, and emergency vehicles, and strive to meet the following goals:

- a. Environment: Improve air and water quality; reduce flooding; mitigate traffic congestion.
- b. Safety: Improve safety for people walking and bicycling.
- c. Economic: Stimulate economic prosperity in business districts.
- d. Health: Increase physical activity and social connectivity for residents and visitors.
- e. Equity: Implement policies and distribute funding and other resources equitably and responsibly in all neighborhoods, particularly in neighborhoods with higher populations of transportation-dependent commuters.

2. This Policy 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. Bicycle and pedestrian ways shall be established, when appropriate, in such projects unless a condition of the resolution is met.

3. The Planning Board, Zoning Board of Adjustment, and 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 review for projects requiring funding or approval by the Borough of High Bridge 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.

4. This Complete and Green Streets Policy shall be incorporated into the next Reexamination, update, revision, amendment, or adoption of the Master Plan.

5. The design and construction of new roads and facilities shall anticipate future demand for biking, walking, and other alternative transportation facilities and not preclude the provision of future improvements.

6. The Borough of High Bridge, Borough Planner, and Borough Engineer shall routinely work in coordination with each other and adjacent jurisdictions, and any relevant committees, to create Complete and Green Streets and to ensure consistency with the Borough of High Bridge's Master Plan and Elements and any other existing Pedestrian/Bicycle/Multimodal Plans, Stormwater Management Plans, Pollution Prevention Plans, and Historic Preservation Plans.

7. Transportation projects and Master and Capital Plans shall include, when appropriate, sustainable design elements, including, but not limited to:
 - a. Green street 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.
9. 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, paved pedestrian paths, radar feedback signs, pedestrian countdown signals, pedestrian refuge islands, road diets, lane width reductions, bike lanes, protected bike lanes, bike parking, lighting, wayfinding, seating, trash receptacles, transit amenities, etc.
10. The Borough Council shall utilize the most current editions of guides, manuals, and best practices on street design, historic preservation, 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.
11. The Borough Administrator shall lead the implementation of this Policy and formally coordinate with the Borough Planner and Borough Engineer with advice and input from the Planning Board, Zoning Board of Adjustment, and relevant committees to set benchmarks to ensure the successful implementation of the Complete and Green Streets Policy. Beginning with the planning stage, the Borough of High Bridge 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.
12. One or more of the following implementation tools may be used in support of this Complete and Green Streets Policy:
 - a. Establishment of a checklist for project review.
 - b. Inventory, audit, and update of procedures, policies, plans, documents, training programs, performance measures and other guidance documents to be consistent with this Policy, including, but not limited to, funding, planning, designing, operating, and maintaining transportation infrastructure.
 - c. Establishment and reporting of benchmarks reflecting the ability of all users to travel safely and conveniently along highways, roads, and streets.
 - d. Collection and monitoring of data to assess benchmarks and evaluate how well the streets are serving all users.
 - e. Identification of capital improvements that expand the opportunities for safe roadway use by all users.

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.

Green Streets: Streets with landscaped features installed in the rights-of-way that capture and allow stormwater runoff to infiltrate 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 infiltrate into the ground.

Green Street Stormwater Infrastructure Practices: Includes types of green infrastructure techniques used to manage stormwater, including but not limited to:

1. **Street tree trenches/boxes:** utilize soil, gravel, and plants to infiltrate and filter stormwater runoff from impervious surfaces
2. **Bioswales:** shallow channels that convey, slow down, and infiltrate stormwater runoff.
3. **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.
4. **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.

Road Diet: A lane reduction strategy to improve safety and multi-modal transportation on a roadway. It may include, but not be limited to, the removal of a road lane and/or reduction of a lane width to repurpose the roadway space for other uses and travel modes.

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. Encouraging water infiltration into the ground using Green Street stormwater infrastructure practices
7. 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 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).