

## ORDINANCE

1<sup>st</sup> Reading JUL 07 2022  
 Public Hearing SEP 01 2022  
 2<sup>nd</sup> Reading & Passage SEP 01 2022  
 Withdrawn \_\_\_\_\_ Lost \_\_\_\_\_

No. \_\_\_\_\_  
 Date to Mayor OCT 17 2022  
 Date Returned \_\_\_\_\_  
 Date Resubmitted to Council \_\_\_\_\_

Approved as to Form and Legality

Wesley BRIDGES, CITY ATTORNEY  
 DEPARTMENT OF LAW

Factual content certified by

C. ANDRES DANIELS, DIRECTOR  
 DEPARTMENT OF HOUSING & ECONOMIC DEVELOPMENT

Councilman /woman Marge Caldwell-Wilson presents the following Ordinance:

**ORDINANCE AMENDING THE TRENTON CITY CODE TO AMEND CHAPTER 257 TO INCLUDE A NEW ARTICLE "COMPLETE AND GREEN STREETS"**

**WHEREAS**, the City Council of the City of Trenton, County of Mercer, and State of New Jersey committed to the creation of a Complete Streets Policy by way of Resolution 12-121 on March 1, 2012; and

**WHEREAS**, Resolution 12-121 indicates "A complete street shall accommodate users of all ages and abilities, and all City streets shall be designed and constructed to include accommodations for pedestrians, bicyclists, public transit, and motorists"; and

**WHEREAS**, the U.S. Department of Transportation conveys that complete streets reduce motor vehicle-related crashes and pedestrian risk, as well as bicyclist risk, and can promote walking and bicycling by providing safer places to achieve physical activity through transportation; and

**WHEREAS**, the NJ Department of Transportation has adopted a Complete Streets Policy as means to provide safe access for all users by designing and operating comprehensive, integrated, connected multi-modal network of transportation options; and

**WHEREAS**, the City's of Trenton's Master Plan – Trenton250 has identified an initiative to implement a complete streets policy across the City; and

**WHEREAS**, the City, in partnership with the Delaware Valley Regional Planning Commission, has developed a Trenton Complete Streets Design Handbook that can provide guidance for the implementation of this policy on the roads throughout the City; and

**WHEREAS**, the City of Trenton Planning Board conducted a review of the ordinance and find the ordinance to be in all ways consistent with the City's Master Plan.

**NOW THEREFORE BE IT ORDAINED**, by the City Council of the City of Trenton that Chapter 257 of the City of Trenton Municipal Code is amended as follows:

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## *Chapter 257 Article VIII*

### **40. Complete and Green Streets Policy.**

1. **Policy.** The City of Trenton shall develop an integrated and connected multimodal transportation system of Complete and Green Streets that serves all neighborhoods and populations. This policy is intended to implement the Complete Streets Resolution 12-121 adopted by City Council on March 1, 2012. To this end:
  - a. All transportation projects shall create Complete and Green Streets that allow safe, emissions-free, healthy, economically sound, equitable, accessible, and convenient mobility along and across streets for users of all ages and abilities and all travel modes, including, but not limited to, pedestrians, bicyclists, persons in a wheelchair or motorized wheelchair, public vehicles and their passengers, freight, and motorists, and strive to meet the following goals:
    - i. **Safety:** Eliminate all road fatalities, significantly reduce crash severity and injury, and improve personal safety by prioritizing safety improvements for people walking, bicycling, and using other mobility devices.
    - ii. **Environment:** Improve air quality, water quality, and stormwater management, reduce flooding, and mitigate traffic congestion.
    - iii. **Economic:** Provide safe travel for all people in the City regardless of transportation mode choice to encourage and stimulate economic prosperity.
    - iv. **Health:** Increase physical activity and social connectivity to lower the risk of obesity, reduce chronic disease, and promote wellness.
    - v. **Equity:** Implement policies and distribute funding and other resources equitably and responsibly in all neighborhoods throughout the City.
  - b. The Complete and Green Street Policy shall be incorporated by reference into the City of Trenton's Land Development Ordinance.
  - c. The Department of Housing and Economic Development shall incorporate this Complete and Green Streets Policy into all initial planning and/or design studies. Reviews for projects requiring funding or approval by the City should evaluate the effect of the proposed project on safe travel by all users and identify measures to mitigate any adverse impacts on such travel that are identified.
  - d. This Policy shall apply to all public and/or private transportation projects but is not limited to including those using funds awarded by federal, state, regional, county, municipal, or any other local agency, and new construction, reconstruction, resurfacing, restoration, repaving, rehabilitation, private development projects, and maintenance of highways, roads, and streets.

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- e. The Department of Housing and Economic Development and Department of Public Works shall routinely work in coordination with each other, other city agencies, adjacent jurisdictions, and any relevant advisory committees/teams, to create complete and green streets and to ensure consistency with the City of Trenton's Master Plan and Elements and any existing pedestrian/bicycle/multimodal plans, stormwater management plans, and other relevant plans.
- f. Within two years of the Effective Date of this policy, the Department of Housing and Economic Development, working with the Department of Public Works and the Safe Streets for All Steering Committee (See Section 2), 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 policy. The purpose of this policy and practices review is to identify areas where tenets of this policy will need to be incorporated. This includes, but is not limited to, pavement management plans, funding, planning, designing, operating, and maintaining transportation infrastructure.
- g. Transportation projects and master and capital plans shall include, when appropriate and feasible, sustainable design elements such as the ones outlined in the Trenton Complete Streets Design Handbook, including, but not limited to:
  - i. Green stormwater infrastructure practices;
  - ii. Traffic calming;
  - iii. Shade trees and other vegetation; and
  - iv. Permeable pavements, including those made from recycled materials such as rubber, concrete, glass, and plastic.
- h. Transportation projects and master and capital plans shall include, where appropriate and feasible, pedestrian and bicycle design elements and transit amenities such as the ones listed in the **Trenton Complete Streets Design Handbook**, including but not limited to; curb extensions, sidewalks, radar feedback signs, pedestrian countdown signals, pedestrian refuge islands, road diets/conversions, lane width reductions, chicanes, roundabouts, bike lanes, protected bike lanes, bike parking, lighting, wayfinding, seating, trash receptacles, transit amenities, etc.
- i. The Department of Housing and Economic Development shall implement this policy and formally coordinate with the Department of Public Works with advice and input from the Safe Streets for All Steering Committee to set measurable goals to ensure the successful implementation of the Complete and Green Streets Policy equitably across the City of Trenton.
- j. The Department of Housing and Economic Development and the Department of Public Works shall utilize the most recent version of the **Trenton Complete Streets Design Handbook** which considers best practices in street design, construction, operations, and maintenance that apply to bicycle, pedestrian, transit, stormwater, and highway facilities. All standards and guidelines shall be made publicly available online.

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- k. The design of all infrastructure projects in the public right of way in the City shall reference the **Trenton Complete Streets Design Handbook**, including completion of the checklist. City agencies and boards will be required to review the checklist as part of their approval process.

## 41. Establishing a “Safe Streets for All Steering” Committee

- l. A **Safe Streets for All Steering Committee** comprising of a broad group of public and non-public sector members/stakeholders shall be established to advise on the implementation of the Complete and Green Streets Policy. Public sector membership shall correspond with the officials’ tenure, or if the member is the Mayor's designee in the absence of the Mayor, the designee shall serve at the pleasure of the Mayor during the Mayor's official tenure. Non-public sector membership shall be for a term of 2– years and shall run from January 1 of the year in which the appointment is made.

- m. Members of the Safe Streets for All Steering Committee, through the coordination of the Department of Housing and Economic Development, will consist of the following:

- (1) The following stakeholders shall be members of the Committee. The Chair will be determined by these members:

- i. Mayor or designee;
- ii. Business Administrator or designee;
- iii. City Council member or designee;
- iv. Police Director or designee;
- v. Public Works Director or designee;
- vi. Director of Housing and Economic Development or designee;
- vii. Public Health Director or designee;
- viii. Director of Emergency Medical Service or designee;
- ix. Fire Chief or designee; and
- x. Director of Recreation, Natural Resources, and Culture or designee.

- (2) The following stakeholders may be members of the Committee:

- i. Mercer County Engineer or designee;
- ii. Mercer County Planner or designee;
- iii. Delaware Valley Regional Planning Commission representative;
- iv. New Jersey Department of Transportation Local Aid representative;
- v. School Superintendent or designee; and
- vi. NJ Transit representative.

- (3) The following stakeholders may be members of the Committee with an appointment from the City Council:

- i. One (1) community member representing each ward;
- ii. Other members of the community, including persons with disabilities, representatives of senior and youth organizations, persons representing low- and moderate-income communities, persons with limited or no access to a vehicle, people with limited English proficiency, and persons of racial/ethnic minorities;
- iii. Representatives of Civic and Advocacy Groups;

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- iv. Representatives of Community- or Faith-Based Organizations;
- v. Representatives of the Business Community;
- vi. Public Health Professionals; and
- vii. Transportation Professionals.

- n. The Safe Streets for All Steering Committee shall devise a process that allows for public participation in decision-making concerning the design, planning, and use of streets and roadways covered by this policy.
- o. The Safe Streets for All Steering Committee may create sub-committees to support the development and implementation of this policy if determined necessary by the members.

## 42. Exceptions.

- p. A transportation project may not be required to accommodate the needs of a particular user group if the Project Manager determines in writing that any one of the following occur:
  - i. The use of the transportation facility by the particular user group is prohibited by law;
  - ii. 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);
  - iii. The adverse impacts of implementing this Complete and Green Streets Policy significantly outweigh the benefits; and
  - iv. Other exceptions or elements listed as “Not Recommended/Not Applicable” as listed in the **Trenton Complete Streets Design Handbook**.
- q. An exception shall be granted only if:
  - i. Request for an exception is submitted in writing, with supporting documentation justifying the exception for each mode, and made publicly available with a minimum of 30 days allowed for public input; and
  - ii. The exception is approved in writing by the Safe Streets for All Steering Committee, City Engineer, and City Planner, and the written approval is made publicly available.

## 43. Program Reporting.

- r. The **Safe Streets for All Steering 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 City's jurisdiction. Each year the Safe Streets for All Steering Committee shall prepare a report to the City Council identifying

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barriers and proposing solutions to the successful implementation of the Complete and Green Streets Policy across the City and in severely underserved communities.

- s. An annual report will be compiled and published each year. Each annual report shall include the data collected pursuant to program reporting, road safety benchmarks, and progress on action items, 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. All benchmarks and reports shall be made publicly available online.
- t. The Department of Housing and Economic Development in collaboration with the Department of Public Works shall collect and monitor data under the City's jurisdiction and in coordination with the county and state when available to determine compliance with the Complete and Green Streets Steering Committee's benchmarks. Benchmarks shall include, but are not limited to:
  - i. Tracking progress toward zero traffic fatalities and serious injuries to date;
  - ii. Updating the High Injury Network and other road safety benchmarks;
  - iii. Mileage of new and existing bicycle infrastructure included in priority communities (e.g., bicycle lanes, bike parking, paths, and boulevards);
  - iv. Linear feet (or mileage) of new and existing pedestrian infrastructure (e.g., sidewalks, trails, transit amenities);
  - v. Number of new and existing ADA-compliant infrastructure (e.g., curbs, ramps, pedestrian buttons);
  - vi. Number of new street trees;
  - vii. Number of green street practices (e.g., rain gardens, bioswales, permeable pavement);
  - viii. Number of pedestrian and bicycle lighting improvements.
  - ix. Bicycle and pedestrian counts;
  - x. Commute mode percentages (e.g., drive alone, carpool, transit, bicycle, walk);
  - xi. The number and percentage of designated transit stops accessible via sidewalks and curb ramps;
  - xii. The number, locations, and causes of fatal and severe injury crashes by each mode of transportation;
  - xiii. The percentage of children walking or bicycling to school;
  - xiv. Trenton Complete Streets Design Handbook checklists;
  - xv. Specific evaluation of complete streets in neighborhoods with histories of systematic disinvestment or underinvestment must be conducted on an annual basis and data must be made publicly available online;
  - xvi. Equitable implementation: The Department of Public Works and the Department of Housing and Economic Development must create plans and set goals and provide training to staff, if necessary, to ensure the successful implementation of complete streets in neighborhoods with a history of systematic disinvestment or underinvestment, and to identify barriers and solutions to developing complete and green streets; and

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- xvii. Enabling access to key destinations: The Department of Public Works and the Department of Housing and Economic Development must take steps to ensure that actions under the Complete and Green Streets policy are enabling access to destinations such as schools, parks, healthy food retail establishments, public transit, and other destinations.

## 44. Complete & Green Streets Checklists.

- u. The Trenton City Council shall adopt the checklists in the **Trenton Complete Streets Design Handbook** to be used during project selection, concept development, planning, designing, construction, funding, and maintenance of all transportation projects.
- i. Each item in the checklist must include a brief description of how the item is addressed, not addressed, or not applicable to the Complete & Green Streets Policy.
- ii. The City Planner and/or City Engineer shall be responsible for reviewing the checklists. For City-funded projects in which there is no applicant, the City's Planner and City Engineer will be solely responsible for completion and review, with input from the Safe Streets for All Steering Committee. Applicants that come before the Planning Board and Zoning Board of Adjustment, however, will have their professionals complete the checklist and submit it to the respective Board's professionals for review. The Planning Board and Zoning Board of Adjustment will have final authority over any exemptions or approvals on cases before them.
- iii. All complete and green streets checklists shall be made publicly available.
- v. **Checklist completion.** When completing the checklist, a brief description is required for each "Item to be Addressed" as a means to document that the item has been considered and may include supporting documentation.

INTRODUCTION				ADOPTION				INTRODUCTION				ADOPTION				INTRODUCTION				ADOPTION			
AYE	NAY	NV	AB	AYE	NAY	NV	AB	AYE	NAY	NV	AB	AYE	NAY	NV	AB	AYE	NAY	NV	AB	AYE	NAY	NV	AB
CALDWELL	✓			✓				RODRIGUEZ								MCBRIDE	✓			✓			
WILSON																							
HARRISON	✓			✓				VAUGHN	✓						✓								
MUSCHAL	✓			✓				WILKINS	✓			✓											
NV - NO VOTE				AB - ABSENT																			

Adopted on first reading at a meeting of the City Council of the City of Trenton, NJ on JUL 07 2022

Adopted on second reading after the public hearing on SEP 01 2022

Mayor

*Kathy McBride*  
President of Council

APPROVED  
RESPECTED

Reconsidered by Council – Override Vote

AYE  
NAY

City Clerk