

ORDINANCE NO. 12-2019

**BOROUGH OF EATONTOWN
COUNTY OF MONMOUTH, STATE OF NEW JERSEY**

**AMENDING CHAPTER 7 OF THE BOROUGH CODE ENTITLED "BOARDS, COMMISSIONS, AND COMMITTEES"
CREATING SECTION XVI, ENTITLED "COMPLETE STREETS"**

WHEREAS, the governing body of the Borough of Eatontown, County of Monmouth and State of New Jersey, is desirous of amending Chapter 7 of the Code of the Borough of Eatontown as follows:

Chapter 7. Article XVI Complete Streets

Subsection 7-99 Creation

The governing body of the Borough of Eatontown, County of Monmouth and State of New Jersey, creates the Complete Streets Committee by way of Resolution 99-2018 on April 25, 2018 hereby established as Chapter 7, section XVI.

Subsection 7-100 [Reserved]

Subsection 7-101 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 Eatontown; 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 users of all ages and abilities. "All users" include pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, and transit vehicle users; and

WHEREAS, Complete Street policies support the goals of the Borough of Eatontown's Master Plan and supporting elements; and

WHEREAS, Complete Streets allow for safe, accessible, and convenient travel, reducing serious injuries and fatalities for all users of the roadway, including pedestrians, bicyclists, children, older adults, people with disabilities, non-drivers, transit riders, residents of priority communities, and those who cannot afford a car or choose to reduce their car usage; and

WHEREAS, New Jersey is federally designated as a Pedestrian and Bicycle Safety Focus States and Cities 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 Eatontown is zero; and

WHEREAS, Complete Streets that incorporate sustainable 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 decrease risk of illness; 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, 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 policies apply 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, concept and design studies of infrastructure projects consider design elements that improve public health, environment, economy, equity, and safety.

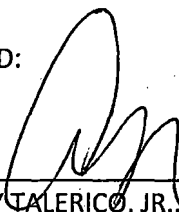
NOW THEREFORE, BE IT ORDAINED, that the Mayor and Council of the Borough of Eatontown adopts the Complete Streets policy attached, and made part of this Ordinance;

BE IT FURTHER ORDAINED, that copies of this Ordinance shall be forwarded to all Eatontown Borough departments, Planning and Zoning Board of Adjustment within thirty (30) days of the adoption of this Ordinance.

DATE INTRODUCED: April 24, 2019

DATE ADOPTED: May 22, 2019

APPROVED:


ANTHONY TALERICO, JR., MAYOR

Date: 5-23-2019

ATTEST:


JULIE MARTIN, MUNICIPAL CLERK

Date: 5-23-2019

Complete Streets Policy

The Borough of Eatontown shall develop an integrated and connected multimodal transportation system of Complete Streets that serve all neighborhoods and populations. Towards this end:

1. All transportation projects shall create 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, public transportation vehicles and their passengers, and pedestrians and strive to meet the following goals:
 - a) Safety: Eliminate all road fatalities, significantly reduce crash severity and injury, and minimize crime risk.
 - b) Environment: Improve air quality, water quality, and stormwater management; 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.
 - 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 Streets policy into its 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 Eatontown Borough Council, Borough Planner and Engineer shall routinely work in coordination with each other and adjacent jurisdictions, and any relevant advisory committees/teams, to create Complete and Green Streets and to ensure consistency with the Borough of Eatontown's Master Plan and Elements and any other existing Pedestrian/Bicycle/Multimodal Plans, Stormwater Management Plans, and Pollution Prevention Plans.

5. Within two years of the effective date of this Policy, the Complete Streets Advisory Committee working with the Borough Administrator 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 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 Eatontown Borough Council will use this audit 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, roundabouts, bike lanes, protected bike lanes, bike parking, lighting, wayfinding, seating, trash receptacles, transit amenities, etc.
8. The Borough Administrator shall implement this Policy and formally coordinate with the Borough Planner and Engineer with advice and input from the Planning Board, Zoning Board of Adjustment, and Complete Streets Advisory Committee to set measurable goals to ensure the successful implementation of the Complete Streets Policy in priority communities.
9. The Eatontown Borough Council 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.

Public Participation

1. The Eatontown Borough Council has established a Complete Streets Advisory Committee to help the Borough of Eatontown to comply with the Complete Streets policy/ordinance and to provide ongoing feedback to the Borough related to the implementation of the Complete Streets Policy/Ordinance. The Complete Streets Advisory Committee, through the coordination of the Borough Administrator, 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 a racial/ ethnic minorities.
2. Beginning with the planning stage, the Borough of Eatontown 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.

Exceptions

1. A transportation project may not be required to accommodate the needs of a particular user group if the Borough Administrator and Borough Engineer/Planner determines **in writing** that any one of the following occur:
 - 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); and
 - c. The adverse impacts of implementing this Complete Streets Policy significantly outweigh the benefits.
 - d. Public projects will be reviewed by the Borough professionals and they will deem whether or not the project is in the public's best interest.
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 Administrator and Borough Engineer/Planner and the written approval is made publicly available except in extenuating circumstances.

Program Reporting

1. The Complete Streets Advisory Committee shall establish benchmarks, develop plans and set goals to ensure the successful implementation of the Complete 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. Each year the Complete Streets Advisory Committee shall prepare a report to the Borough Council identifying barriers and proposing solutions to successful implementation of the Complete Streets policy in priority communities.
2. The annual report will allow the Eatontown Borough Council 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. All benchmarks and reports shall be made publicly available online.
3. The Borough Administrator 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 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
 - 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

Complete Streets Checklists

1. The Eatontown Borough Council shall develop and adopt one or more Complete 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 must include an area to provide a brief description for how the item is addressed, not addressed, or not applicable to the Complete Streets policy.
3. The checklist shall explain the process for granting exceptions and indicate who is responsible for approving any exceptions before they are granted.
4. The Borough Planner or Engineer shall be responsible for completing the checklists and/or reviewing the checklists. For Borough funded projects in which there is no applicant the Borough's Planner and Engineer will be solely responsible for completion and review. Applicants that come before the Planning and Zoning Board of Adjustment, however, will have their professionals complete the checklist and submit it the respective Board's professionals for review.
5. 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 — Existing safety and/or access issues Americans with Disabilities Act (ADA compliance)
 - c. Land use within the study area including trip generators — Existing and proposed streetscape elements including furniture, trees, or other environmental enhancements
 - d. Review of existing plans
 - e. Proposed pedestrian, bicycle, transit, motor vehicle, and truck/freight accommodations (facilities) and desired future operations
 - f. ADA compliance of the proposed design
 - g. Compatibility with the surrounding land use and density
 - h. Consistency with applicable design standards and guidelines
 - i. Opportunities to improve public health through physical activity and mobility options
 - j. Opportunities to manage stormwater through green infrastructure
6. All complete street checklists shall be made publicly available.

Checklist

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 can include supporting documentation.

Complete Streets Checklists

CONCEPT
DEVELOPMENT

PRELIMINARY
ENGINEERING

CONSTRUCTION

MAINTENANCE

CONCEPT DEVELOPMENT CHECKLIST

Item To Be Addressed	Checklist Consideration	Yes	No	N/A	Required Description
EXISTING BICYCLE, PEDESTRIAN AND TRANSIT ACCOMMODATIONS	Are there accommodations for bicyclists, pedestrians (including ADA compliance) and transit users included on or crossing the current facility? Examples include (but are not limited to): • Sidewalks • Public seating • Bike racks • Transit shelters				
EXISTING BICYCLE AND PEDESTRIAN OPERATIONS	Has the existing bicycle level of traffic stress and pedestrian suitability on the current transportation facility been identified?				
	Have the bicycle and pedestrian conditions within the study area, including pedestrian and/or bicyclist treatments, volumes, important connections and lighting been identified?				
	Do bicyclists/pedestrians regularly use the transportation facility for commuting or recreation?				
	Are there physical or perceived impediments to bicyclist or pedestrian use of the transportation facility?				

CONCEPT DEVELOPMENT CHECKLIST

Item To Be Addressed	Checklist Consideration	Yes	No	N/A	Required Description
EXISTING BICYCLE AND PEDESTRIAN OPERATIONS (cont'd)	Have the existing volumes of pedestrian and/or bicyclist crossing activity at intersections including midblock and nighttime crossing been collected/provided?				
EXISTING TRANSIT OPERATIONS	Are there existing transit facilities within the project area, including bus and train stops/stations?				
	Is the transportation facility on a transit route?				
	Is the transportation facility within two miles of "park and ride" or "kiss and go" lots?				
	Are there existing or proposed amenities including pedestrian seating/shelters, bicycle racks or parking available at these lots or transit stations? Are there bike racks on buses that travel along the facility?				
EXISTING MOTOR VEHICLE OPERATIONS	Are there existing concerns within the study area, regarding motor vehicle safety, traffic volumes/ congestion or access?				
EXISTING TRUCK/ FREIGHT OPERATIONS	Are there existing concerns within the study area, regarding truck/ freight safety, volumes, or access?				

CONCEPT DEVELOPMENT CHECKLIST

Item To Be Addressed	Checklist Consideration	Yes	No	N/A	Required Description
EXISTING ACCESS AND MOBILITY	Are there any existing access or mobility considerations, including ADA compliance?				
	Are there any schools, hospitals, senior care facilities, educational buildings, community centers, residences or businesses of persons with disabilities within or proximate to the study area?				
LAND USAGE	Have you identified the predominant land uses and densities within the study area, including any main street, historic districts or special zoning districts?				
	Is the transportation facility in a high-density land use area that has pedestrian/bicycle/motor vehicle and transit traffic?				
MAJOR SITES	Have you identified the major sites, destinations, and trip generators within or proximate to the study area, including prominent landmarks, employment centers, recreation, commercial, cultural and civic institutions, schools, and public spaces?				

CONCEPT DEVELOPMENT CHECKLIST

Item To Be Addressed	Checklist Consideration	Yes	No	N/A	Required Description
EXISTING STREETScape	Are there existing or planned street trees, planters, buffer strips, or other environmental enhancements such as drainage swales within the study area?				
RESURFACING	Can additional road uses be supported and/or safety improved by reconfiguring lanes within the same roadway width? Examples include but not limited to, lane narrowing, lane reconfiguration, lane reduction (road diet), on-street bicycle parking, hi-viz crosswalks, painted curb extension, etc.				
EXISTING PLANS	Are there any comprehensive planning documents that address bicyclist, pedestrian or transit user conditions within or proximate to the study area? Examples include (but are not limited to): • School Travel Plans • Municipal or County Master or Redevelopment Plan • Local, County and Statewide Bicycle and Pedestrian Plans • Sidewalk Inventories • MPO Transportation Plan • NJDOT Designated Transit Village				
IMPERVIOUS COVER	Is there an opportunity to remove impervious surface as part of this project?				

CONCEPT DEVELOPMENT CHECKLIST

Item To Be Addressed	Checklist Consideration	Yes	No	N/A	Required Description
PRIORITY COMMUNITIES	Does the project area include Priority Communities (as defined by Complete Streets policy)?				
SAFETY	Does the crash history of the study area include injuries and fatalities of all road users?				
STORMWATER MANAGEMENT	Does the project area have a history of flooding? Is the project area in a combined sewer system and subject to combined sewer overflows?				
	Does nonpoint source pollution from the project area runoff into a critical water body?				
PUBLIC HEALTH	Does the Community Health Needs Assessment (CHNA) or Community Health Improvement Plan (County Health Department) identify need for health improvements in the project area? Examples include health in safe zones, increases in number/length of walking/bicycling paths.				

Borough Planner Sign-Off

Statement of Compliance	yes	no	If NO, please describe why (refer to Exemptions Clause)
The plan or roadway improvement accommodates bicyclists, pedestrians, transit users of all ages and abilities, and addresses the related public health, priority communities, and environmental goals as set forth in the Borough of Eatontown's Complete Streets Policy.			

PRELIMINARY ENGINEERING CHECKLIST

Item To Be Addressed	Checklist Consideration	Yes	No	N/A	Required Description
BICYCLIST, PEDESTRIAN, AND TRANSIT ACCOMMODATIONS	Does the proposed project design include accommodations for bicyclists described in the NJDOT Complete Streets Guidebook? Examples include (but are not limited to): Bicycle facilities: • Bicycle path/bicycle lane/bicycle route/bicycle boulevard • Wide outside lanes or improved shoulders • Bicycle actuation at signals (loop detectors and stencil or other means) • Signs, signals and pavement markings specifically related to bicycle operation on roadways or shared-use facilities • Bicycle safe inlet grates Bicycle amenities: • Call boxes (for trail or bridge projects) • Drinking fountains (also for trail projects) • Secure long term bicycle parking (e.g., for commuters and residents) • Secure short-term bicycle parking				

PRELIMINARY ENGINEERING CHECKLIST

Item To Be Addressed	Checklist Consideration	Yes	No	N/A	Required Description
BICYCLIST, PEDESTRIAN, AND TRANSIT ACCOMMODATIONS (cont'd)	Does the proposed project design address accommodations for pedestrians? Examples include (but are not limited to): Pedestrian facilities: Sidewalks (preferably on both sides of the street); mid-block crosswalks; striped crosswalks; geometric modifications to reduce crossing distances such as curb extensions (bulb-outs); pedestrian-actuated traffic signals such as High Intensity Activated Crosswalk Beacons, Rapid Rectangular Flashing Beacons; dedicated pedestrian phase; pedestrian signal heads and pushbuttons; pedestrian signs for crossing and wayfinding, lead pedestrian intervals; high visibility crosswalks (e.g., ladder or zebra); pedestrian-level lighting; in-road warning lights; pedestrian safety fencing; pedestrian detection system; pedestrian over pass/underpass; and median safety islands for roadways with (two or more traffic lanes in each direction) Pedestrian amenities: Shade trees; public seating; drinking fountains				

PRELIMINARY ENGINEERING CHECKLIST

Item To Be Addressed	Checklist Consideration	Yes	No	N/A	Required Description
BICYCLIST, PEDESTRIAN, AND TRANSIT ACCOMMODATIONS (cont'd)	Have you coordinated with the corresponding transit authority to accommodate transit users in the project design? Transit facilities: Transit shelters, bus turnouts Transit amenities: public seating, signage, maps, schedules, trash and recycling receptacles				
BICYCLIST AND PEDESTRIAN OPERATIONS	Is the proposed design consistent with the desired future bicyclist and walking plans (e.g., Master Plan/Elements) within the project area including safety, volumes, comfort and convenience of movement, important walking and/or bicycling connections, and the quality of the walking environment and/or availability of bicycle parking?				
TRANSIT OPERATIONS	Does the proposed design address the desired/anticipated future transit conditions within the project area, including bus routes and operations and transit station access to support transit usage and users?				

PRELIMINARY ENGINEERING CHECKLIST

Item To Be Addressed	Checklist Consideration	Yes	No	N/A	Required Description
MOTOR VEHICLE OPERATIONS	Does the proposed design address the desired future motor vehicle conditions within the project area, including volumes, access, important motor vehicle connections, appropriateness of motor vehicle traffic to the particular street (e.g., local versus through traffic) and the reduction of the negative impacts of motor vehicle traffic?				
TRUCK/FREIGHT OPERATIONS	Does the proposed design address the desired future truck conditions within the project area, including truck routes, volumes, access, mobility and the reduction of the negative impacts of truck traffic?				
ACCESS AND MOBILITY	Does the proposed design address accommodations for those with access or mobility challenges such as the disabled, elderly, and children, including ADA compliance? Examples include (but are not limited to): Curb ramps, including detectable warning surface; accessible signal actuation; adequate sidewalk or paved path (length & width or linear feet); acceptable slope and cross-slope (particularly for driveway ramps over sidewalks, over crossings and trails); and adequate green signal crossing time				

PRELIMINARY ENGINEERING CHECKLIST

Item To Be Addressed	Checklist Consideration	Yes	No	N/A	Required Description
LAND USAGE	Is the proposed design compatible with the predominant land uses and densities within the project area, including any historic districts, main streets, or special zoning districts?				
MAJOR SITES	Can the proposed design support the major sites, destinations, and trip generators within or proximate to the project area, including prominent landmarks, commercial, cultural and civic institutions, and schools, public spaces?				
STREETSCAPE	Does the proposed design include landscaping, street trees, planters, buffer strips, or other environmental enhancements such as drainage swales?				
DESIGN STANDARDS OR GUIDELINES	Does the proposed design follow all applicable design standards or guidelines appropriate for bicycle and/or pedestrian facilities? Examples include (but are not limited to): American Association of State Highway and Transportation Officials (AASHTO) – <i>A Policy on Geometric Design of Highway and Streets</i>, <i>Guide for the Development of Bicycle Facilities</i>, <i>Guide for the Planning, Design, and Operation of Pedestrian Facilities</i>; <i>Public Right-of-Way Accessibility Guide</i> (PROWAG);				

PRELIMINARY ENGINEERING CHECKLIST

Item To Be Addressed	Checklist Consideration	Yes	No	N/A	Required Description
DESIGN STANDARDS OR GUIDELINES (cont'd)	Manual on Uniform Traffic Control Devices (MUTCD); Americans with Disabilities Act Accessibility Guidelines (ADAAG); National Association of City Transportation Officials (NACTO) - Urban Bikeway Design Guide; Urban Streets Stormwater Guide; New Jersey Department of Transportation (NJDOT) - Bicycle Compatible Roadways & Bikeways Planning and Design Guidelines, Pedestrian Planning and Design Guidelines, Complete Streets Design Guide, Rutgers University Green Infrastructure Guidance Manual; ITE Designing Walkable Urban Thoroughfares				
SAFETY	Does the proposed project design include elements from the FHWA Proven Safety Countermeasures? Examples include, but are not limited to, road diets, medians and pedestrian islands, lead pedestrian intervals, etc.				
STORMWATER MANAGEMENT	Has an impervious cover assessment been performed and have impervious surface areas been minimized while meeting engineering standards and guidelines?				

CONSTRUCTION CHECKLIST

Item To Be Addressed	Checklist Consideration	Yes	No	N/A	Required Description
MAINTENANCE OF TRAFFIC	During construction, will safe access be maintained for all users, including pedestrians, bicyclists, transit users, and delivery vehicles?				
DETOURS	Will detour routes for all users on site or nearby be provided and clearly marked, including advanced warning signs?				

Borough Planner Sign-Off

statement of compliance	yes	no	If NO, please describe why (refer to Exemptions Clause)
The plan or roadway improvement accommodates bicyclists, pedestrians, transit users of all ages and abilities, and addresses the related public health, Priority Communities, and environmental goals as set forth in the Borough of Eatontown's Complete Streets Policy.			

MAINTENANCE CHECKLIST

Item To Be Addressed	Checklist Consideration	Yes	No	N/A	Required Description
STREET CLEANING	Does the street cleaning include the shoulder or roadway to the curb?				
	Are the sidewalks cleaned on a regular basis?				
SNOW REMOVAL	Does snow plowing block or push snow into crosswalks, blocking clear access?				
	Does the Town shovel out crosswalks or enforce residential requirements to clean snow from the crosswalk right of way?				
RE-STRIPING	Can additional road uses be supported and/or safety improved by reconfiguring lanes within the same roadway width? Examples include (but are not limited to): • Lane narrowing • Lane reconfiguration • Lane reduction (road diet) • On-street bicycle parking • High-visibility crosswalks • painted curb extension, etc.				
STORMWATER MANAGEMENT	Does the maintenance plan include procedures to not obstruct drainage (e.g., inlets, curb-cuts, grates, etc.) into the green infrastructure facility? Has landscaping been maintained?				

Public Works Sign-Off

statement of compliance	yes	no	If NO, please describe why (refer to Exemptions Clause)
The Borough's roadway maintenance and snow removal plan accommodates bicyclists, pedestrians, and stormwater management installations as set forth in the Borough of Eatontown's Complete Streets Policy.			