

RESOLUTION NO. 2017-221

A RESOLUTION FOR THE ESTABLISHMENT OF A  
COMPLETE STREETS POLICY.

WHEREAS, safe, convenient, and accessible transportation for all users is a priority; and

WHEREAS, the City is committed to creating a Complete Streets Policy with the intent to plan, design, build, and maintain all roads to meet the needs of all users; and

WHEREAS, Complete Streets means a comprehensive, integrated, connected, multi-modal transportation network that safely accommodates all road users of all abilities for all trips; and

WHEREAS, all users includes pedestrians, bicyclists, motorists, and transit vehicle users of all ages and abilities; and

WHEREAS, there is a high incidence of pedestrian and bicyclist accidents in New Jersey, frequently resulting in serious injury or death, indicating the need for a Complete Streets Policy; and

WHEREAS, while transit opportunities are limited in the City, what is available is heavily utilized, indicating the need for a Complete Streets Policy; and

WHEREAS, Complete Streets have the potential for improving physical and mental health either directly or indirectly, including, but not limited to:

- incorporating physical activity into our daily lives by increasing pedestrian activity and bicycle use;
- reducing rates of several chronic diseases related to increase in physical activity from walking and bicycling. Key impacted diseases include diabetes, heart disease, depression, and some cancers;
- reducing rates of injury and death from decreased traffic crashes and improved safety for all users;
- reducing rates of asthma and other respiratory issues due to improved air quality through emissions reductions and vegetative air filtration;
- multiplying health and wellness benefits resulting from improved access to necessary amenities for vulnerable populations;
- reducing the risk of illnesses related to water-borne pathogens resulting from improved stormwater infiltration;
- increasing the sense of social connectivity and sense of community belonging;
- improving aesthetics through decorative and functional vegetation;
- improving safety for pedestrians, bicyclists and transit riders -groups that include children, seniors, special needs populations and groups with limited transportation options;
- providing connections to walking and bicycling trip generators such as transit routes, employment and retail centers, and educational, recreational, and public facilities, in addition to residential concentrations; and
- creating more livable communities; and

WHEREAS, a Complete Streets Policy would advance the City's Sustainable Jersey Resolution, Safe Routes to Schools Program, County Open Space Study, County Rails to Trails Plan and Downtown Parking, Circulation and Landscaping Study; and

WHEREAS, the City wishes to implement a Complete Streets Policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities within public right-of-ways; and

WHEREAS, it is the intent of the City, to the extent practicable, to apply the Complete Streets Policy to all road, bridge, and building projects funded through the City's Capital Program and Federal and State grants, recognizing the need for flexibility and that all streets are different, and user needs must be balanced and fit into the context of the community.

NOW, THEREFORE, be it resolved that all initial planning and design studies of complete street infrastructure projects shall consider opportunities to improve public health.

BE IT FURTHER RESOLVED, that the City adopts a Complete Streets Policy with the following goals and objectives:

1. Develop a Complete Streets Plan, which shall be adopted by City Council, to guide the development of a comprehensive, integrated, connected, multi-modal street network that safely accommodates all road users of all abilities for all trips. This plan will determine what design elements are needed where, factoring in the following:
  - Master Plan Land Use and Transportation Elements;
  - walking and bicycling trip generators such as transit routes, employment and retail centers, and educational, recreational, and public facilities, in addition to residential concentrations;
  - traffic conditions;
  - availability and condition of right-of-ways;
  - environmental constraints;
  - social impacts;
  - scenic routes; and
  - special needs populations and groups with limited transportation options.
2. Establish a checklist of pedestrian, bicycle and transit design elements, including, but not limited to, accessible sidewalk curb ramps, crosswalks, countdown pedestrian signals, signs, median refuges, curb extensions, pedestrian scale lighting, bicycle lanes, bicycle racks/lockers, shoulders and bus shelters, for consideration in all road, bridge, and building projects funded through the City's Capital Program and Federal and State grants.
3. Evaluate pedestrian, bicycle and transit design elements from the checklist for all road, bridge, and building projects, giving consideration to the following:
  - guidance provided by the Complete Streets Plan;
  - existing and future need for pedestrian, bicycle and transit improvements, since transportation facilities are long term investments constructed for long-term use that need to anticipate both existing and future demand for walking, bicycling and transit usage so as not to preclude the provision of these improvements;
  - project size, local support, environmental constraints, right-of-way limitations, funding resources, and walking and/or bicycling compatibility;
  - need for pedestrians and bicyclists to cross corridors, as well as travel along them, in a safe, accessible and convenient manner, which impacts the design of intersections, interchanges and bridges;
  - safe, accessible and convenient accommodation of pedestrians, cyclists and transit riders;
  - pedestrian and bicycle design standards contained in 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;

- provisions for pedestrians, bicyclists and transit riders when closing roads, bridges or sidewalks for construction projects, as outlined in NJDOT Policy #705
  - Accommodating Pedestrian and Bicycle Traffic During Construction;
  - compliance with Title VI Environmental Justice, Americans with Disabilities Act (ADA) and principles of context sensitive design;
  - establishment of safe routes to schools, transit facilities and recreational facilities; and
  - special needs populations and groups with limited transportation options.
4. Develop guidelines and process for approval of exemptions to the Complete Streets Policy, giving consideration to the following:
- roadway prohibitions for non-motorized users;
  - lack of public transit facilities;
  - absence of walking and bicycling trip generators;
  - low population density;
  - detrimental environmental or social impacts that outweigh the benefits of pedestrian, bicycle and transit improvements;
  - cost of pedestrian, bicycle and transit improvements is excessively disproportionate to cost of project (cost of pedestrian, bicycle and transit improvements increases total project cost in excess of 5%, or as otherwise dictated by funding authority, as determined by engineering estimates); and
  - safety or timing of a project is compromised by the inclusion of pedestrian, bicycle and transit improvements.

BE IT FURTHER RESOLVED, that this policy and resultant plan shall be used as guidance for planned road, bridge and building projects, but shall not be viewed as an obligation to initiate any projects.

BE IT FURTHER RESOLVED, that a certified copy of this Resolution shall be sent to all departments and agencies having a responsibility for or connection with projects covered by the Complete Streets Policy.

Adopted:

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President of Council

ATTEST:

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City Clerk