

RESOLUTION #12-195

RESOLUTION TO APPROVE THE COMPLETE STREETS POLICY

WHEREAS, the New Jersey Department of Transportation's Complete Streets policy states, "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, Chatham Borough supports the numerous benefits of Complete Streets, including: improved safety for all roadway users (pedestrians, bicyclists, transit users, and motorists, of all ages and abilities): new and/or improved connections to bicycling and walking trip generators such as commercial areas, schools, residential neighborhoods, parks, and public facilities that contribute to a comprehensive, integrated, multi-modal transportation network; and, improved community health, livability, and sustainability through the provision of transportation options that encourage physical activity; and

WHEREAS, streets are a critical component of public space and an asset in establishing the image and identity of a community, providing a key framework for the history of an area, as well as current and future development; and

WHEREAS, significant accomplishments in walking and bicycling have already been achieved through the creation of paths and walking routes to and from school for local children, as well as through local traffic safety programs, which are proposed to be incorporated into the Complete Streets programs and policies for the Borough; and

WHEREAS, Chatham Borough supports the environmental and fiscal benefits of creating Complete Streets that incorporate sidewalks, bike lanes, safe crossings and transit amenities into the initial design of the project, thus reducing traffic congestion and reliance on carbon fuels, as well as sparing the expense of retrofits later; and

WHEREAS, Chatham Borough wishes to implement a Complete Streets Policy that applies to both new and retrofit projects, specifically through integration of this policy with the planning, design, construction, maintenance and operation of transportation facilities; and

WHEREAS, it is recognized that any policy must be flexible and reflect that all streets are different, including some streets or corridors in Chatham Borough which may not fully satisfy a complete streets environment, but that the transportation system overall will balance the needs of all users and support a comprehensive network of complete streets; and

WHEREAS, complete streets improvements will be based on best design and engineering practices, which may include street and sidewalk lighting; sidewalk and pedestrian safety improvements such as median refuges or crosswalk improvements; improvements that provide ADA (Americans with Disabilities Act) compliant accessibility; transit accommodations including improved pedestrian access to transit stops and shelters; bicycle accommodations including bicycle storage, bicycle parking, bicycle routes, shared-use lanes, and other elements, as appropriate; and, street trees, landscaping, street furniture and other streetscape amenities; and

WHEREAS, this policy, and, more specifically, a Complete Streets Plan with goals, performance measures, general guidelines for addressing the needs of all roadway users, and a project checklist, has been prepared and adopted as an amendment to the Borough's Master Plan;

NOW, THEREFORE, BE IT RESOLVED that all public street projects, including new construction, reconstruction, and maintenance undertaken by Chatham Borough shall be designed and constructed as "complete streets" whenever feasible to do so in order to balance the needs of all roadway users of all ages and abilities, subject to the following conditions/exemptions:

Conditions/Exemptions

Exemptions to the Complete Streets policy shall be documented in writing and filed in the Borough Engineer's Office, for final approval by the Borough Engineer, with supporting data that indicates the reason for the decision, based on one or more of the following conditions:

- 1) Non-motorized users are prohibited on the roadway.
- 2) Cost of accommodations is excessively disproportionate to the cost of the project, comprising more than (20%) of total cost.
- 3) The safety or timing of a project is compromised by the inclusion of Complete Streets.
- 4) The Borough Engineer determines there is insufficient space to safely accommodate new facilities.
- 5) The project is located on a cul-de-sac or road with less than 500 average annual daily traffic (AADT).
- 6) In any project, should the inclusion of pedestrian, public transit, and/or bicycle facilities prove detrimental to wetlands, floodplains, streams, and/or historic/social resources, as determined by engineering analysis, those facilities shall not be required.
- 7) In any project where the inclusion of a new sidewalk, traffic calming feature, or other facility requires land disturbance beyond the existing paved cartway or will impact local travel patterns, a survey of residents directly impacted by the improvements will be undertaken. Should over half of the residents support the project, or should the project meet an overwhelming, documented safety need, then those features will be included in the improvement project.