

October 15, 2012

21. RESOLUTION 509-12 – COMPLETE STREETS POLICY – On motion by seconded by and passed on roll call, the following resolution was adopted.

*WHEREAS, a resolution is being created relating to complete streets policy for the Township of Middle, stating guiding principles and practices so that transportation improvements are planned, designed and constructed to encourage walking, bicycling and transit use while promoting safe operations for all users; and*

*WHEREAS, implementing transportation improvements that are planned, designed and constructed to safely accommodate walking, bicycling, and transit use increase the general safety, health and overall welfare of the citizens of and visitors to the Township of Middle; and*

*WHEREAS, the Township of Middle will seek to enhance the safety, access, convenience and comfort of all users, including pedestrians, bicyclists, transit users and drivers, motorists and freight drivers, and people of all ages and abilities, including children, older adults, and persons with disabilities, through the design, operation and maintenance of the transportation network so as to create a connected network of facilities accommodating each mode of travel; and*

*WHEREAS, transportation improvements are to be planned and designed in a manner consistent with, and supportive of, the surrounding community, recognizing that all streets are different and that the needs of various users will need to be balanced in a flexible manner; and*

*WHEREAS, circulation element of the master plan recommends adoption of a complete streets policy, and the master plan itself states as a goal: “Provide a transportation network that is safe, provides efficient traffic flow, and is pedestrian and bicyclist-friendly, and multimodal.”; and*

*WHEREAS, a Complete Streets policy is consistent with the policy of the New Jersey Department of Transportation, and may assist the Township securing grant funding; and*

***NOW, THEREFORE, BE IT ORDAINED BY THE TOWNSHIP OF MIDDLE AS FOLLOWS:***

*Section 1. All roadway projects, including construction, re-construction, re-paving and rehabilitation, will provide appropriate accommodation for pedestrians, bicyclists, transit riders and drivers, motorists and freight drivers, and people of all ages and abilities, including children, older adults and persons with disabilities, except under one or more of the following conditions:*

- The roadway project is comprised of ordinary maintenance activities designed to keep assets in serviceable condition (e.g., mowing, cleaning, sweeping, spot repair and surface treatments such as chip seal);*
- Where use by non-motorized users is prohibited by law;*
- The cost would be excessively disproportionate to the need or probable future use over the long term;*
- There is an absence of current and future need*
- The safety, funding or timing of a project is compromised by the inclusion of Complete Streets.*

*Section 2. Appropriate accommodations include facilities and amenities that are recognized as contributing to complete streets, which may include sidewalks and pedestrian safety improvements such as median refuges, pedestrian signals, bulb outs and crosswalks; street and sidewalk lighting improvements that provide ADA (Americans with Disabilities Act) compliant accessibility; transit accommodations including improved pedestrian access to transit stops and bus shelters; bicycle accommodations including shared-use lanes, wide travel lanes or bike lanes as appropriate; paved shoulders; bicycle parking; landscaping, street furniture and adequate drainage facilities; and other facilities. All street improvements to be in accordance with NJDOT and AASHTO policies and standards.*

*Section 3. Complete streets principles will continue to be incorporated into planning documents, subdivision and land development ordinance, and other plans, manuals, regulations and programs as appropriate.*