

[**WHEREAS**, the City of Newark is committed to creating street corridors and intersections that safely accommodate all users of all abilities; and

WHEREAS, the State Department of Transportation adopted a Complete Streets Policy (Policy No. 703), effective December 3, 2009, for all projects funded through the Department's Capital Program and strongly encouraged the adoption of similar policies by local jurisdictions, such as the City of Newark, that apply for funding through Local Aid Programs; and

WHEREAS, 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, the benefits of Complete Streets include the following:

- Improve safety for pedestrians, bicyclists, children, older citizens, non-drivers and the mobility challenged as well as those that cannot afford a car or choose to live car free;
- Provide connections to bicycling and walking trip generators such as employment, education, residential, recreation, retail centers and public facilities;
- Promoting healthy lifestyles;
- Create more livable communities;
- Reduce traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions;
- Improving fiscal economy, by incorporating sidewalks, bike lanes, safe crossings and transit amenities into the initial design of a project, thus sparing the expense of retrofits later; and

WHEREAS, the City of Newark wishes to implement the Complete Streets Policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities; and

WHEREAS, it is the intent of the City of Newark, to the extent practicable and not otherwise exempted, to apply the City of Newark Complete Streets Policy to include all public () roadways,, bridges and building projects in the City of Newark.

NOW, THEREFORE, BE IT RESOLVED BY THE MUNICIPAL COUNCIL OF THE CITY OF NEWARK, NEW JERSEY, THAT:

The Municipal Council of the City of Newark formally adopts the Complete Streets Policy with the following goals and objectives:

1. All City of Newark public street projects, both new construction and reconstruction, shall be designed and constructed as "Complete Streets." The "Complete Street" accommodates all modes of transportation, including but not limited to, travel by pedestrians, bicyclists, public transit, and other motorized vehicles and their passengers.

2. Create a comprehensive, integrated, connected multi-modal network by facilitating connections to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers.
3. Provide safe and accessible accommodations for existing and future pedestrian, bicycle and transit facilities.
4. Establish a checklist of pedestrian, bicycle and transit accommodations such as accessible sidewalks curb ramps, crosswalks, countdown pedestrian signals, signs, curb extensions, pedestrian scale lighting, bike lanes, and shoulders for consideration in each project where City jurisdiction applies.
5. Transportation facilities constructed for long-term use shall anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.
6. Designs shall address the need for bicyclists and pedestrians to cross corridors, as well as travel along them, in a safe, accessible and convenient manner; therefore, the design of intersections, interchanges and bridges shall anticipate use by bicyclists and pedestrians.
7. Bicycle and pedestrian facilities shall be designed and constructed to the best currently available standards and practices including 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, NACTO Urban Bikeway Design Guide and the Manual of Uniform Traffic Control Devices.
8. Provisions shall be made for pedestrians and bicyclists when closing roads, bridges or sidewalks for construction projects as outlined in NJDOT Policy #705 -Accommodating Pedestrian and Bicycle Traffic During Construction.
9. Improvements shall comply with Title VII Environmental Justice, Americans with Disabilities Act (ADA) and complement the context of the surrounding community.
10. Exemptions to the Complete Streets Policy shall be presented for final decision to the Director of Engineering in writing and documented with supporting data that indicates the reason for the decision and are limited to the following:
 - a) Non-motorized users are prohibited on the roadway.
 - b) Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
 - c) Cost of accommodations is excessively disproportionate to cost of project, more than twenty (20%) percent of total costs.
 - d) The safety or timing of a project is compromised by the inclusion of Complete Streets.

- e) Detrimental environmental or social impacts outweigh the need for these accommodations.

An exemption other than those listed above must be documented with supporting data and must be approved by the Director of the Department of Engineering.

- 11. A fully executed copy of the Complete Streets Policy shall be filed with the Office of the City Clerk by the Director, Department of Engineering or his designee.

STATEMENT

The City of Newark formally adopts a Complete Streets Policy, which will require that all City of Newark public street projects, both new construction and reconstruction (not including maintenance), shall be designed and constructed as "Complete Streets." The "Complete Street" accommodates travel by pedestrians, bicyclists, public transit and other motorized vehicles and their passengers.]