

TOWNSHIP OF SOUTH ORANGE VILLAGE

RESOLUTION ESTABLISHING A COMPLETE STREETS POLICY IN
THE TOWNSHIP OF SOUTH ORANGE VILLAGE

WHEREAS, "Complete Streets" are defined as roadways that enable safe and convenient access for all users, including pedestrians, persons with disabilities, bicyclists, motorists, and users of public transportation; and

WHEREAS, the New Jersey Department of Transportation supports the Complete Streets policies and has adopted its own policy in December 9, 2009; and

WHEREAS, earlier this year, Essex County became one of the New Jersey counties to adopt the "Complete Streets" policy legislation as part of a broader transportation and road safety policy, and several Essex County municipalities have adopted similar "Complete Streets" policies; and

WHEREAS, the Township of South Orange Village (the "Village") is committed to creating street corridors that safely accommodate all road users of all abilities and for all traveling modes; and

WHEREAS, significant accomplishments have already been achieved in the Village by incorporating pedestrian and bicycle safety and traffic calming measures when public streets are improved; and

WHEREAS, the Board of Trustees supports this "complete streets" initiative and wishes to reinforce its commitment by creating a comprehensive, integrated, connected street network that safely accommodates all road users of all abilities and for all trips; and

THEREFORE, BE IT RESOLVED by the Board of Trustees of the Township of South Orange Village that all public street projects, both new construction and reconstruction (excluding maintenance) undertaken by the Village shall be designed and constructed as "Complete Streets" whenever feasible to do so in order to safely accommodate travel by pedestrians, bicyclists, public transportation, and motorized vehicles and their passengers, with special priority given to pedestrian safety, and subject to the attached Complete Streets Policy.

BE IT FURTHER RESOLVED the Township of South Orange Village Complete Streets Policy, attached and made part of this resolution, shall be adopted by the Village through the planning, design, construction, maintenance and operation of new and retrofit streets and other transportation facilities.

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| Trustee Member | Motion | Second | Ayes | Nays | Abstain | Absent |
|----------------|--------|--------|------|------|---------|--------|
| Bauer | | | X | | | |
| Davis Ford | | | X | | | |
| Goldberg | | | X | | | |
| Gould | | | X | | | |
| Levison | | X | X | | | |
| Rosner | X | | X | | | |

CERTIFICATION

I, Robin R. Kline, Village Clerk of the Township of South Orange Village, County of Essex, State of New Jersey, do hereby certify that this is a true and correct copy of the Resolution adopted by the Board of Trustees at their Special Meeting held on September 24, 2012.

Robin R. Kline, MAS, RMC
Village Clerk

TOWNSHIP OF SOUTH ORANGE VILLAGE COMPLETE STREETS POLICY

I. PURPOSE

To create and implement a Complete Streets Policy in The Township of South Orange Village through the planning, design, construction, maintenance and operation of new and retrofit streets and other transportation facilities.

II. DEFINITIONS

A complete Street is defined as means to provide safe use and access for all users by designing and operating a comprehensive, integrated, connected multi-modal network of transportation options.

III. BACKGROUND

The benefits of Complete Streets are many and varied:

- Complete Streets improve safety for pedestrians, bicyclist, 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.
- Promote healthy lifestyles.
- Create more livable communities.
- Reduce traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions.
- Complete Streets make fiscal sense by incorporating sidewalks, bike lanes, safe crossings and transit amenities into the initial design of a project, thus sparing the expense of retrofits later.

IV. POLICY

The Village of South Orange Township shall implement a Complete Streets policy through the planning, design construction, maintenance and operation of new and retrofit transportation facilities, enabling safe use access and mobility of pedestrians, bicyclists, transit users of all ages and abilities.

1. Create a comprehensive, integrated, connected multi-modal network by providing connections to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers.
2. Provide safe and accessible accommodations for existing and future pedestrian, bicycle and transit facilities.
3. Establish a checklist of pedestrian, bicycle and transit accommodations such as accessible sidewalks curb ramps, crosswalks, countdown pedestrian signals, signs, median refuges, curb extensions, pedestrian scale lighting, bike lanes, shoulders and bus shelters with the presumption that they shall be included in each project unless supporting documentation against inclusion is provided and found to be justifiable.
4. Establish a procedure to evaluate resurfacing projects for complete streets inclusion according to length of project, local support, environmental constraints, right-of-way limitations, funding resources and bicycle and/or pedestrian compatibility.
5. Transportation facilities are long-term investments that shall anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.
6. Address the need for bicyclists and pedestrians to cross corridors as well as travel along them. Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections, interchanges and bridges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
7. Design bicycle and pedestrian facilities 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, the Manual of Uniform Traffic Control Devices and others as related.
8. Research, develop and support new technologies in improving safety and mobility.
9. Make provisions 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.
10. Improvements should also consider connections for Safe Routes to Schools, Safe Routes to Transit, Transit Villages, trail crossings and areas or population groups with limited transportation options.
11. Improvements must comply with Title VI/Environmental Justice, Americans with Disabilities Act (ADA) and should complement the context of the surrounding community.
12. Encourage training for Engineers and Planners on Bicycle/Pedestrian/Transit policies and integration of non-motorized travel options into transportation systems, and for the

Department of Public Works, Police Department and Parking Authority on maintenance, enforcement, and related topics respectively

13. Establish Performance Measures to gauge success.

V. EXEMPTIONS

Exemptions to the Complete Streets policy must be presented for final decision to the Board of Trustees and documented with supporting data that indicates the reason for the decision and are limited to the following:

- 1) Non-motorized users are prohibited on the roadway.
- 2) Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
- 3) Detrimental environmental or social impacts outweigh the need for these accommodations.
- 4) Cost of accommodations is excessively disproportionate to cost of project.
- 5) The safety or timing of a project already planned and budgeted, or underway modifications is compromised by the inclusion of Complete Streets.

An exemption other than those listed above must be documented with supporting data and must be approved by the governing body.

VI. AUTHORITY

N.J.S.A. Title 27