

**RESOLUTION OF TOWNSHIP OF WOODBRIDGE TO ADOPT A  
COMPLETE STREETS POLICY**

**WHEREAS**, the Township of Woodbridge has been actively promoting environmental sustainability for the health, safety, and welfare of Township residents, and the betterment of the natural environment of the Township, and the environment of the planet; and

**WHEREAS**, transportation, especially the design of streets, is an important element of environmental sustainability; and

**WHEREAS**, the Township desires to adopt a Complete Streets Policy that takes into consideration all users of the public right-of-way, including pedestrians, bicyclists, transit riders, and motorists, of all ages and abilities; and

**WHEREAS**, Complete Streets 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; and

**WHEREAS**, Complete Streets provide connections to bicycling and walking trip generators such as employment, education, residential, recreation, retail centers and public facilities; and

**WHEREAS**, Complete Streets promote healthy lifestyles; and

**WHEREAS**, Complete Streets create more livable communities; and

**WHEREAS**, Complete Streets reduce traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions; and

**WHEREAS**, 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.

**NOW, THEREFORE, BE IT RESOLVED BY THE MUNICIPAL COUNCIL OF THE TOWNSHIP OF WOODBRIDGE**, that the Township does hereby support and promote a Complete Streets by adopting the following policy:

COMPLETE STREETS POLICY

I. Purpose

To plan, design, build, and maintain all roads, where feasible, to meet the needs of all users, including enabling safe access and mobility of pedestrians, bicyclists, transit vehicle users, and motorists of all ages and abilities.

## II. Definition

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.

## III. Policy

1. Create a comprehensive, integrated, connected multi-modal network of streets by providing proper connections to bicycling and walking trip generators, such as employment, education, residential, recreational and public facilities, as well as retail and transit centers within the community, where feasible.
2. Provide safe and accessible accommodations for existing and future pedestrian, bicycle and transit facilities.
3. As all streets are different, establish a procedure to evaluate new streets and resurfacing projects for complete streets inclusion according to length of project, local community support, environmental constraints, right-of-way limitations, funding resources and bicycle and/or pedestrian compatibility.
4. 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.
5. Address the need for bicyclists and pedestrians to cross corridors. 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.
8. 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.
9. 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.
10. Improvements shall 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 shall comply with Title VII Environmental Justice, Americans with Disabilities Act (ADA) and complement the context of the surrounding community.

12. Exemptions to the Complete Streets policy shall be presented for final decision to the Municipal Engineer 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) Insufficient space in an existing right-of-way to design a Complete Street.
- c) Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
- d) Detrimental environmental or social impacts outweigh the need for these accommodations.
- e) Cost of accommodations is excessively disproportionate to cost of project.
- f) The safety or timing of a project is compromised by the inclusion of Complete Streets.
- g) An exemption other than those listed above must be documented with supporting data and must be approved by the Municipal Engineer.

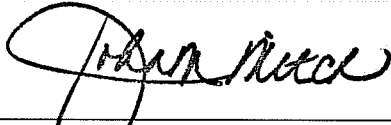
13. This policy shall be incorporated into the next Master Plan Reexamination report and the adoption

**ADOPTED:** JULY 12, 2011

I hereby certify that the above is a true and exact copy of the Resolution adopted by the Municipal Council of the Township of Woodbridge at their Regular Meeting held on

JULY 12, 2011

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JOHN M. MITCH, RMC, CMC, CMR  
MUNICIPAL CLERK