

RESOLUTION #12-200

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODBURY ESTABLISHING AND ADOPTING A COMPLETE STREETS POLICY

WHEREAS, the City of Woodbury is committed to creating a pedestrian and bikeway system that makes walking and cycling a viable alternative to driving, and which improves pedestrian and bicyclist safety; 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 are many and varied and include improved safety for pedestrians, bicyclists, children, older citizens, non-drivers and the mobility and visually challenged as well as those that cannot afford a car or choose to live car free; better connections to bicycling and walking trip generators such as employment, education, residential, recreation, retail and public facilities; promotion of healthier lifestyles; creation of more livable communities; reduction in traffic congestion and reliance on carbon fuels, thereby reducing greenhouse gas emissions; and cost savings by incorporating sidewalks, bike lanes, safe crossings and transit amenities into the initial design of a project, thus sparing the expense of reconstruction later; and

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

WHEREAS, the City Planner, J. Timothy Kernan prepared a report for the Woodbury Planning/Zoning Board dated November 15, 2012, a copy of which is attached hereto as Exhibit A and made a part of this Resolution; and

WHEREAS, the City of Woodbury Planning/Zoning Board considered the recommendation of City Council that the Board study the issue of Complete Streets and the report of the City Planner at its regularly scheduled meeting of December 19, 2012 and has by unanimous vote recommended to City Council that they adopt this resolution in support of Complete Streets in the City of Woodbury and that they proceed to implement Complete Streets by adoption of appropriate Ordinance changes as outlined in the City Planner's report, said action being contained in a letter dated December 20, 2012 from the Planning/Zoning Board Solicitor, Mark Shoemaker, Esq., a copy of which is attached hereto as Exhibit B and made a part hereof.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Woodbury adopts a Complete Streets Policy with the following goals and objectives:

1. The Complete Streets concept shall be incorporated into all planning, design, approval, and implementation processes for any construction, reconstruction, retrofit, alteration, or major repair of streets, bridges, or other portions of the transportation network, including pavement resurfacing, restriping, and signalization operations if the safety and convenience of users can be improved within the scope of work.
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 sidewalk curb ramps, crosswalks, countdown and audible pedestrian signals, signs, curb extensions, pedestrian scale lighting, bike lanes and shoulders for consideration in each project.
4. 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.
5. 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.
6. 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, the Manual on Uniform Traffic Control Devices (MUTCD), Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) and other related standards.
7. Accessible provisions, including signage and alternative routes, shall be made for pedestrians and bicyclists when closing roads, sidewalks, bridges, and/or bike lanes for construction projects.
8. Improvements shall comply with the Americans with Disabilities Act (ADA) and current and applicable ADA guidelines such as the PROWAG.
9. Exemptions to the Complete Streets Policy shall be presented to the Planning/Zoning Board Engineer for review, with final decision made by the Planning/Zoning Board and documented with supporting data that indicates the reason for the decision and are limited to the following circumstances:
 - a. Where bicyclists and pedestrians are prohibited by law from using the roadway.
 - b. Where the cost of accommodations is excessively disproportionate to the cost of the project, at more than twenty percent (20%) of the total cost.

- 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 the accommodations.
- e. The safety or timing of a project is compromised by the inclusion of Complete Streets.

ADOPTED at a regular meeting of the Mayor and City Council of the City of Woodbury held November 13, 2012.


HEATHER S. TIERNEY
President of Council

ATTEST


ROY A. DUFFIELD
City Clerk

November 15, 2012

Brian M. Bosworth, Planning/Zoning Board Administrator
COMBINED PLANNING/ZONING BOARD
CITY OF WOODBURY
P.O. Box 180
33 Delaware Street
Woodbury, NJ 08096

**Re: Complete Streets
City of Woodbury
Our File No WBP12001**

Dear Mr. Bosworth:

In accordance with the request of the City Council, we have investigated the implementation of a *Complete Streets Policy* in the City of Woodbury.

The following comments outline proposed changes to the City's codes and Master Plan and recommended steps to be undertaken for said implementation. Enclosed is a draft resolution for consideration.

City Code Revisions:

Proposed additions to the Code are indicated below as italic and underlined text. A line is struck through text that is proposed to be deleted from the Code.

§170-3 B. CARTWAY The portion of a street intended for vehicular *and bicycle* use.

§170-7.3 B. 5. *(i) New streets shall be designed in accordance with the Complete Streets Policy of the City of Woodbury to the maximum extent practicable.*

§167-25.1 A. *(4) The lack of sidewalks does not detrimentally impact the intentions of the Complete Streets Policy.*

§167-31 C. Grading. The grade of the sidewalk, regardless of material of construction, shall have a uniform, *maximum* pitch of ~~1/4 of an inch to the foot~~ *2%* toward the curbline *and meet applicable Americans with Disabilities Act (ADA) standards*, except where the physical conditions alter the situation, and in such case modifications must first be approved by the City Council.

§167-32 F. Curb corners. All corners shall be rounded ~~with a ten-foot radius, unless otherwise authorized in writing by the City Engineer.~~ *in accordance with the Residential Site Improvement Standards (RSIS).* The top of the curb shall be depressed as necessary to meet the Americans with Disabilities Act (ADA) handicap ramp standards. ~~All curbs and sidewalks lying within the intersection of the right-of-way lines of the intersecting streets will be paid for by the City upon certification of location and measurements by the City Engineer.~~

Master Plan Addition:

The Circulation Element of the City of Woodbury Master Plan points to speeding in residential areas as the "top citizen complaint in many municipalities." Creation

of a *Complete Streets Policy* will encourage walking and biking, reduce automobile usage, and help to mitigate this traffic concern. We suggest the following language be added to the "Road and Intersection Improvements" section of the Circulation Element:

The Complete Streets Policy of the City of Woodbury should be considered and followed in both new road projects and the reconstruction of existing roads and intersections. 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. Complete Streets enable safe access and mobility of pedestrians, bicyclists, and transit users of all ages and abilities.

Proposed future goals:

1. Update all pedestrian ways to meet *Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG)* and the Americans with Disabilities Act (ADA) guidelines, including but not limited to curb ramps.
2. Add bike lanes, where right-of-way conditions allow and where the need exists.
3. Add share the road pavement markings or signage where bike lanes are not achievable due to right-of-way constraints but bike use is prevalent.
4. Add bike racks in all commercial areas.
5. Add additional bus stops.
6. Add accessible, audible pedestrian signals with Braille plates at existing crosswalks in accordance with PROWAG section R209.
7. Add additional, safer crosswalks, including accessible, audible pedestrian signals with Braille plates in accordance with PROWAG section R209.
8. Reconstruct substandard and/or damaged sidewalks throughout the City.
9. Provide alternate ADA accessible routes for pedestrians and bicyclists during construction projects.
10. Add additional right turn restrictions. It is our recommendation that intersections such as Route 45 and Red Bank Avenue be added to the list in Schedule XX (§190-50). Due to the location of the hospital, retail stores, restaurants, and bus stops, this area is highly used by pedestrians. A "no turn on red" prohibition will create safer crossing for pedestrians and therefore more closely meet the "Complete Streets" concept and policy.
11. Develop Complete Streets concept development and preliminary design checklists to aid planners, designers, engineers, and project managers in developing new or reconstructed streets in accordance with the *Complete Streets Policy*.

12. Add "Complete Streets Checklist" requirement to the subdivision and site plan checklist.
13. Provide training and education to Planning/Zoning Board members, City staff, professional consultants, elected officials, and all individuals who review or design roads and pedestrian facilities.
14. Form a Complete Streets committee or task force to further evaluate the existing Codes, Master Plan and Redevelopment Plans in order to achieve successful implementation of the policy and to identify areas in need of reconstruction and redesign for future capital funds projects.
15. Implement a Complete Streets pilot project.

It has been a pleasure conducting this initial research. If you have any questions with regard to this matter or require additional information, please do not hesitate to contact our office at (856) 251-9500.

Best regards,

J. TIMOTHY KERNAN, INC.

J. Timothy Kernan, P.E., P.P., C.M.E.
President

JTK/rld
Attachment

cc: Mark B. Shoemaker, Esq.
Carl R. Gaskill, PE, PP, PLS, CME

R-#12-200



Ward Shoemaker LLC
Counsellors at Law

(856) 853-7771
Fax (856) 853-0146

MARK B. SHOEMAKER
mshoemaker@wardshoemaker.com

36 EUCLID STREET
WOODBURY, NEW JERSEY 08096

Our File No. 9765MBS

December 20, 2012

Via Hand Delivery

Michael A. Aimino, Jr., Esquire
Aimino & Dennen, LLC
40 Newton Avenue
Woodbury, NJ 08096

Re: Complete Streets - City of Woodbury

Dear Mr. Aimino:

Pursuant to the request of the Mayor and City Council, the Woodbury Planning/Zoning Board investigated the implementation of a Complete Streets policy for the City of Woodbury. The matter was referred to the Board Planner, who prepared a report dated November 15, 2012, a copy of which is enclosed herewith for your review. Mr. Kernan made his presentation to the Board at its meeting on December 19, 2012.

By unanimous vote, the Board has adopted Mr. Kernan's report and recommends same for implementation by the Mayor and City Council. As you will see, Mr. Kernan has prepared a draft Resolution that would set the City's policies in this regard going forward. Of course, to achieve the amendments to the City Code recommended by Mr. Kernan, appropriate Ordinances would have to be introduced.

I take this opportunity to note that Mayor Riskie spoke at length in favor of adopting a Complete Streets policy in the City of Woodbury. He emphasized that he would like to see City Council act on a policy Resolution before the end of the year. If you have any questions regarding the above, kindly do not hesitate to contact me.

Very truly yours,
WARD SHOEMAKER LLC

By: 
Mark B. Shoemaker, Esquire

MBS:vl
Enclosures - Letter & Draft Resolution
cc: Mayor Ron Riskie (Via Facsimile)