

BOROUGH OF FANWOOD

RESOLUTION 14-03-63

WHEREAS, the Borough of Fanwood (“Borough”) is committed to creating streets that accommodate all road users of all ages and abilities for all trips; and

WHEREAS, a Complete Street is defined as a means of providing 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 i) improving safety for pedestrians, bicyclists, children, older citizens, families, non-drivers, the mobility-challenged and other non-vehicular users of the roadway, as well as those who cannot afford a motor vehicle or choose to live motor vehicle-free; ii) providing connections to bicycling and walking trip generators such as employment, residential, recreation, transit, retail centers, public and civic facilities; iii) promoting healthy lifestyles; iv) creating more livable and walkable communities; v) reducing traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions; and vi) saving money by incorporating sidewalks, on-streets bicycle facilities, safe and convenient crossings and transit amenities into the initial design of a project, thus sparing the expense of retrofits later; and

WHEREAS, the Mayor and Council fully support these initiatives and wish to reinforce their commitment to creating a comprehensive, integrated, connected street network that accommodates all non-motor vehicle users of all abilities and for all trips through the implementation of a Complete Streets policy; and

WHEREAS, a Complete Streets policy will be implemented through the planning, design, construction, maintenance, and operation of new and retrofit transportation facilities.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Council of the Borough of Fanwood, by the adoption of a Complete Streets Policy as defined in this resolution;

BE IT FURTHER RESOLVED that the Planning Board and the Borough Engineer should make Complete Streets practices and principles a standard part of everyday operations, should approach every transportation project and program as an opportunity to improve public streets and the transportation network in the Borough for all users, and should work in coordination with other departments, agencies, and jurisdictions to achieve robust Complete Streets;

BE IT FURTHER RESOLVED that all public street projects, both new construction and reconstruction in the Borough shall be designed and constructed as Complete Streets; and

BE IT FURTHER RESOLVED that the Complete Streets policy as set forth above shall be implemented as follows:

1. All Borough streets shall be designed and constructed to include accommodations for pedestrians, bicyclists, public transit, and motorists. Complete Streets shall accommodate users of all ages and abilities.
2. Recognizing the inter-connected multi-modal network of street grid, the Borough will work with Union County and state agencies through existing planning efforts to ensure Complete Streets principles are incorporated in a context sensitive manner.
3. While Complete Streets principles are context sensitive, these features should be considered during the design, planning, maintenance and operations phases and incorporate changes into some retrofit and reconstruction projects. Departments shall reference New Jersey Roadway Design Manual; the AASHTO Guide for the Development of Bicycle Facilities; AASHTO Guide for the Planning, Design and Operation of Pedestrian Facilities; the Manual of Uniform Traffic Control Devices; the NACTO Urban Bikeway Design Guide and other design criteria as necessary, striving to balance all needs, when repaving or reconstructing streets.
4. The Planning Board, along with their respective planning and engineering professionals, shall incorporate this Complete Streets policy into its reviews and recommendations of major site plan and development/redevelopment projects; that all initial planning and designing studies, environmental reviews and other project reviews for projects requiring funding or approval by the Borough should (a) evaluate the effect of the proposed project on safe travel by all users, and (b) identify measures to mitigate any adverse impacts on such travel that are identified.
5. To facilitate timely implementation of the Complete Streets policy, the following steps shall be taken:
 - a. A memorandum outlining this new policy will be distributed to all department heads on or before May 1, 2014 of this resolution.
 - b. At least one training session about Complete Streets will be conducted for appropriate staff of the Borough on or before July 1, 2014.
6. Exceptions may be made to the policy and its implementation under any one of the following conditions and presented to the Mayor and Council with detailed explanation for approval:
 - a. Bicycle and pedestrian facilities are not required where they are prohibited by law.
 - b. Public transit facilities shall not be required on streets not serving as transit routes.
 - c. When the cost of incorporating new bicycle, pedestrian, and/or public transit facilities is

excessive, defined as greater than 20% of the overall project cost, the need for and/or probable use of the facility shall be considered in making the determination as to whether or not an exception should be approved at this time or held for future consideration. This determination may occur during the budget and capital improvements program approval process or when project plans and specifications are being prepared. Exceptions due to cost increases shall be sent to Mayor and Council for formal approval.

This is to certify that the above is a true and exact copy of a Resolution adopted by the Mayor and Counsel on March 18, 2014.

Eleanor McGovern, Borough Clerk