

TOWNSHIP OF MILLBURN
RESOLUTION 14-166
RESOLUTION ESTABLISHING AND ADOPTING
A MILLBURN TOWNSHIP COMPLETE STREETS POLICY

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 New Jersey Department of Transportation adopted a Complete Streets Policy (Policy No. 703), for projects funded through the Department's Capital Program and encouraged the adoption of similar policies by local jurisdictions; and

WHEREAS, the benefits of Complete Streets include improving 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; providing connections to bicycling and walking trip generators such as employment, education, residential, recreation, retail centers and public facilities; promoting healthy lifestyles; creating more livable communities; reducing traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions; and saving money 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 Township Committee for the Township of Millburn wishes to establish a Complete Streets Policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility; and

WHEREAS, it is the intent of the Township Committee of the Township of Millburn that to the extent practicable, the Millburn Township Complete Streets Policy shall include all bridge, road and building projects.

NOW, THEREFORE, BE IT RESOLVED by the Township Committee of the Township of Millburn in the County of Essex and State of New Jersey as follows:

The Township Committee hereby establishes the Millburn Township Complete Streets Policy with the following goals and objectives:

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. Additionally, in less developed areas, paved shoulders or a multi-use path shall be included in all new construction and reconstruction projects on roadways used by

more than 1,000 vehicles per day. Paved shoulders provide safety and operational advantages for all road users. Shoulder rumble strips are not recommended when used by bicyclists, unless there is a minimum clear path of four feet in which a bicycle may safely operate. If there is evidence of heavy pedestrian usage then sidewalks shall be considered in the project.

5. 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.
6. 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.
7. 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.
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. Make provisions for pedestrians and bicyclists when closing roads, bridges or sidewalks for construction projects as outlined in NJDOT Policy No. 705 – accommodating Pedestrian and Bicycle Traffic During Construction.
10. Improvements should also consider connections for safe routes to schools, to transit facilities, 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.

Exemptions to the Millburn Township Complete Streets Policy shall be those set forth in the NJDOT Complete Streets Policy (No. 703) as follows:

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, more than twenty percent (20%) of total cost.

5. The safety or timing of a project is compromised by the inclusion of Complete Streets.
6. An exemption other than those set forth in the preceding paragraphs, requires that this Complete Streets Policy be accordingly amended by the Township Committee upon receipt of a recommendation of a Committee yet to be formed, which shall have as part of its charter, the review and recommendation of Complete Streets Policy revisions, together with supporting data reviewed and approved by the Township Engineer.
7. All matters involved in the need to amend or revise the Millburn Township Complete Streets Policy shall remain in the jurisdiction of the Township Committee, which shall first refer any such matters to the Committee referenced above for its recommendations.

BE IT FURTHER RESOLVED, that a certified copy of this Resolution shall be sent to the Office of the Township Business Administrator for circulation to applicable Township Departments.

BE IT FURTHER RESOLVED, that this Resolution shall take effect on the date hereof and shall be construed as the Policy of the Township of Millburn unless and until modified or revised by the Township Committee from time to time.

Adopted by Township Committee on July 15, 2014

I, Christine A. Gatti, Township Clerk of the Township of Millburn, County of Essex, State of New Jersey, hereby certify this to be a true copy of a resolution adopted by the Township Committee on July 15, 2014.

Christine A. Gatti, RMC
Township Clerk

INTRODUCED	SECONDED	COMMITTEE	AYE	NAY	ABSTAIN	ABSENT
		BOURKE				
		GREENBERG				
		HAIMOFF				
		MOUNT				
		TILLOTSON				