

BOROUGH OF BUENA
COUNTY OF ATLANTIC

RESOLUTION NO. 148-14

A RESOLUTION OF THE BOROUGH OF BUENA FOR THE
ESTABLISHMENT OF A COMPLETE STREETS POLICY.

WHEREAS, Complete Streets means a comprehensive, integrated, connected, multi-modal street network that safely accommodates all road users of all abilities for all trips; and

WHEREAS, there is a high incidence of pedestrian and bicyclist accidents in New Jersey, frequently resulting in serious injury or death, indicating the need for a Complete Streets Policy; and

WHEREAS, fiscal constraints have necessitated the elimination of school courtesy busing, resulting in more children walking and bicycling to school, indicating the need for a Complete Streets Policy; and

WHEREAS, confronted with the obesity epidemic, more people are walking and bicycling as a no cost exercise alternative, indicating the need for a Complete Streets Policy; and

WHEREAS, while transit opportunities are limited in the Borough, what is available is heavily utilized, indicating the need for a Complete Streets Policy; and

WHEREAS, the benefits of Complete Streets are many and varied, including, but not limited to:

- a. improving safety for pedestrians, bicyclists and transit riders – groups that include children, older citizens, special needs populations and groups with limited transportation options;
- b. providing connections to walking and bicycling trips generators such as transit routes, employment and retail centers, and educational, recreational and public facilities, in addition to residential concentrations;
- c. promoting healthy lifestyles;
- d. creating more livable communities;
- e. reducing traffic congestion and reliance on carbon fuels, thereby reducing greenhouse gas emissions; and
- f. saving money by incorporating design elements, including, but not limited to, sidewalks, bicycle lanes, safe crossings and transit amenities, into the initial design of a project, thus sparing the expense of retrofits later; and

WHEREAS, a Complete Streets Policy would advance the Borough's Sustainable Jersey Resolution, Safe Routes to Schools Program, County Open Space Study, County Rails to Trails Plan and Downtown Parking, Circulation and Landscaping Study; and

WHEREAS, the Borough is committed to creating a street network that makes walking, bicycling and transit usage viable alternatives to driving; and

WHEREAS, the Borough is committed to creating a street network that improves the safety of pedestrians, bicyclists and transit riders; and

WHEREAS, the Borough wishes to implement a Complete Streets Policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities with public right-of-ways; and

WHEREAS, it is the intent of the Borough, to the extent practicable, to apply the Complete Streets Policy to all road, bridge and building projects funded through the Borough's Capital Program and Federal and State grants.

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

1. Develop a Complete Streets Plan, which shall be adopted by Borough Council, to guide the development of a comprehensive, integrated, connected, multi-modal street network that safely accommodates all road users of all abilities for all trips. This plan will determine what design elements are needed where, factoring in the following:

- a. Master Plan Land Use and Transportation Elements;
- b. walking and bicycling trip generators such as transit routes, employment and retail centers, and educational, recreational, and public facilities, in addition to residential concentrations;
- c. traffic conditions;
- d. availability and condition of right-of-ways;
- e. environmental constraints;
- f. social impacts;
- g. scenic routes; and
- h. special needs populations and groups with limited transportation options.

2. Establish a checklist of pedestrian, bicycle and transit design elements, including, but not limited to, accessible sidewalk curb ramps, crosswalks, countdown pedestrian signals, signs, median refuges, curb extensions, pedestrian scale lighting, bicycle lands, bicycle racks/lockers, shoulders and bus shelters, for consideration in all road, bridge and building projects funded through the Borough's Capital Program and Federal and State grants.

3. Evaluate pedestrian, bicycle and transit design elements from the checklist for all road, bridge and building projects, giving consideration to the following:

- a. guidance provided by the Complete Streets Plan;
- b. existing and future need for pedestrian, bicycle and transit improvements since transportation facilities are long term investments constructed for long-term use that need to anticipate both existing and future demand for walking, bicycling and transit usage so as not to

preclude the provision of these improvements;

- c. project size, local support, environmental constraints, right-of-way limitations, funding resources, and walking and/or bicycling compatibility;
 - d. need for pedestrians and bicyclists to cross corridors, as well as travel along them, in a safe, accessible and convenient manner, which impacts the design of intersections, interchanges and bridges;
 - e. safe, accessible and convenient accommodation of pedestrians, cyclists and transit riders;
 - f. pedestrian and bicycle design standards contained in 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;
 - g. provisions for pedestrians, bicyclists and transit riders when closing roads, bridges or Accommodating Pedestrian and Bicycle Traffic During Construction;
 - h. compliance with Title VI Environmental Justice, Americans with Disabilities Act (ADA) and principles of context sensitive design;
 - i. establishment of safe routes to schools, transit facilities and recreational facilities;
- and
- j. special needs populations and groups with limited transportation options.

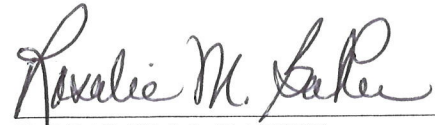
4. Develop guidelines and process for approval of exemptions to the Complete Streets Policy, giving consideration to the following:

- a. roadway prohibitions for non-motorized users;
- b. lack of public transit facilities;
- c. absence of walking and bicycling trip generators;
- d. low population density;
- e. detrimental environmental or social impacts that outweigh the benefits of pedestrian, bicycle and transit improvements;
- f. cost of pedestrian, bicycle and transit improvements is excessively disproportionate to cost of project (cost of pedestrian, bicycle and transit improvements, as determined by engineering estimates, increases total project cost in excess of 5%, or as otherwise dictated by funding authority); and
- g. safety or timing of project is compromised by the inclusion of pedestrian, bicycle and transit improvements.

BE IT FURTHER RESOLVED that this policy and resultant plan shall be used as guidance for planned road, bridges and building projects, but shall not be viewed as an obligation to initiate any projects.

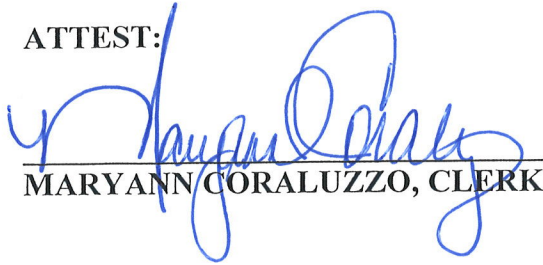
BE IT FURTHER RESOLVED that a certified copy of this Resolution shall be sent to all departments and agencies having a responsibility for or connection with projects covered by the Complete Streets Policy.

ADOPTED: OCTOBER 14, 2014



ROSALIE M. BAKER
PRESIDENT OF COUNCIL

ATTEST:



MARYANN CORALUZZO, CLERK