

**ADOPTED**  
**MAR 13 2012**

**RESOLUTION R: 146 – 12**

**RESOLUTION ESTABLISHING AND ADOPTING A  
BOROUGH OF GLASSBORO 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 benefits of Complete Streets include:

1. 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 through street repairs and preventative maintenance;
2. providing connections to bicycling and walking trip generators such as employment, education, residential, recreation, retail centers and public facilities;
3. promoting healthy lifestyles;
4. creating more livable communities;
5. reducing traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions;
6. 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 Borough of Glassboro has been addressing these issues for over ten years, wishes to implement an official Complete Streets policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities; and

*WHEREAS*, it is the intent of the Borough of Glassboro that to the extent practicable, the Borough of Glassboro Streets policy shall include all roads, bridge, and building projects funded through federal, state, county and/or local sources.

***NOW, THEREFORE, BE IT RESOLVED*** that the Borough of Glassboro adopts the following Complete Streets Policy with the following goals and objectives:

1. Incorporate into the Borough's Master Plan a comprehensive, integrated, connected multi-modal network by facilitating 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, curb extensions, pedestrian scale lighting, bike lanes, and shoulders for consideration in each project where county jurisdiction applies.
4. Additionally, in rural areas where possible, paved shoulders or a multi-use path shall be included in all new construction and reconstruction projects on roadways. Paved shoulders provide safety and operational advantages for all road users. Exemptions shall be considered for County and State designated routes. If there is evidence of heavy pedestrian usage then sidewalks shall be considered in the project.
5. Establishment of 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 constructed for long-term use 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; therefore, the design of intersections, interchanges and bridges shall anticipate use by bicyclists and pedestrians.
8. 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 of Uniform Traffic Control Devices and others as related.
9. Where possible, 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. Where possible, 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. Where possible, 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 to the Borough Engineer for review and recommendation and then submitted to Mayor and Council in writing and documented for final decision and may include the following:
  - a) Non-motorized users are prohibited on the roadway.
  - b) Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
  - c) Detrimental environmental or social impacts outweigh the need for these accommodations.
  - d) Cost of accommodations is excessively disproportionate to cost of project.
  - e) The safety or timing of a project is compromised by the inclusion of Complete Streets.

**ADOPTED** at a meeting of Mayor and Council of the Borough of Glassboro, in the County of Gloucester and State of New Jersey held on Tuesday, March 13, 2012.

BOROUGH OF GLASSBORO

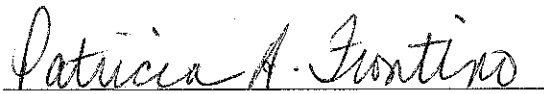
  
LEO J. McCABE, Mayor

Attest:

  
PATRICIA A. FRONTINO, Municipal Clerk

**CERTIFICATION**

I, Patricia A. Frontino, Municipal Clerk, of the Borough of Glassboro, in the County of Gloucester, do hereby certify that the foregoing Resolution was presented and duly adopted by the Borough Council at a meeting of the Borough of Glassboro held on Tuesday, March 13, 2012.



PATRICIA A. FRONTINO  
Municipal Clerk