

**BOROUGH OF COLLINGSWOOD,  
COUNTY OF CAMDEN, STATE OF NEW JERSEY**

**RESOLUTION NO. 19455**

**SUBJECT:** Establishing and Adopting A 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 improving safety for pedestrians, bicyclists, children, persons with disabilities, 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; accommodation of aging in place through the use of traffic signal timing, encouraging lower traffic speeds, and curb ramps to foster independent mobility; 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 Board of Commissioners of the Borough of Collingswood wish to implement a 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**, the Board of Commissioners and administrative staff have reviewed studies providing information that the Complete Streets have the potential for improving physical and mental health either directly or indirectly in the following ways:

- i. Incorporating physical activity into our daily lives by increasing pedestrian activity and bicycle use.
- ii. Reducing rates of several chronic diseases related to increases in physical activity from walking and bicycling. Key impacted diseases include diabetes, heart disease, depression, and some cancers.
- iii. Reducing rates of injury and death from decreased traffic crashes and improved road safety for all users.
- iv. Reducing rates of asthma and other respiratory issues due to improved air quality through emissions reductions and vegetative air filtration.
- v. Multiplying health and wellness benefits resulting from improved access to necessary amenities for vulnerable populations.
- vi. Reducing the risk of illnesses related to waterborne pathogens resulting from improved stormwater infiltration.
- vii. Increasing the sense of social connectivity & sense of community belonging.
- viii. Improving aesthetics through decorative and functional vegetation.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Commissioners of the Borough of Collingswood adopt the following Complete Streets Policy to be applied during the planning and design phases of new construction, reconstruction, rehabilitation, resurfacing,  
ADOPTING COMPLETE STREETS POLICY CLEAN COPY 9-3-19

maintenance, and operations of private development, public, public-private partnerships, and to be incorporated into site plan review, with the following goals and objectives designed to improve public health:

- 1) Create a comprehensive, integrated, connected multi-modal network by facilitating connection to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers.
- 2) Complement the naturally beneficial qualities of the borough's traditional neighborhood design and connected street network by providing 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 pedestrian signals, signs, curb extensions, pedestrian scale lighting, bike lanes and shoulders for consideration in each project.
- 4) 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.
- 5) 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.
- 6) Designs shall address the need for bicyclists, pedestrians, and persons with disabilities 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, pedestrians, and persons with disabilities.
- 7) Bicycle and pedestrian facilities shall be designed and contracted 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, the NACTO Urban Street Design Guide, NACTO's Urban Bikeway Design Guide, and others as related.
- 8) Provisions shall be made for pedestrians, bicyclists, and persons with disabilities when closing roads, bridges or sidewalks for construction projects.
- 9) Improvements shall also consider connections for Safe Routes to Schools, Safe Routes to Transit, Transit Villages, trail crossings and areas or populations groups with limited transportation options.
- 10) Improvements shall comply with Title VII Environmental Justice, Americans with Disabilities Act (ADA) and complement the context of the surrounding community.
- 11) Exemptions to the Complete Streets Policy shall be presented for final decision to the Board of Commissioners in writing and documented with supporting data that indicates the reason for the decision and are limited to 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 impacts outweigh the need for these accommodations.
  - d) Cost of inclusion of Complete Streets prohibit the project from completion.
  - e) The safety or timing of a project is compromised by the inclusion of Complete Streets.
  - f) An exemption other than those listed above must be documented with supporting data and

must be approved by the Mayor and Commissioners.

- 12) Review and update the master plan, zoning ordinances, site review standards, and any other existing policies, procedures, and ordinances related to development and transportation within the borough to reflect the principles of this Complete Streets policy.
- 13) Develop a set of performance measures to monitor the effectiveness of this policy such as number of new or reconstructed curb ramps, number of new or repainted crosswalks, miles of new or restriped on-street bicycle facilities, transportation mode shift toward more people walking, bicycling, and taking transit, rate of children walking or bicycling to school, or percentage of borough population within a ¼ mile of a dedicated bikeway.

**BE IT FURTHER RESOLVED** that a certified copy of this Resolution shall be sent to the Camden County Board of Chosen Freeholders and all Departments and Agencies having any responsibility for or connection with projections covered by the Borough of Collingswood Complete Streets Policy.

Dated: 9/3/2019

K. Holly Mannel  
K. Holly Mannel, Borough Clerk

M. James Maley, Jr.  
M. James Maley, Jr., Mayor

Joan Leonard  
Joan Leonard, Commissioner

Robert Lewandowski  
Robert Lewandowski, Commissioner

ADOPTED: 9/3/2019