

TOWNSHIP OF GREEN BROOK
County of Somerset
Resolution 2017-12-11
RESOLUTION ADOPTING A COMPLETE STREETS POLICY

WHEREAS, the Green Brook Township Committee is committed to creating street corridors that accommodate all road users of all ages and abilities for all trips; and

WHEREAS, a “Complete Street” is defined by New Jersey Department of Transportation under Policy No. 703, 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, as part of the aforementioned policy, the New Jersey Department of Transportation strongly encourages the adoption of similar policies by regional and local jurisdictions who apply for funding through Local Aid programs; 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, investments in pedestrian, bicycle and transit infrastructure will help promote "active transportation" and bring physical activity into the daily lives of the residents of the Green Brook Township which will improve their health, reduce the incidence of diseases related to inactivity such as obesity and heart attacks, improve air quality and limit and or reduce negative impacts on the environment from traffic congestion; and

WHEREAS, the Green Brook Township Committee wishes to support 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, and transit users of all ages and abilities; and

WHEREAS, Green Brook Township’s responsibilities include, in general, maintenance of its township roads; and

WHEREAS, the Green Brook Township Committee desires to promote the safe movement of all users along and across its roadways as well as beyond the curb line; and

WHEREAS, the Green Brook Township Committee supports to the extent practicable, the application of a Green Brook Township “Complete Streets” policy that will apply to all road and bridge projects undertaken within Green Brook Township.

NOW, THEREFORE, BE IT RESOLVED that the Green Brook Township Committee adopts the following Complete Streets Policy with the following goals and objectives:

1. Provide safe and accessible accommodations for existing and future pedestrian, bicycling and transit facilities.
2. 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 where township jurisdiction applies.
3. All township transportation projects will be evaluated for Complete Streets feasibility with consideration of local support, environmental constraints, right-of-way availability, funding resources, and bicycle and/or pedestrian compatibility.
4. Transportation facilities constructed for long-term use will anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.
5. If determined feasible, designs will address the need for bicyclists and pedestrians to cross corridors, as well as travel along them in a safe, accessible, and convenient manner.
6. If determined feasible, bicycle and pedestrian facilities will 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, the AASHTO Guide for the Planning, Design and Operations of Pedestrian Facilities, the Manual of Uniform Traffic Control Devices, FHWA's Achieving Multimodal Networks. Applying Design Flexibility and Reducing Conflicts and others as related.
7. Provisions will 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.
8. If determined feasible, improvements will 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.
9. If determined feasible, improvements will also consider recommendations in local and county master plans as well as pedestrian, bicycle, and trail plans.
10. If determined feasible, improvements will comply with Title VII Environmental Justice, Americans with Disabilities Act (ADA) and complement the context of the surrounding community.
11. Improvements will be “complete” for all mobile participants; not severely affect the operations of a mode of transportation for the benefit of another; and complement the context of the surrounding community.

12. All private developers and other entities shall incorporate, if feasible, complete streets related construction on the Township's roadways or within the Township's right-of-way.

13. Partnerships with private developers and other entities may be formed in order to ensure project support as well as adequate funding of the design, construction, and maintenance of proposed facilities.

14. Exemptions to the Complete Streets policy will be presented for final decision to the Land Use Board and the Township Engineer in writing and documented with supporting data that indicates the supporting reason(s) for the requesting the exemption. Example exemptions are listed below:

- a. Where non-motorized users are prohibited by law.
- 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 positive effects of accommodations.
- d. Cost of accommodations is excessively disproportionate to cost of project, more than ten percent (10%) of total cost.
- e. The safety or timing of a project is compromised by the inclusion of Complete Streets.
- f. There is insufficient space within the right-of-way to safely accommodate such new facilities.

All exemptions must be documented with supporting data and must be approved by the Land Use Board, or approved by the Township Engineer when not presented before the Land Use Board.

15. Annually, the Land Use Board will direct the Township Engineer to report on the statistics and effectiveness of this policy to the Township Committee. Further, this policy will be reviewed concurrent with the master plan reassessment.

16. Green Brook Township Land Use Board will update the Land Development Ordinance and Master Plan within twelve (12) months of the adoption of this resolution to provide requirements for private developers to follow when private development affects elements of a complete street, such as sidewalks, crosswalks, handicapped ramps, street furniture, street lighting, street landscaping and roadway surfaces.

BE IT FURTHER RESOLVED that a certified copy of this Resolution will be sent to the Department of Public Works and the Somerset County Board of Chosen Freeholders.

Resolution offered by: Searfoss Supported by: Benscoter

ROLL CALL: Herrmann-Aye, Benscoter-Aye, Searfoss-Aye, Stoll-Aye, Boccio-Aye

CERTIFICATION

I, KELLY G. CUPIT, Clerk of the Township of Green Brook, in the County of Somerset, do hereby certify that the foregoing is a true and correct copy of a resolution duly adopted by the Township Committee at a regular meeting held on the 18th day of December, 2017, and have hereunto set my hand and affixed the seal of said Township.

Kelly G. Cupit
Township Clerk