
PUBLIC NOTICE

NOTICE OF ADOPTED ORDINANCE

The Ordinance published herewith, the summary terms of which are included herein, was finally adopted by the Municipal Council of the City of Rahway, County of Union, State of New Jersey, at a meeting held on September 14, 2015. Copies of said Ordinance are available at the City Clerk's Office to the members of the general public who shall request same.

**ORDINANCE - CITY OF RAHWAY, NEW JERSEY
O-26-15**

AN ORDINANCE AMENDING AND SUPPLEMENTING CHAPTER 365, "STREETS AND SIDEWALKS" OF THE REVISED GENERAL ORDINANCES OF THE CITY OF RAHWAY TO ESTABLISH A COMPLETE STREETS POLICY

WHEREAS, the City of Rahway is committed to creating street corridors that will accommodate road users of all ages and abilities for all types of uses including pedestrians, bicyclists, transit vehicles, children, older citizens, and the mobility challenged; and

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, 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 Mayor and Council of the City of Rahway 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, grants and related funding opportunities now require the implementation of Complete Streets policies;

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Rahway that the City does hereby implement a Complete Streets policy by creating new Article X in Chapter 365 of the Revised General Ordinances entitled "Complete Streets Policy" as follows:

SECTION 1

I. Purpose

To plan, design, build, and maintain all roads, where feasible, to meet the needs of all users, including enabling safe access and mobility of pedestrians, bicyclists, transit vehicle users, and motorists of all ages and abilities.

II. Definition

Complete Streets 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.

III. Policy

1. Create a comprehensive, integrated, connected multi-modal network of streets by providing proper connections to bicycling and walking trip generators, such as employment, education, recreational and public facilities, as well as retail and transit centers within the community, where feasible.
2. Provide safe and accessible accommodations for existing and future pedestrian, bicycle, and transit facilities.
3. As all streets are different, establish a procedure to evaluate new streets and resurfacing projects for complete streets inclusion according to length of project, local community support, environmental constraints, right-of-way limitations, funding resources, and bicycle and/or pedestrian compatibility.
4. 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.
5. Address the need for bicyclists and pedestrians to cross corridors. Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections, interchanges, and bridges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible, and convenient.
6. 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.
7. Provisions shall be made for all 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. 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.
9. Improvements shall comply with Title VII Environmental Justice, Americans with Disabilities Act (ADA) and complement the context of the surrounding community.

10. Exemptions to the Complete Streets policy shall be presented for final decision to the Municipal Engineer 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. Insufficient space in an existing right-of-way to design a Complete Street.
 - c. Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
 - d. Detrimental environment or social impacts outweigh the need for these accommodations.
 - e. Cost of accommodations is excessively disproportionate to cost of project.
 - f. The safety or timing of a project is compromised by the inclusion of Complete Streets.
 - g. An exemption other than those listed above must be documented with supporting data and must be approved by the Municipal Engineer.
11. This policy shall be incorporated into the next Master Plan Reexamination report and the adoption.

BE IT FURTHER ORDAINED that a certified copy of this Ordinance shall be sent to the Planning Board, Board of Adjustment, Union County Board of Chosen Freeholders, and State of New Jersey Department of Transportation.

SECTION 2

This ordinance shall take effect immediately upon passage and publication as required by law.

M– Miles

S – Wenson Maier

**YES: Baker, Brown, Cox, Farrar, Miles, Mojica, Wenson
Maier, Bresenhan**

ABSENT: Giacobbe

Date Introduced August 10, 2015

Date of Adoption September 14, 2015