

CITY OF BORDENTOWN

RESOLUTION 2019-51

A RESOLUTION TO ESTABLISH A COMPLETE STREETS POLICY

WHEREAS, “Complete Streets” are defined as roadways that enable safe and convenient access for all users, including bicyclists, children, persons with disabilities, motorists, seniors, movers of commercial goods, pedestrians, and users of public transport; and

WHEREAS, the City of Bordentown is committed to creating a pedestrian and bikeway system that makes walking and cycling viable alternatives to driving, and which improves bicyclist safety, by creating street corridors that safely accommodate all road users of all abilities and disabilities; and

WHEREAS, the New Jersey Department of Transportation supports complete streets policies and adopted its own Complete Street Policy on 3 December 2009, which states: “[a] Complete Street is defined as means to provide safe access for all users by designing and operating a comprehensive, integrated, connected multi-modal network of transportation options;” and

WHEREAS, significant accomplishments have already been achieved in the City of Bordentown by incorporating pedestrian safety and traffic calming measures when public streets are improved; and

WHEREAS, promoting pedestrian, bicycle, and public transportation travel as an alternative to the automobile reduces negative environmental impacts, promotes healthy living, and is less costly to the commuter; and

WHEREAS, the design and construction of new roads and facilities should anticipate future demand for biking, walking, and other alternative transportation facilities and not preclude the provision of future improvements; and

WHEREAS, the full integration of all modes of travel in the design of streets and highways will increase the capacity and efficiency of the road network, reduce traffic congestion by improving mobility options, limit greenhouse gases, improve air quality, and enhance the general quality of life; and

WHEREAS, the City of Bordentown supports this “complete streets” initiative and wishes to reinforce its commitment to creating a comprehensive, integrated, connected street network that safely accommodates all road users of all abilities and disabilities and for all trips.

NOW, THEREFORE, BE IT RESOLVED, by the Board of Commissioners of the City of Bordentown that all public street projects, including new construction, reconstruction, retrofitting, extensive maintenance and operations undertaken by the City of Bordentown shall be designed and constructed as “Complete Streets” whenever feasible in order to safely accommodate travel by pedestrians, bicyclists, public transit, and motorized vehicles and their passengers, with special priority given to bicyclist and pedestrian safety.

Exemptions to the Complete Streets Policy shall be presented for final decision to the Mayor and Commissioners of the City of Bordentown in writing and documented with supporting data that indicates the reason for the decision and are limited to the following:

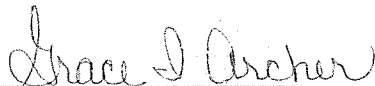
- a. Non-motorized users are prohibited on the roadway
- b. Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.

- c. Significant adverse environmental or social impacts outweigh the positive effects of the infrastructure.
- 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.
- f. Public transit facilities shall not be required on streets not serving as transit routes and the desirability of transit facilities will be determined on a project specific basis.
- g. An exemption other than those listed above must be documented with supporting data and must be approved by the Mayor and Commissioners of the City of Bordentown.

BE IT FURTHER RESOLVED that one or more of the following implementation tools may be used in support of this Complete Streets policy;

- a. Coordinate between departments and provision of training to municipal employees, including public works, maintenance, planning and engineering.
- b. 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.
- c. Institution of performance measures and data collection to evaluate on how well the streets are serving all users.
- d. Address the specific needs of bicyclists and pedestrians on local roadways.
- e. Direct the user of the latest and best design and engineering standards, including paving shoulders and/or narrowing travel lanes to provide striped shoulders on roads for bicycle, pedestrian, and emergency use. Avoiding placement of rumble strips that could interfere with the safe operation of bicycles.
- f. Anticipate future bicycle, pedestrian and transit demand, even on bridges and in and around train stations.
- g. Identification of capital improvements that expand opportunities for safe roadway use by all users.
- h. 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.

I hereby certify that the foregoing Resolution was duly adopted by the Board of Commissioners of the City of Bordentown at a regular meeting conducted on the 11th day of March 2019.



 Grace I. Archer, RMC
 City Clerk