

CITY OF BORDENTOWN

RESOLUTION 2019-99

A RESOLUTION TO ESTABLISH A COMPLETE STREETS POLICY

WHEREAS, the City of Bordentown is committed to creating street corridors accommodate all road users of all ages, abilities, and disabilities for all trips; and

WHEREAS, a Complete Street is defined as a means of providing safe access for all users, including pedestrians, bicyclists, transit vehicle users, and motorists, by designing and operating a comprehensive, integrated, equitable, connected multi-modal network of transportation options; and

WHEREAS, the design and construction of new roads and maintenance of existing roads 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 benefits of Complete Streets include i) improving safety for pedestrians, bicyclists, children, older citizens, families, non-drivers, the mobility-challenged and other non-vehicular users of the roadway, as well as those who cannot afford a motor vehicle or choose to live motor vehicle-free; ii) providing connections to bicycling and walking trip generators such as employment, schools, residential, recreation, transit, retail centers, public and civic facilities; iii) promoting healthy lifestyles and increasing social connectivity and sense of community belonging; iv) creating more livable and walkable communities; v) reducing traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions and improving air quality, water quality and stormwater management; vi) saving money by incorporating sidewalks, on-street bicycle facilities, safe and convenient crossings and transit amenities into the initial design of a project, thus sparing the expense of retrofits later; and vii) stimulating economic prosperity through enhanced access to local businesses, increased property values and employment, and private investment, especially in retail districts, downtowns and tourist areas, and

WHEREAS, the Mayor and Commissioners of the City of Bordentown fully support these initiatives and wish to reinforce their commitment to creating a balanced, flexible, comprehensive, integrated, connected street network that accommodates all road users of all ages and abilities and for all trips. Implementation efforts of a Complete Streets policy will ensure the fair treatment, equitable funding and resource distribution, and meaningful involvement of all communities in all phases from selection, planning, and design to construction and long-term maintenance; and

WHEREAS, a Complete Streets policy will be implemented through the planning, design, construction, maintenance, and operation of new and retrofit transportation facilities for the entire right-of-way.

WHEREAS, complete streets have the potential for improving physical and mental health either directly or indirectly in the following ways:

- a) Incorporating physical activity into our daily lives by increasing pedestrian activity and bicycle use.
- b) 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.
- c) Reducing rates of injury and death from decreased traffic crashes and improved road safety for all users.
- d) Reducing rates of asthma and other respiratory issues due to improved air quality through emissions reductions and vegetative air filtration.
- e) Multiplying health and wellness benefits resulting from improved access to necessary amenities for vulnerable populations.

- f) Reducing the risk of illness related to water-borne pathogens resulting from improved storm water infiltration.
- g) Increasing the sense of social connectivity & sense of community belonging.
- h) Improving aesthetics through decorative and functional vegetation.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Commissioners of the City of Bordentown that all public street projects, both new construction and reconstruction in the City of Bordentown, shall be designed and constructed using the Complete Streets policy. Complete Streets accommodates travel by pedestrians, bicyclists, and motorized vehicles and their passengers.

BE IT FURTHER RESOLVED that the Planning Board and the Municipal Engineer should make Complete Streets practices and principles a standard part of everyday operations including planning and design studies, should approach every transportation project and program as an opportunity to improve public streets, public health, and the transportation network in the City for all users, and should work in coordination with other departments, agencies, and jurisdictions including public health to achieve robust Complete Streets;

BE IT FURTHER RESOLVED that the Complete Streets policy as set forth above shall be implemented where practical and safe as follows:

- a) City streets shall be designed and constructed to include accommodations for pedestrians, bicyclists, public transit, and motorists. Complete Streets shall accommodate users of all ages and abilities.
- b) Recognizing the inter-connected multi-modal network of street grid, the City will work with Burlington County and state agencies through existing planning efforts to ensure Complete Streets principles are incorporated in a context sensitive manner.
- c) While Complete Streets principles are context sensitive, these features should be considered during the design, planning, maintenance and operations phases and incorporate changes into some retrofit and reconstruction projects. Departments shall reference current editions and best practices of New Jersey Roadway Design Manual; the AASHTO Guide for the Development of Bicycle Facilities; AASHTO Guide for the Planning, Design and Operation of Pedestrian Facilities; the Manual of Uniform Traffic Control Devices; the NACTO Urban Bikeway Design Guide and other design criteria as necessary, striving to balance all needs, when repaving or reconstructing streets.
- d) The Planning Board along with their respective planning and engineering professionals, shall incorporate this Complete Streets policy into its reviews and recommendations of major site plan and development/redevelopment projects; that all initial planning and designing studies, environmental reviews and other project reviews for projects requiring funding or approval by the City should (a) evaluate the effect of the proposed project on safe travel by all users, and (b) identify measures to mitigate any adverse impacts on such travel that are identified.

A transportation project shall not be required to accommodate the needs of a particular user group if the Mayor and Commissioners or their designee in consultation with the Municipal Engineer determines in writing that:

- a) The use of the transportation facility by the particular user group is prohibited by law or would create an unsafe condition;
- b) There is a demonstrated absence of both a current and future need to accommodate the category of user (absence of future need may be shown via demographic, school, employment, and public transportation route data that demonstrate, for example, a low likelihood of bicycle, pedestrian, or transit activity in an area over the next 20 years);
- c) The adverse impacts of accommodating the needs of the particular user group significantly outweigh the benefits.
- d) Non-motorized users are prohibited by law on the roadway or project area.
- e) Bicycle and pedestrian facilities are not required where they are prohibited by law or would create unsafe conditions.
- f) The safety of a project is compromised by the inclusion of Complete Streets.

In any project, should the inclusion of pedestrian, public transit, and/or bicycle facilities prove detrimental to wetlands, floodplains, streams and/or historic/social resources, as determined by the Municipal Engineer, those facilities shall not be approved. Transportation projects shall consider sustainable design elements, including, but not limited to:

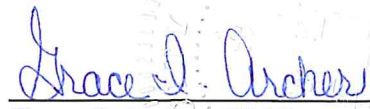
- a) Green stormwater infrastructure practices
- b) Traffic Calming
- c) Shade trees and other vegetation
- d) Permeable pavements - including those made from recycled materials such as rubber, concrete, glass, and plastic

BE IT FURTHER RESOLVED, as an accompaniment to the City of Bordentown's Complete Streets policy a checklist will be developed to assist in project planning, design, and development of proposed alternatives, as well as construction and maintenance of publicly funded projects in adherence to the policy. The checklist will include provisions for evaluation of Planning Board redevelopment applications. The checklist will apply to all roadway and development projects that include public funds and is intended for use on projects during the earliest stages of the Concept Development or Preliminary Engineering Phase so that any pedestrian or bicycle considerations are included in the project budget. Evaluation of privately funded transportation and land use projects should consider the incorporation of Complete Street facilities, though strict adherence to the policy is not required.

The checklist shall be applied to all new publicly funded transportation and land use projects except for:

- a) Sidewalk repairs
- b) Bicycle facility roadway markings, striping or signage
- c) Installation of bike racks or street furniture
- d) Installation of ADA curb ramps

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 9th day of September 2019.



Grace I. Archer, RMC
City Clerk