



**Alan M.
Voorhees
Transportation
Center**



- DRAFT - NJ Complete Streets Summit Summary Report

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RUTGERS

Edward J. Bloustein School
of Planning and Public Policy

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Summary Brief

Background

Complete Streets is a policy concept that is gaining traction across the nation and within NJ. It means planning for all users on our roadways - motor vehicles, transit vehicles, pedestrians, and bicyclists - as opposed to auto centric design and decision making. In NJ, this policy has been adopted by the New Jersey Department of Transportation (NJDOT), is referenced by county and regional planning organizations, and has been implemented at the municipal level. Despite the potential safety, accessibility, and economic development benefits of this policy shift, many NJ jurisdictions are hesitant to implement a Complete Streets policy due to lack of knowledge, as well as concerns about requirements, costs, and liability.

In order to spread the word and respond to these concerns, a statewide Complete Streets Summit was organized by the New Jersey Department of Transportation (NJDOT), the Alan M. Voorhees Transportation Center at Rutgers University (VTC), and the RBA Group. A steering committee made up of representatives of local and state agencies and advocacy organizations advised the organizers on event audience, topics, and agenda.

The Summit was sponsored by NJDOT, and the Federal Highway Administration, United States Department of Transportation, with support from the New Jersey Chapter of the American Planning Association and the Metropolitan Section of the Institute of Transportation Engineers.

The Summit was held on Friday, October 22nd, 2010 at the Rutgers Student Center. Nearly 200 local, county, regional, and state agency planner, engineers, and officials attended.

Summary

The Summit featured interesting and informative presentations by a variety of speakers. Those presentations are highlighted here, along with any question and answer exchange that followed.

Opening Remarks

Sheree Davis, Bicycle and Pedestrian Program Manager, New Jersey Department of Transportation

Sheree Davis opened the event by laying out the Summit's mission: to educate the audience on what Complete Streets policies are and to aid them in implementing such policies in their own towns. She pointed out that 27 municipalities and 14 counties were represented in the audience. She offered thanks to Carol Ann Truman for support from the Federal Highway Administration, Sharon Roerty for her support from the National Center for Walking and Bicycling, and Assemblywoman Grace Spencer for her support, even though she could not be in attendance that day. Ms. Davis then introduced Robert Miller, the Assistant Commissioner of NJDOT.

Robert Miller, Assistant Commissioner, Planning and Development, New Jersey Department of Transportation

Robert Miller began by expressing his enthusiasm at the level of interest in Complete Streets, as measured by the significant waiting list for the Summit.

New Jersey Department of Transportation is a leader in Complete Streets. It is a long-time leader in incorporating bicycle and pedestrian issues into its priorities and is one of the first 27 states to adopt a Complete Streets policy. Locally around the state, towns are adopting these policies as well. The Federal government has expressed its support by making Complete Streets a performance measure. This Summit will provide attendees with the tools and resources to implement these policies in their own towns.

Miller offered his thanks from the New Jersey Department of Transportation for attending the Summit.

Keynote Address

Michael Ronkin, Designing Streets for Pedestrian & Bicyclists

“Who here has never heard of Complete Streets?” Michael Ronkin asked in his opening remarks. Not one hand went up in the audience. “The change is amazing,” Ronkin pointed out. Three years ago, no one had heard of Complete Streets. And 30 years in the future, young people entering the profession will not be able to understand why someone would not want to build a Complete Street.

Complete Streets is about designing for all users – bicyclists, pedestrians, businesses, public transportation, motorists, disabled, etc. To achieve this goal, we must remember policies of the past. Many communities already have great streets that routinely accommodate multiple users on all roads in a way that is safe, comfortable and convenient for all users. We simply have to unlearn the 50-60 years we spent in an auto centric mindset, and remember to design our streets for multiple users.

Some people express concern that it will take forever to form a robust network of Complete Streets. But project by project, road by road, we will get there. It took decades to complete the interstate highway system, but we did it. Even in this recession, work is going on everywhere. George Street here in New Brunswick is completely torn up. Each of these projects is an opportunity to incorporate Complete Streets concepts. Complete Streets must be included in our vision for the next 20-30 years. It is significantly cheaper to design and build streets for all users at the outset than to retrofit them years down the line. In fact, there is nothing in existing codes to stop us from implementing Complete Streets now.

Complete Streets are beneficial for a number of reasons:

Health: Cars have enabled America to become an incredibly mobile society, but we are one of the most immobile in terms of healthy transportation. America is the most obese industrialized nation today in part because, on average, we do not spend a large portion of our days being active.

Safety: Tens of thousands of people die each year in car crashes. If safety were a true concern, we would be promoting and supporting public transportation much more than we currently are because it is the safest mode of transportation. Additionally, all crashes are reduced when streets are designed for bicyclists and pedestrians.

Accessibility: Many individuals have difficulty navigating roads in cars. Particularly as we all get older, it becomes harder to drive. It is important to give our growing elderly population opportunities to get around without the car. Furthermore, if transit were designed to be more accessible in the first place, there would be less need for costly paratransit services and many more people could be served.

Economics: In an era when transportation costs are becoming an increasing portion of households' expenditures, it is becoming ever more critical to make sure these costs are kept under control. Complete Streets have monetary benefits because they allow people to use cheaper forms of transportation like walking, biking and public transportation, instead of necessarily owning, fueling, and maintaining a car. Complete Streets are not about increasing funding for infrastructure projects, but rather about changing the allocation of current funds. In fact, not all streets need to be changed. If you can safely play a game of chess in the middle of a street, for instance, it probably does not need any changes. Rural roads, in particular do not necessarily need to be widened or adapted; if they have wide shoulders, they may already offer all users a safe opportunity to use the road. Streets also need not be wider to accommodate all users. Skinny streets can have many advantages: they are less costly to build, have fewer crashes, are traveled at lower speeds, are generally very safe, and require less maintenance from the municipality because there is less asphalt to replace. The big Complete Streets question is: are the needs of potential users met?

Performance Measures: It is important to ask the community how they want their streets to be evaluated, perhaps including health outcomes, the economy, and livability. What do they think is the most important objective a road should accomplish? Often, the answer involves elevating access over mobility. Today, we focus much more energy on increasing speed at the expense of other measures. What we want is not a traffic sewer, but a livable street.

Complete Streets policies are not a silver bullet, they cannot solve all of the community's issues, and they are not a one size fits all design prescription. But they are a useful tool for improving the safety, access, and livability of our streets.

Keynote Address Q&A

Question: Could you go back to the example of Water Street in Vancouver and rural street? I am from Princeton. Route 27 goes through town, the speed is 45 miles per hour and there are no crosswalks. I don't want to give engineers the idea that the rural street design is appropriate for Route 27.

Answer: In a rural setting, crosswalks would be inappropriate. But if there is high density or nodes, then you need a place to cross the street. Newer Complete Streets policies include safe ways to cross streets. As densities increase you need to do more.

Question: I live in Livingston where state and county roads go through my town. How do we get these agencies to understand the conditions they create? NJDOT has Complete Streets policy. Can a municipality force the county to comply with a local Complete Streets policy?

Answer: A good policy includes all roads. It might apply to county roads as well. As to whether your municipality can force a County to comply with a local Complete Street policy, you need to check with an attorney.

Question: Are bikes fast moving pedestrians or slow moving vehicles?

Answer: They are neither. They should be accommodated as users of the roadway.

Question: Do you think FHWA re-authorization is considering Complete Streets policies?

Answer: Yes, the United States Department of Transportation has made commitment to livability.

Question: What is the cost, from simple striping to creating boulevards, of Complete Streets?

Answer: Answer: Striping is no cost. It costs about the same to narrow the roadway and add sidewalks because pavement and concrete cost about the same. It doesn't cost anything if it is done as a retrofit. The safety benefits of adding a median are tremendous. Nothing beats a median on a cost benefit ratio.

Question: What happens in winter when it snows? Do Complete Streets require more commitment for maintenance?

Answer: It does require more from maintenance. Snow plows need to clear the shoulders. It is a question of commitment.

Session A: Policy (Main Room)

Sheree Davis, New Jersey Department of Transportation, Bicycle & Pedestrian Program Manager.

Presentation focus: Complete Streets in New Jersey

After attending the Delaware Bike Summit in 2009 where the Governor of Delaware announced a Complete Streets policy, Ms. Davis became inspired to institute a similar policy in New Jersey. Complete Streets are a great way for the State to address the high **rate of** fatalities experienced by bicyclists and pedestrians. Furthermore, these measures can provide cost savings since retrofitting streets after they are built can be expensive.

Debbie Kingsland, New Jersey Department of Transportation. Presentation focus: NJDOT's Complete Streets Policy

Ms. Kingsland presented an overview of the NJDOT Complete Streets policy and the story of its development. People are beginning to contact NJDOT about Complete Streets issues in the beginning of their projects to see how these concepts can be implemented. NJDOT's Complete Streets Policy establishes a procedure to evaluate resurfacing projects. It also reverses the burden of proof; project managers now have to provide justification to a screening committee for why they are not including

Complete Streets elements in their projects. One project they are working on now is the Route 36 bridge, to which they are adding bike and pedestrian accommodations (an eight foot sidewalk and an eight foot shoulder). NJDOT is also engaging in internal training so its staff will be knowledgeable about the issues. For the future, the agency is working to create a Complete Streets Local Aid grant or some other type of incentive for localities to implement their own policies. They will need to create a check list to make sure the appropriate elements are accounted for, and they need to establish performance measures to evaluate the policy's effectiveness.

Nora Shepard, Monmouth County Planning. Presentation focus: Monmouth County's Complete Streets Policy

Ms. Shepard presented an overview of the Monmouth County Complete Streets policy. Ms. Shepard moved to Monmouth County two years ago and was impressed with the County's parks trail system; however, she was surprised to see the roadways lacking in bicycle and pedestrian facilities. She understands why: the traffic is bad. The County has focused on the recreational aspect of bike and pedestrian issues to start. Now, the Transportation Committee has now decided that a primary emphasis area should be to encourage people to walk and bike as a means of transportation, not just recreation.

Monmouth County's Complete Streets Policy was proposed by Freeholder John D'Amico, who hopes that by adopting this policy the County will be in a better position to obtain grant funding. The County's policy mirrors that of the New Jersey Department of Transportation. Right now, Monmouth County is requesting grant funding from the North Jersey Transportation Authority for 2012-2013 for a comprehensive bicycle and pedestrian plan for the county.

Jerry Fried, Mayor, Montclair, New Jersey. Presentation focus: Montclair, NJ's Complete Streets work

Montclair is focused on making improvements for bicyclists and pedestrians throughout the town. At first, people were concerned that it would cost too much and was only geared towards a small segment of the population. But the town was able to acquire a Safe Routes to School grant to do some project work, which helped the bottom line. There were concerns about liability, as well, which prevented Montclair from putting in bike lanes. The town has had to compromise and provide shared lanes. Montclair has integrated their Complete Streets Policy into the Master Plan to make sure such considerations continue into the future.

Mayor Fried advises others who are pursuing Complete Streets policies to develop allies who can move the agenda forward regardless of who is holding elected office, to think about connectivity of paths and infrastructure with other towns, to be willing to compromise, and to consider Safe Routes to School in this same discussion because this initiative involves everyone in the community.

Kyle Wiswall, General Counsel, Tri-State Transportation Campaign. Presentation focus: Components of a good Complete Streets Policy

Tri-State Transportation Campaign has been pushing for Complete Streets for fifteen years. Tri-State's role as an advocacy organization has been broadening; they now offer Complete Streets models and are working to educate people on how these principles work. A good Complete Streets policy should include relevant stakeholders through true hands on participation, consider all users, aim to create a connected network, be context sensitive, be flexible, cover the three R's (resurfacing, rehabilitation, and restoring), and be tightly worded (exceptions should be specific).

Session A: Policy Q&A

Question – This question is for Mayor Fried. You spoke about Grove Street. The County did not want to put in a bike lane because of liability issues. Do you think it would be better to make things more bike friendly without actually putting in bike lanes?

Answer: The shoulders on Grove Street are wide enough for parked cars and bike lanes. Not many cars are parked along Grove Street – the lines give people a sense of security. We haven't given up on bike lanes but we have a more traditional county engineer.

Comment from attendee: More stripes on the street make drivers more aware of other users. I wonder if liability issues could be ameliorated with more examples of successful bike lanes.

Kyle: Awareness is a big issue. Cars only expect cars. There is a whole other school of thought that you should remove everything – stripes, signs, etc. – from the roads. Complete Streets is about creating awareness, not putting the bike in a designated box.

Question: This is for Debbie. How do you plan to incorporate Complete Streets into project prioritization?

Answer: We are working with Local Aid and are thinking about combining some of the smaller programs into a Complete Streets grant. We've been talking about giving an extra point for Local Aid. Each grant in Local Aid has a Project Manager that steers the program; Ms. Davis is in charge of Safe Routes to School and bike/ped. We are working on creating an incentive for these initiatives.

Question: As different jurisdictions adopt Complete Streets policies, could you create a clearing house of model policies? Has Essex County thought about adopting one?

Answer: There already is a clearing house at <http://policy.rutgers.edu/vtc/bikeped/completestreets/index.php>. No one is aware if Essex County officials are considering a policy.

Question: Are there plans to host training sessions on these issues, perhaps for consultants?

Answer from Ms. Davis: NJDOT did some training internally, and we are trying to get the word out through events like this. We will be looking into funding for consultant training.

Question: Is it mandatory to include Complete Streets in project designs? How do they affect state and federal projects?

Answer: Yes, Complete Streets elements must be incorporated into all new projects unless it meets one of the exemptions.

Question: You are missing farm equipment from the policy – no one in the country has looked at designating agricultural routes. Are there any plans for adding agricultural elements to Complete Streets?

Answer from Ms. Shepard: Monmouth County is going to run into this. There have also been issues with horses and other slowing moving vehicles. As we move forward with our bike/ped plan it will come up. It is a really good point.

Answer from Mr. Wiswall: It might fall under vulnerable users laws. I hope to draft a law for New York and Connecticut that includes agricultural equipment and horses.

Session B: Cost, Funding and Maintenance (Room 411)

Janet Heroux, State Partnership for Nutrition, Physical Activity and Obesity Prevention. Presentation focus: The costs of incomplete streets

Being more physically active is one of the most important steps that Americans of all ages can take to improve their health. To realize health benefits, adults need 150 hours of physical activity per week at a moderate intensity or 75 minutes of vigorous activity. Children need 60 minutes per day; if they achieve this goal they can have lifelong physical activity habits. The costs of not getting enough physical activity include colon cancer, heart disease, osteoporosis, and diabetes. If obesity continues to rise at the current rate, all of America's states except Colorado will have obesity rates of over 30% of their populations, costing 4 times the current rate, and leading to \$344 billion in healthcare costs. Suppressing people's ability to be physically active is costly.

Shaping NJ is involved in choosing evidence-based obesity prevention strategies for the state. Complete Streets policies meet two of the main strategies. Ms. Heroux encourages the audience to really pursue Complete Streets.

Ian Sacs, Director, Transportation and Parking, City of Hoboken. Presentation focus: Why Hoboken is a model for municipalities to consider with respect to Complete Streets

Hoboken is fortunate enough to have many attributes of Complete Streets already, including walkable streets, significant rail infrastructure, bus service, and ferry service. Hoboken is encouraging people to walk more. For instance, the City has recently redone 2nd St. to change it from a one way street to a two way street with bike lanes. The City has a website (seeclixfix) in place to help residents track their infrastructure complaints. It is planning to focus on low cost, high visibility projects. Using paint to repurpose streets is one way to impact who can safely use the space without spending much money. Hoboken is also looking into a cost sharing program with Jersey City. They are aggressively installing bicycle parking with a budget of \$10,000; the City has already doubled the number of bike parking spaces it provides. Hoboken is cracking down on cars parked in or too close to crosswalks; 2,500 parking tickets have been issued for this reason. The City also has a new car sharing program with Hertz, which

provides an alternative to car ownership for people. The program has really caught on; on-street parking for the car share is within a 5 minute walk of all residences. Already, 23 residents have given up their parking permit, which means they have given up their cars. Finally, Hoboken has created the Hop shuttle bus system, which has three simple routes and schedules throughout town that has proved to be very popular.

Lois Goldman, North Jersey Transportation Planning Authority. Presentation focus: Complete Streets safety

The North Jersey Transportation Planning Authority is very focused on ensuring safety for all users on the roads. New Jersey has a high pedestrian fatality rate, making it particularly important to implement Complete Streets policies here. NJTPA holds walkable community workshops and offers crash data. If you set safety as a goal, it is amazing how streets can change.

Session B: Cost, Funding and Maintenance Q&A

Question: Have you ever run in to problems with people saying you can't do that, or difficulty keeping people motivated?

Answer from Mr. Sacs: Every day, with residents, politicians, funding sources, sometimes even consultants. It is best to deal with this by reiterating what the objectives are and reminding residents what it means to live in Hoboken. We are all walkers and sacrificing walking space for traffic is not right. Twenty mph is a good speed for driving in Hoboken. Always try to make the case that the improvements are about safety. Even so, it's still highly contentious. Residents are still angry that they can't park in the car share spaces. Use the numbers to fight these sentiments: 23 residents have returned permits, which means that they are no longer taking up spaces.

Question: Have you been looking into Health Impact Assessments for projects?

Answer from Ms. Heroux: Health Impact Assessments are the hot new thing at the federal level. You can use a home-made one with volunteers or have consultants complete the process. The Ramapo Nursing Project is using a HIA to assess communities.

Question: What has Hoboken done about the costs of improvements? What have you done to reduce costs? What does a shoestring budget mean?

Answer from Mr. Sacs: Costs are actually increasing since there was no budget for these types of things in past. To help, we are constantly looking for outside funding and looking to NYC as a demonstration of how streets can be re-crafted in a cost effective manner. Showing what has already been done helps make convincing arguments for New Jerseyans on why money should be spent when funds are tight.

Question: Does having a Complete Streets policy increase the chances of selection by NJTPA?

Answer from Ms. Goldman: There will be an update to the selection criteria in the next year or so. The update will be more explicit about using Complete Streets policies to help prioritize programs.

Question: There seems to be some conflict between bicyclists and pedestrians in the concept of Complete Streets. How do you, Ian, define the users of Complete Streets? Does street classification play a role in Complete Streets?

Answer from Mr. Sacs: Road classification is not necessary. Bike lanes are like training wheels; they show drivers and cyclists where to ride. Where the mode split is better balanced, specific bike lanes might not be necessary. Additionally, it is important to classify the user, not the street. Street classifications do not include how other users use the road.

Question: What has been the membership rate for the car sharing program?

Answer from Mr. Sacs: We engaged in an aggressive campaign to get participants in the car sharing program. In the first month there were 150 members; by the second month, there were 300; by the third, there were 500; and by October there were 860 members.

Lunch and “Liability 101”

Dorothy Kowal & Tracey Hinson, attorneys with knowledge of New Jersey transportation and land use law

Have you ever let a liability issue hold you back from implementing a Complete Streets policy? Does the pursuit of safety through Complete Streets expose an agency to liability?

NJ Title 59 Torts Claims Act carves out a small portion of liability for communities. Generally speaking, immunity is the rule and liability is the exception. There are several avenues through which a public entity can gain immunity. You can develop a plan to institute bike lanes that is approved by a public entity or by design standards; you can make sure the plan conforms to design standards or is approved by a high-level government official; construction must conform to a plan; and a public employee exercising discretion is protected from liability.

Finding liability or immunity must take into consideration that dangerous conditions were planned for. For instance, in Newark a building caught on fire. The City claimed that they had immunity because of the plan and design; but the Court found that the City had not considered fire safety in its plan, so they were, therefore, not immune to liability. Thus, it is important to consider dangerous conditions in planning.

Approved Complete Streets design standards include those from the American Association of State Highway and Transportation Officials (AASHTO Green Book), the Manual on Uniform Traffic Control Devices from the Federal Highway Administration, and the Institute of Transportation Engineers. Additionally, a public employee exercising discretionary authority to approve a plan or design will be protected from liability. If a plan is not in conformance with approved standards, then liability could become an issue regardless of whether the street design is unsafe. If the plan is not in conformance with one of the standards but has been approved by public body or other high level executive, then it is also protected from liability. However, if construction does not proceed in accordance with the plan, that can open up an opportunity for liability.

If a plan is in conformance with the above standards and it can be demonstrated later that the design or performance is dangerous, you will still be protected because you followed the standards.

For liability to attach, a party must be able to prove that the property was in a dangerous condition, there was a substantial chance that the facilities could be risky, the condition proximately caused the injury, action or inaction of a public entity must be palpably unreasonable, and that either a negligent or wrongful act created the dangerous condition or that a public entity had notice of the dangerous condition and had sufficient time to protect against it.

Do not let fear of a lawsuit stop you from doing quality community development.

Session C: Design/Safety (Main Room)

Michael Ronkin, Designing Streets for Pedestrians & Bicyclists. Presentation focus: Goals of Complete Streets

Safety must be paramount to everything we do. Many Complete Streets policies do not include safe crossings; but these are extremely important since intersections account for a large portion of crashes. Raised medians are a good way to enhance safety for all users. Roundabouts can also improve safety at intersections. Complete Streets are about designing roadways from the outside in and including all users. The top three goals for streets are to promote safety, health, and economic development.

Transportation is not about mobility or speed, it is about access.

Dana Hecht, New Jersey Department of Transportation. Presentation focus: Examples of NJDOT's initiatives to incorporate more users

Dana Hecht been involved with a number of exciting projects at the New Jersey Department of Transportation.

- The new Route 36 bridge connecting Sea Bright and Highlands Borough has new eight foot sidewalks and eight foot shoulders; this project included extensive community participation.
- On the Route 52 Causeway connecting Ocean City to Somers Point, bicycle and pedestrian access used to be prohibited. The new Causeway, which will be completed in the fall of 2012, has created a multi-use path and full shoulders, enhancements on Somers point that include removing the circle and replacing it with an intersection, landscaping of MacArthur Boulevard, placing a traffic signal near a school, and constructing a ten foot walkway on the Ocean City side that connects to Haven Avenue.
- On Route 4 in Teaneck, NJDOT has been working on a true Complete Streets project. This section of Route 4 includes residential uses and some major pedestrian attractions. The agency worked to fix the incomplete sidewalks, made it ADA compliant, create connectivity to bus stops, and incorporated push buttons for pedestrians to cross the street.
- NJDOT has engaged in traffic calming along Route 45 in Woodbury. The agency reduced the four lane road to one lane in each direction with a turning lane, bulb outs, and on-street parking.

Keith Skilton, Federal Highway Administration. Presentation focus: ADA Compliance

The FHWA has a regulatory responsibility to make sure that ADA requirements are met. Thus, they are encouraging an increased emphasis on the design and planning of proposed facilities. In 2006, the FHWA decided to adopt PROWAG (Public Rights-of-Way Accessibility Guidelines) as a standard of best practices. A lot of work is being done to increase ADA compliance, but we need to do it even better.

Jim Rutala, Ocean City, New Jersey. Presentation focus: Complete Streets in Ocean City

Ocean City, New Jersey faces some unique challenges by virtue of its location on the Jersey Shore - its population grows by ten times during the summer months. Traffic can be a major problem in the town, but they knew widening roads was not the answer. So they started a trolley system, created mid-block crossings, and worked with NJDOT to redesign Route 52 to connect to downtown. Community residents also got together to make the town more bikable. Through many initiatives the speed limit was reduced to 15 mph on some roads, other streets were closed, a bike sculpture was installed as a gateway to the town, the bike network was expanded, bike lanes were painted, and bicycle parking and signs were placed all over town. This was truly a community initiative; people raised money to pay for the signs and businesses paid for the bike parking, some of which were bike corrals, which consist of twenty bike parking spaces in the place of one automobile parking space. The police and downtown Chamber of Commerce have also been supportive, making this a powerful community movement.

Session C, Design/Safety Q&A:

Question: Did NJDOT use any kinds of metrics on the Route 18 project to see if you met your goals?

Answer: There is no policy or formal metric in place. However, people are utilizing the infrastructure and feedback has been very positive. We are working to develop a feedback loop.

Question: This is for Keith. You mentioned that diagonal ramps are “technically non-compliant”. Why is that?

Answer from Mr. Skilton: Diagonal ramps are non-compliant because they don’t line up with crosswalks. They need to have a level landing outside of the vehicular path.

Session D: Liability (Room 411)

Moderator: Ranjit Walia, Speakers: Dorothy Kowal, Attorney & Tracey Hinson, Attorney

It is important to take the correct steps to reduce your risk of liability. In the design of Complete Streets, published standards should be used; if the engineer does not use guidelines, then a design exception must be approved by NJDOT or the County Engineer. Additionally, a maintenance plan and inspection program for the new infrastructure must be in place even if minimal oversight is provided. Design immunity covers consulting engineers; they have derivative immunity as long as they are following an accepted plan.

It is important to consider what dangerous conditions might arise during the planning phase for a Complete Streets project. For instance, if a city designs a bike lane with a width of five to six feet, and a cyclist gets hurt as a parked motorist opens their door, the city will be immune to liability as long as the bike lane meets the right standards, and the city considered this possibility (or safety in general) in implementing the plan.

Design immunity is perpetual. For instance, if a road was designed sixty years ago when a farm was present, and now the uses are much more intense with restaurants on one side and a school on the other creating an unsafe situation, immunity trumps liability if no action is taken.

There is no liability difference between a shoulder and a bike lane; and either way, roads need to be maintained. Striping the roadway for bike lanes does not create more or less immunity. If a dangerous condition is brought to the attention of a municipality, and the municipality ignores it completely, then there is potential for liability. If the community acknowledges danger and puts in place a plan, then they are immune whether they have addressed it yet or not.

Only commercial property owners are liable for sidewalks, residential property owners are not responsible for maintaining the sidewalk. A community can be aware of a sidewalk maintenance issue and not fix it right away as long as money has been allocated in the budget to repair it. Schools are only liable to students.

Wrap-Up: Michael Ronkin

Complete Streets Policies have many benefits. They improve safety for all roadway users, are cost effective, promote equity by increasing access, promote livability, encourage economic development, and improve people's health by encouraging them to walk and bike as a means of transportation.

Liability is an issue towns should certainly consider as they contemplate Complete Streets policies. However, there is no need to be paralyzed by fear. Towns are not liable for encouraging uses if they are compliant with a plan or the intended use of that plan.

In terms of design, communities must make the best use of the spaces that are available. Communities should always try to use the current approved guidelines and best practices. It is important to start with a highly visible project to create momentum and demonstrate that Complete Streets projects can be successful. Involving stakeholders through a citizen's advisory committee will help to get everyone on board and help the project progress beyond the terms of elected leaders. It is also important to leverage funds to finance a project.

Feedback

VTC and RBA Group staff received positive feedback from Summit participants during and after the event. Anecdotal staff observations were supplemented with a web-based satisfaction survey. All attendees who signed-in received a post-Summit email invitation to take the survey, and 36 participants responded.

Survey respondents were satisfied with the Summit as a whole. In general, respondents were satisfied with the Keynote Address, Policy session, and Design/Safety session. Some respondents expressed dissatisfaction with the Cost, Funding, and Maintenance session and the Liability sessions. In particular, some respondents indicated that the Cost, Funding, and Maintenance session did not provide enough detail on the actual construction and maintenance costs. In the future, a professional development seminar could be proposed that addresses these issues in greater detail.

Regarding the preferred format for a future Complete Streets event, respondents were equally supportive of another statewide summit, shorter, regional events, and presentations at existing professional association meetings/conferences. A regional approach would have the potential to reach a broader audience that is unable to travel to central Jersey for a one-day event.

Finally, more than half of the respondents anticipate that their jurisdiction will be developing a Complete Streets policy within the next six months.

Appendix A: Attendance List

All participants who signed in are listed below. While this list numbers 160, staff estimates based on room capacity place the actual attendance closer to 200.

First	Last	Title	Organization
David	Lustberg	Principal	Arterial, LLC
Jeff	Fiore	Project Manager	Atlantic Traffic & Design Engineers
Kenneth	Aloisio	Principal Planner	Bergen County
Bill	Solomon		Bike/Walk Montclair
Nick	Joanow	Councilman	Bloomfield Township
Paul	Lasek	Township Engineer	Bloomfield Township
Andrew	Kay	Graduate Student	Bloustein School of Planning and Public Policy
Dorothy	Le	Graduate Student	Bloustein School of Planning and Public Policy
Katie	Nosker	Graduate Student	Bloustein School of Planning and Public Policy
Thomas	Forsythe	Assistant Township Engineer	Bridgewater Township
Joseph	LoRicco	Assistant County Engineer	Burlington County Engineer's Office
Carol	Thomas	Principal Planner - Transportation	Burlington County Engineer's Office
Gary	Worek	Principle Engineer / Deputy Assistant County Engineer	Burlington County Engineer's Office
Donald	Sammet	Director of Planning and Redevelopment	City of Asbury Park
Jesse Ann	Ransom	Planner	City of Bayonne
Mike	Ossif	Senior Estimator	City of Elizabeth
Ian	Sacs	Director, Transportation and Parking	City of Hoboken
Ryan	Sharp	Planner Trainee	City of Hoboken
Claire	Davis	PP, AICP, Supervising Planner	City of Jersey City Planning Division
Doug	Greenfeld	Supervising Planner	City of Jersey City Planning Division
Naomi	Hsu	Transportation Planner	City of Jersey City Planning Division
Michael	Gelin		City of Newark Department of Engineering
Kathleen	Hicks	Supervising Planner	City of Vineland
Brian	Myers	City Engineer	City of Vineland
William	Newkirk	Principal	Civic Solutions
Jacob	Gordon	General Counsel	Cooper's Ferry Development Association
Sarah	Marks	Project Manager	Cooper's Ferry Development Association
Michael	Ronkin		Designing Streets for People, LLC
Tsvia	Adar	Senior Planner	Dewberry
Dan	Nemiroff		DVRPC
Daphne	Speck Bartynski	East Brunswick Environmental Commissioner	East Brunswick Township

Mike	Kruimer	Chairman of the East Coast Greenway-NJ Committee	East Coast Greenway Alliance
Anne	Kruimer		East Coast Greenway Alliance
Susan	O'Donnell	Senior Associate/Vice President	Eng-Wong, Taub & Associates
Stacey	Arcari		Environmental Resolutions, Inc.
David	Antonio	Planner	Essex County
Keith P.	Skilton	Local Programs Engineer	Federal Highway Administration
Caroline	Trueman	Safety Engineer	FHWA-NJ Division
Chris	Jakway	Transportation Engineer	Gannett Fleming
George	Carfagno	Principal	GJC Associates
Rebecca	Hersh	Transportation Program Manager	Greater Mercer TMA
Julia	Steponauko		Greenman-Pedersen, Inc.
Bernie	Boerdners		Greenman-Pedersen, Inc.
Gail	Yazersky	Principal	GY Associates
Diana	Saltel	Department Manager Land Use Planning	H2M
Carrine	Piccolo-Kaufer	Planner	Hardyston Township
John	Stevenson	Bike and Pedestrian Coordinator	HART Commuter Information Services (TMA)
Thomas	Belanger	Assistant Engineer	Hillsborough Township
Carissa	Johnsen		Hudson County Planning
Rick	Steffey	Assistant Planner	Hunterdon County
Crysim	Barnes		Hunterdon County Planning
Greg	Del Rio	Transportation Planning Manager	Jacobs
Dawn	Odom		JC Engineering
Maryann	Bucci-Carter		Jersey City Planning Department
Asma	Hashmi	President	JPC Logistics LLC
Bill	Neary	Executive Director	Keep Middlesex Moving
Randy	Scheule	Director of Planning	KEPG
Nick	DeLange		Kreck, Wood, and Hallowell Associates, Inc.
Arlene	Johnson	Mayor	Livingston Township
Merle	Kalishman	Chair, Livingston Transportation Advisory Committee	Livingston Township
Lynn	LaMunyon		Maser Consulting
Joseph	Layton	Principal	Maser Consulting
Stephen	Mosca		Maywood, NJ Green Team
Patricia	Ott	Managing Member	MBO Engineering, LLC
John	Mullen		McCormick Taylor, Inc.
Stephen	Nieman	Associate	McCormick Taylor, Inc.
Richard	Felsing		Meadowlink
Matthew	Lawson	Principal Planner	Mercer County Division of Planning
Daniel	Evans	Planner 2	Metro-North Railroad
Amy	Sarrinikolaou	Assistant Director Community Development	Middletown Township
Vince	Cardone		Monmouth County Engineering
Inkyung	Englehart		Monmouth County Engineering
Kevin	Nugent		Monmouth County Engineering
Todd	Ganghamer		Monmouth County Planning Board
Anthony	Ghmauo		Monmouth County Planning Board

Mike	Costello	Treasurer	Monroe Township Fire District # 1
Jerry	Fried	Mayor	Montclair Township
Gail	Smith	Township Engineer	Montgomery Township
Denise	Chaplick	Principal Planner - Transportation	Morris County Division of Transportation
Deena	Cybulski	Assistant Director	Morris County Division of Transportation
Christine	Marion	Planning Director	Morris County Planning Board
Brian	Reilly	Executive Director	Municipal Land Use Center at TCNJ
Sharon	Roerty	Executive Director	National Center for Walking and Bicycling
Karen	Jenkins		New Jersey Bike & Walk Coalition
Elise	Bremer-Nei	Supervising Planner	New Jersey Department of Transportation
Sheree	Davis	Bicycle & Pedestrian Program Manager	New Jersey Department of Transportation
Debbie	Kingsland	Project Engineer	New Jersey Department of Transportation
Robert	Miller	Assistant Commissioner Planning and Development	New Jersey Department of Transportation
Joseph	Powell	Realty Specialist 2, Transportation	New Jersey Department of Transportation
Charles	Feggans	Senior Highway Safety Specialist	NJ Division of Highway Traffic Safety
Vivian	Baker	Assistant Director, Transit Friendly Land Use & Development	NJ TRANSIT
Mike	Viscardi	Principal Planner	NJ TRANSIT
Jonathan	Kinney	Historic Preservation Specialist	NJDEP - Historic Preservation Office
Zenobia	Fields	Principle Planner	North Jersey Transportation Planning Authority
Scott	Rowe	Manager, Corridor Studies and Project Planning	North Jersey Transportation Planning Authority
Elizabeth	Thompson	Senior Planner	North Jersey Transportation Planning Authority
Andrew	Fasy		Ocean City, NJ
Mark	Jehnke	Principal Engineer	Ocean County Engineering Department
Frank	Scarantino	Ocean County Engineer	Ocean County Engineering Department
John	Pagenkopf		PagenkopfDesign
Kyle	Winslow	Traffic Engineering Manager	Parsons Brinckerhoff
Kevin	Cwalina	Assistant Planner	Passaic County
Michael	Lysicatos	Senior Planner	Passaic County
Timothy	Mettlen	Assistant County Engineer	Passaic County
Jonathan	Pera	Principal Engineer	Passaic County
Charles	Silverstein	County Traffic Engineer	Passaic County
Rizwan	Baig	Assistant Chief Traffic Engineer	Port Authority of NY/NJ
Alan	Ginder	Senior Traffic Engineer	Port Authority of NY/NJ
Jay	Shuffield	Supervisor of Transportation Planning	Port Authority of NY/NJ
Dorothy	Kowal	Attorney	Price, Meese, Shulman & D'Arminio
Jenny	Crumiller	Princeton Borough	Princeton Borough

Councilwoman

Robert	Kiser	Township Engineer	Princeton Township
Lee	Solow	Planning Director	Princeton Township
Deanna	Stockton	Design Engineer	Princeton Township
John	Jennings		Proactive Transportation Planning
Pippa	Brashear	Project Manager	Project for Public Spaces
Mara	Wuebker	Planner	Ragan Design Group
Jamie	Sunyak	Township Planner	Raritan Township
Tiffany	Robinson		RBA Group
Robin	Murray	Principal	RLM Architect
Frank	Wong		Rutgers University
Akhlaq	Zafar	Senior Transportation Engineer	Sam Schwartz Engineering
Kenneth	Wedeen	Principal Planner	Somerset County
Edward	Gulyas	Deputy Department Head of Engineering	South Orange Village Township
Janet	Heroux		State Obesity Partnership
Tom	Drabic	Principal Transportation Planner	Sussex County
Neil	Leitner		Sussex County
Eric	Snyder	Planning Director	Sussex County
Susan	Zellman	Freeholder	Sussex County
Tracey	Hinson	Attorney	Szaferman Lakind, Blumstein & Blader, P.C.
Ray	Savacool	Supervising Engineer	T and M Associates
Robert	Grimm	Senior Project Manager	T.Y. Lin International
Cheryl	Bergailo	Consulting Planner	Taylor Design Group, Inc.
Bruce	Easterly	Senior Project Manager	Taylor Wiseman Taylor
Bernie	Tetreault	Senior Project Manager	Taylor Wiseman Taylor
Alicia	Costa	Senior Transportation Engineer	The Louis Berger Group
Bryan	Proska		Traffic Planning and Design, Inc
Joseph R.	Caravella	Environmental Programs Manager	TransOptions, Inc.
Nadine	Lemmon	Albany Legislative Advocate	Tri-State Transportation Campaign
Kyle	Wiswall	General Counsel	Tri-State Transportation Campaign
Liza	Betz	Special Assistant to the Director	Union County
Paul	Leso	Supervising Engineer	Union County
Thomas	Mineo	County Engineer	Union County
Kawal	Saleh		Union County
Marty	Willard		Union County
Scott	Diehl	Practice Leader	Urban Engineers
Orla	Pease	Project Manager	Urban Engineers
Wansoo	Im		Vertices
Peter	Affuso	Senior Engineering Aide	Village of Ridgewood
Chris	Rutishauser	Village Engineer/Director of Public Works	Village of Ridgewood
Brian	Appezato	Senior Planner	Warren County
Linda	Lutz	Assistant Township Planner	Wayne Township
John	Szabo	Township Planner	Wayne Township
Alison	Miller	Trustee	West Windsor Bicycle & Pedestrian Alliance
Francis	Guzik	Engineer	West Windsor Township

M. Patricia	Ward	Director of Community Development	West Windsor Township
William	Drew	Town Planner	Westfield
Kris	McAloon	Town Engineer	Westfield
Charles	DiMarco		
David	Hojsak	Urban Planner	

Appendix B: Agenda and Handouts



AGENDA

8:00 – 9:00 Registration and Coffee

9:00 – 9:30 Opening Remarks

- Opening Remarks will be offered by **Assemblywoman Grace Spencer, Robert Miller**, NJDOT Assistant Commissioner Planning and Development, and **Sheree Davis**, NJDOT Bicycle & Pedestrian Program Manager.

9:30 – 10:30 Keynote Address

- Michael Ronkin**, an internationally-recognized consultant and speaker on innovative, practical street design, will define Complete Streets and why it is important; presenting Complete Streets within the context of our evolving understanding of the importance of the street as a place for transportation, commerce, social and civic life, and active living.

10:30 – 10:45 Break

10:45 – 12:15 Morning Sessions

A. Policy (Main Room)

- This session will provide participants with the opportunity to learn about the development and implementation of complete streets policies at the state and local level. **Speakers: Nora Shepard, Monmouth County Planning; Kyle Wiswall, General Counsel, Tri-State Transportation Campaign; Debra Kingsland, NJDOT; Sheree Davis, NJDOT and Jerry Fried, Mayor, Montclair, NJ.**

B. Cost, Funding and Maintenance (Room 411)

- This session will provide participants with an opportunity to discuss the fiscal impact of complete streets as well as the costs associated with maintaining the status quo. **Speakers: Lois Goldman, NJTPA; Ian Sacs, Hoboken, NJ; and Janet Heroux, State Partnership for Nutrition, Physical Activity and Obesity Prevention. Moderated by Michael Ronkin.**

12:15 – 12:30 Break (Reassemble in Main Room)



12:30 – 1:30 Lunch and “Liability 101”: Dorothy Kowal & Tracey Hinson

- Opening remarks will be offered by **Susan Zellman**, Freeholder, Sussex County.
- **Dorothy Kowal and Tracey Hinson**, attorneys with knowledge of New Jersey transportation and land use law, will present an overview of liability, local government responsibility and legal protections from liability as expressed in the law and in case law.

1:30 – 1:45 Break

1:45 – 3:15 Afternoon Sessions

C. Design/Safety (Main Room)

- This session will present alternative street design features available when creating a complete street. This presentation will be grounded in current design manuals and regulations, focusing on the safety benefits of alternative designs.
Speakers: Michael Ronkin; Dana Hecht, NJDOT; Keith Skilton, FHWA; and Jim Rutala, Ocean City, NJ. Moderated by Elise Bremer-Nei, NJDOT.

D. Liability (Room 411)

- This session will expand on the lunchtime “Liability 101” presentation to help participants interpret the liability risks of implementing complete streets. The format for this session will be a roundtable Q and A where participants can present hypothetical situations and questions to the panelists and each other.
Speakers: Dorothy Kowal, Attorney, Price, Meese, Shulman & D'Arminio and Tracey Hinson, Attorney, Szaferman, Lakind, Blumstein, & Blader, P.C. Moderated by Ranjit Walia, Alan M. Voorhees Transportation Center.

3:15 – 3:30 Break (Reassemble in Main Room)

3:30 – 4:30 Concluding Remarks

- **Michael Ronkin** will end the Summit by providing an overview of the day's events and facilitating a discussion about the next steps for Complete Streets in New Jersey.





SPEAKERS

Opening Remarks:

Assemblywoman L. Grace Spencer, 29th Legislative District



Assemblywoman L. Grace Spencer was elected to the New Jersey State Assembly in November 2007 and sworn in on January 8, 2008. In January 2010 the Assemblywoman was selected to be a Deputy Speaker for the New Jersey General Assembly. She is Vice-Chair of the Assembly Finance Insurance and Banking Committee and a member of the Law and Public Safety Committee.

Assemblywoman Spencer graduated from Queen of Angels grammar school in Newark New Jersey and is a graduate of Mt. St. Dominic's Academy in Caldwell, New Jersey. In 1992 she graduated from Rutgers Newark College of Arts and Sciences and earned her Jurist Doctorate from Rutgers School of Law, Newark in 1996. She is admitted to practice Law in New Jersey and before the United States Supreme Court and the Court of Appeals for the Third Circuit.

After finishing law school Assemblywoman Spencer clerked for the Honorable Paulette Sapp-Peterson, J.S.C., in the Superior Court of New Jersey and began her career as an attorney working as an Assistant Corporation Counsel for the City of Newark. Presently she has her own firm and serves as prosecutor for the Township of West Orange in West Orange New Jersey.

Robert Miller, NJDOT Assistant Commissioner Planning & Development



Since August 2008, Robert Miller has served as Assistant Commissioner for Planning and Development at the New Jersey Department of Transportation, where he is responsible for the divisions of Statewide Planning, Project Development, Local Aid, Environmental Resources and Multimodal Services. Bob was previously Director of Multimodal Services which included oversight responsibilities for the Bureaus of Aeronautics, Maritime Resources, Trucking, Rail Services, and Commuter Strategies. During his 34 year career at NJDOT, he has worked on a variety of assignments ranging from transportation plans, congestion management systems, multimodal projects, air quality issues, energy planning, and capital projects.

Bob is a Professional Engineer, a Certified Public Manager, holds a Bachelors degree from Drexel University and a Masters degree from the New Jersey Institute of Technology (NJIT).



Sheree Davis, NJDOT Bicycle & Pedestrian Program Manager



Sheree Davis is the Acting Manager of the Bureau of Commuter and Mobility Strategies within the New Jersey Department of Transportation and also serves as the State Bicycle & Pedestrian Program Coordinator. She also oversees the Transportation Demand Management Office which includes oversight of 8 Transportation Management Associations.

She is a career state employee with 25 years of service. She has served as New Jersey's Bicycle & Pedestrian Coordinator for the past 9 years. During her tenure, the Bicycle & Pedestrian Program has received the Outstanding Sustainable Initiative Award by the NJ American Planning Association and the State Government Partner Award from the East Coast Greenway Alliance. Under her direction the Department became one of the first states to adopt a Complete Streets Policy. Ms. Davis holds a Bachelor's Degree in Physical Education from Temple University in Philadelphia and a Master's Degree in Education from The College of New Jersey.

Key Note Speaker:

Michael Ronkin, Designing Streets for Pedestrians & Bicyclists, LLC



Michael Ronkin is a Principal of Designing Streets for Pedestrians & Bicyclists, a consulting firm based in Salem, Oregon that specializes in pedestrian and bicyclist access, mobility and safety. Michael regularly partners with larger consulting firms on projects that range from charrettes and corridor studies to developing bicycle and pedestrian plans and revisions of state DOT design manuals.

Mr. Ronkin was born in France, and lived in Geneva, Switzerland until moving to the United States in 1973. Before founding Designing Streets for Pedestrians & Bicyclists, Mr. Ronkin was employed with the Oregon Department of Transportation for more than 20 years. He started out at ODOT as a transportation engineering specialist before becoming the bikeway specialist in 1989 and eventually the Bicycle and Pedestrian Program Manager in 1993. On top of his duties at ODOT, Michael offered bicycle and pedestrian design courses around the US.

You can learn more about Michael's work at www.michaelronkin.com or by contacting him at:

Designing Streets for Pedestrians & Bicyclists LLC

1602 Center St NE

Salem OR 97301

541-914-1401

michaelronkin@comcast.net

Policy Session:

Nora Shepard, Supervising Transportation Planner, Monmouth County Planning

Nora Shepard is currently a Transportation Planner for Monmouth County New Jersey. Nora is new to the State (having moved to New Jersey in July 2008) and new to transportation Planning, but has 30 years of Planning Experience. Most recently, Ms Shepard was the Community Development Director for Summit County Utah. Prior to that, she was a senior associate with Bear West Company in Salt Lake City. Nora spent 15 years as a planner with Park City Municipal Corporation in Utah, including 5 years as Planning



Director. Prior to moving to Utah, Nora worked for the Tahoe Regional Planning Agency. Nora's degree is in Natural Resource Planning from Humboldt State University in northern California.

In addition to her work and educational experience, Ms Shepard has been very active in the American Planning Association, serving 2 terms as Chapter President from Utah and 4 years at the Region V Director on the APA Board of Directors. She received the Planner of the Year award from Western Planning Resources in 1994 and was awarded the 2006 Professional Citizen of the Year by the Park City Rotary Club.

Kyle Wiswall, General Counsel, Tri-State Transportation Campaign



Kyle Wiswall is the General Counsel and Staff Attorney at the Tri-State Transportation Campaign. At TSTC, Kyle leads efforts to remove the Sheridan Expressway in the Bronx, fight large scale highway expansion in NJ and gain better legal protection for bicyclists and pedestrians in NY, NJ and CT. A resident of Newark, NJ, Kyle co-founded the Brick City Bike Collective, a bicycle advocacy group fighting for safer streets for all users and fostering bike culture in Newark. He is a member of the NYC Bicycle Commuting/ Bicycle Parking Task Force and Board Chair of Brick City Bicycles, Inc. in Newark, NJ. Kyle earned his J.D. from the University of New Mexico School of Law where he concentrated in environmental and natural resources law. He also holds a B.A. in Religion from Colorado College.

Prior to working at Tri-State, Kyle was a legal intern at the New Mexico Environment Department and worked in the wine industry in various capacities. Kyle is admitted to practice in New York and New Jersey and is currently a member of the New York State Bar Association and the Association of the Bar of New York City.

Debra Kingsland, Project Engineer , Office of Bicycle and Pedestrian Programs, NJDOT



Debra Kingsland is a Project Engineer with the New Jersey Department of Transportation's Office of Bicycle and Pedestrian Programs. Her professional experience includes work in Design and Planning. For the past six years, she has worked in the Office of Bicycle and Pedestrian Programs where she has managed multiple Bicycle and Pedestrian studies, Local Technical Assistance projects and worked with in-house units to ensure bicycle and pedestrian accommodations are included in the Department's projects. She has helped implement a plan to get pedestrian safety projects constructed rapidly. She has also managed the County Road Sidewalk Inventory, where images and data including, sidewalk and shoulder width and condition, pedestrian friendly intersections and signage were collected for every county road in the state to help prioritize bicycle and pedestrian safety projects. And most recently drafted

the New Jersey Complete Streets Policy.

Jerry Fried, Mayor, Montclair, NJ



A 21 year resident of Montclair, Jerry Fried was elected Mayor in 2008. The Township has become a leader in sustainability initiatives and was the first Municipality in New Jersey to adopt a Complete Streets policy, something the State itself later adopted. In addition to his duties as Mayor, he currently chairs the Board of School Estimate, is a member of the town's Planning Board and Library Boards and is a liaison to the Montclair Parking Authority.

He is the founder and former President of Bike/Walk Montclair, which works to make Montclair a safer place for pedestrians and cyclists and has been instrumental in procuring hundreds of thousands of dollars in grants for the Township. Fried also founded TrueJustice, an interfaith outreach group, in the days after 9/11. The group



organized visits, discussion forums, workshops and dinners to bring together members of Muslim and non-Muslim congregations and groups. Active in the Unitarian Universalist Congregation at Montclair, which has a long history of social justice and philanthropic actions in Montclair and beyond, he has delivered lay sermons on topics such as "Building Community Through Cycling" and "A Communion of Gifts", has taught Religious Education, and has chaired several committees.

Cost, Funding, and Maintenance Session:

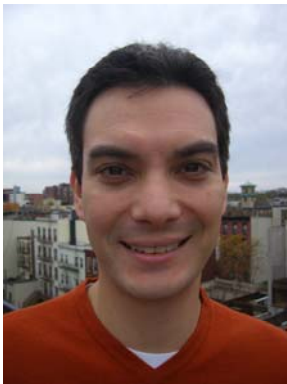
Lois Goldman, NJTPA



Ms. Goldman is the Director of Regional Planning at the North Jersey Transportation Planning Authority, the metropolitan planning organization for the 13 counties of northern New Jersey. She is responsible for the regional transportation plan, *Plan 2035*, and for safety activities, bicycle/pedestrian planning, and livability and climate change efforts for the agency. She has been at NJTPA for 12 years.

She has a master's degree from Boston University in Urban and Regional Planning, and is a member of the American Institute of Certified Planners (AICP) and a licensed planner in New Jersey.

Ian Sacs, Hoboken, NJ



Ian Sacs, P.E. is a transportation (not traffic) engineer currently serving as the Director of Transportation and Parking for the City of Hoboken, New Jersey. He practices a "complete streets" approach on worldwide urban transport and development projects, seeking an appropriate balance between the most suitable modal choices. Ian is a strong advocate for city streets as precious and underutilized urban public space. His contributions to the industry's shift in focus from auto-centric cities to human-scale environments have been featured on Planetizen.com (where he writes regularly) and as a "Transportation Expert" in the National Journal; his efforts to reduce car-dependence in Hoboken have recently been exposed to a broad audience in publications such as the New York Times, Streetsblog, Good Magazine, The Daily Green, Tom Vanderbilt's "How We Drive"

blog, Planet Green, The Urban Transportation Monitor, and UC Berkeley's Access Magazine. Ian is a licensed Professional Engineer, holds a Master of Science degree in Civil Engineering from The University of Tennessee, and a Bachelor of Science degree in Civil and Environmental Engineering from Florida International University.

Janet Heroux, State Partnership for Nutrition, Physical Activity and Obesity Prevention



Janet Heroux is the Physical Activity Specialist with ShapingNJ: The State Partnership for Nutrition, Physical Activity and Obesity Prevention. She also coordinates the Sustainability Task Advisory Group for the partnership. Before joining the office, she was an independent consultant for over a decade working to promote active, healthy communities and children in New Jersey and across the United States. Among her clients were The Robert Wood Johnson Foundation, Action for Healthy Kids, the Active Living Resource Center and the Council of New Jersey Grantmakers. From 1992 to 1998 she served as program officer for the Robert Wood Johnson Foundation. Early in her career, she worked as a Peace Corps volunteer in Afghanistan; a program development officer for Latin America for a maternal and child health group at Johns Hopkins University; and a Food &



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Nutrition Officer for Catholic Relief Services in Djibouti. She earned a B.A. from Harvard College, and Master's degrees from Johns Hopkins School of Hygiene and Public Health and the Wharton School of Business. Lately, she chairs her town's pedestrian and bicycle advisory committee.

"Liability 101" and the Liability Session:

Suzan Zellman, Freeholder, Sussex County



Freeholder Zellman was elected to the Board of Chosen Freeholders in November of 2000. A resident of Stanhope, Susan served as Chairman of the Stanhope Planning Board, and served on the Sussex County Planning Board, where she was founding Chairman of the Sussex County Planning Awards. She was instrumental in the formation of the Six County Coalition, which coordinates shared resources and initiatives on transportation, human services and shared services issues in northwest New Jersey. She also initiated Youth in County Government Day and Money\$mart Week in Sussex County. Freeholder Zellman was elected Chairman for 2008-2009 of the North Jersey Transportation Planning Authority, which oversees over \$3 billion in transportation funding for the 13 northern counties in New Jersey. She is also a Trustee on the Boards of TransOptions and New Jersey Future.

Susan is Executive Director of the Housing Partnership, a United Way Agency serving Morris, Sussex and Warren Counties. The Partnership, which won the Governor's Housing Award for Excellence as the Community Organization of the Year, works with municipalities, organizations and over 3,000 households a year in meeting their home ownership goals. She serves on the Workforce Housing Task Force of the New Jersey Department of Community Affairs. A graduate of Bucknell University, she earned her MA in Communication and Education from Columbia University. A Leadership New Jersey Fellow, she has experience in managing small business and in management development training for a Fortune 500 company. An educator for 10 years, she taught in Stanhope and was an adjunct faculty member at Sussex County Community College.

Dorothy Kowal, Attorney, Price, Meese, Shulman & D'Arminio



Dorothy A. Kowal focuses her practice in the areas of commercial and general litigation. She represents corporations, individuals and public entities in Federal and State trial and appellate courts. She also practices in the areas of land use, real estate and municipal law and has served as counsel to a Bergen County municipality, including the defense of Title 59 matters.

Ms. Kowal is a graduate of Binghamton University, where she majored in Economics. She earned her law degree from Rutgers University School of Law - Newark, where she served as a law review editor and instructor of legal research and writing. Ms. Kowal is a member of the New Jersey and Bergen County Bar Associations and is admitted to practice in New Jersey and before the Federal

District Court of the District of New Jersey, the Third Circuit Court of Appeals and the United States Supreme Court.



Tracey C. Hinson, Attorney, Szaferman Lakind, Blumstein & Blader, P.C.



Tracey C. Hinson, ESq., is an Associate with the law firm of Szaferman Lakind Blumstein & Blader, P.C., Lawrenceville, N.J. She is an experienced civil trial lawyer in the firm's Personal Injury Group/Litigation Group. Prior to joining the firm, Tracey served for six years as a Deputy Attorney General in the General Education and Tort Litigation Sections of the Division of Law and Public Safety. In that capacity, she participated in trials, arbitrations, mediations, case management and settlement conferences.

Tracey holds a Juris Doctor from Rutgers Law School, and a B.S. in Criminal Justice from Rutgers University. She is admitted to the New Jersey, New York, and United States District Court, District of New Jersey Bars. She currently serves on the Supreme Court of New Jersey, District Fee Arbitration Committee for Middlesex County.

Ranjit Walia AICP/PP, Senior Project Manager, Alan M. Voorhees Transportation Center



Ranjit Walia has managed the New Jersey Bicycle and Pedestrian Resource Center (NJBPRC) for the last seven years and has 12 years experience in the fields of urban planning and transportation planning and policy, with specialization in the area of pedestrian and bicycle mobility. He received a Bachelor of Science Degree from Rutgers University in 1996 and a Master of City and Regional Planning Degree from Rutgers in 2000. He worked for the Hunterdon County Planning Board and The RBA Group prior to joining VTC in 2003. He is a member of the American Planning Association and the American Institute of Certified Planners.

Mr. Walia has managed a broad array of transportation projects in both the public and private sector. Mr. Walia annually carries out bicycle and pedestrian research and education and serves as a technical resource to the state. Key research topics have included the built environment as it relates to bikability and walkability, bicycle and pedestrian infrastructure, policy and program evaluation, and bicycle and pedestrian policy analysis.

Design/Safety Session:

Dana Hecht, Assistant to the Director of Project Management, NJDOT, Division of Capital Program Management

Dana graduated from Temple University in 1991 with a Bachelor of Science in Civil and Construction Engineering Technology. She began her career at the NJ Department of Transportation in November 1991 as Civil Engineer Trainee and currently holds the title of Project Manager. She has previously held positions in Planning and in Capital Programming, where she managed the annual federal program. Dana is currently the Assistant to the Director of Project Management. The division is responsible for delivering the yearly capital program which puts hundreds of millions of dollars of projects on the streets.



Plan, Updates to the NJDOT Roadway Design Manual and the Development of New Jersey's Safe Routes to School Program.



Keith Skilton, FHWA



Mr. Skilton has a diversity of professional experience approaching 12 years in traffic and transportation engineering. At FHWA, Mr. Skilton's team administers the use of Federal Aid funding for local projects, carrying out the Federal-aid highway program in partnership with the New Jersey Department of Transportation (NJDOT) and local agencies to meet New Jersey's transportation needs. Mr. Skilton's additional duties include oversight and leadership in the Safe Routes to School Infrastructure Program, Transportation Enhancements, Transportation, Community & System Preservation, and Ferry Boat Discretionary Programs.

Mr. Skilton has a background in designing and inspecting ADA compliant roadway / streetscape projects in the private sector prior to joining FHWA as a mid-career hire. Within FHWA, Mr. Skilton works with New Jersey Department of Transportation (NJDOT) on ADA related matters during the planning, design, and construction of Local Projects, including Transportation Enhancement projects. Currently, Mr. Skilton is the leader in a Work Plan Program Review of ADA compliance in the design of Local Aid Projects during the Plans, Specifications, & Estimates (PS&E) Phase for FY 2011. This review will focus on the design of pedestrian facilities with respect to ADA compliance with the intent of developing a program for NJDOT to consider which places the responsibility of ADA compliance into the design of projects instead of during construction

Jim Rutala, Ocean City, NJ



Mr. Rutala is the Principal of Rutala Associates, a consulting firm which provides planning, energy, economic development and management services. Mr. Rutala has a Master's degree in City and Regional Planning for Ohio State University and a Master of Business Administration from Rutgers University. Throughout his career Mr. Rutala has assisted communities to plan their futures. His commitment to public participation in planning is central to the ongoing successes of many communities. Mr. Rutala has conducted many public meetings, charrettes, workshops and town meetings to gain useful input and obtain a consensus on public policy issues and programs. As Planning Director in Atlantic County, Mr. Rutala spearheaded the funding and development of an eight mile bikeway that connects the urban core with the rural Pinelands sections of the county. He also assisted in the enhancement of a 6 mile rails-to-trails effort that connects the Route 9 communities of Atlantic County. As

Administrator in Ocean City, Mr. Rutala worked with a very energized community effort to convert a 27-block long local street to a Complete Street.

Elise Bremer-Nei, Safe Routes to School Program Coordinator, NJDOT



Elise Bremer-Nei is the Safe Routes to School Program Coordinator and a licensed professional planner with the New Jersey Department of Transportation's Office of Bicycle and Pedestrian Programs. Originally from the Midwest, she is a Rutgers graduate. She has prior experience with the Monmouth County Planning Board, where she managed a pedestrian facilities improvement project and oversaw a Community Development Block Grant Program. She has also worked for a private engineering and design firm, focusing on bicycle and pedestrian planning. Elise has been involved with the Statewide Pedestrian Safety Study, the Statewide Bicycle and Pedestrian Master



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**Alan M.
Voorhees
Transportation
Center**



Complete Streets in New Jersey: A Compilation of State, County and Municipal Policies

prepared by:

Alan M. Voorhees Transportation Center

Edward J. Bloustein School of Planning and Public Policy
Rutgers, The State University of New Jersey

as of October 2010

RUTGERS

Edward J. Bloustein School
of Planning and Public Policy

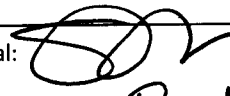

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For more information, go to www.njbikeped.org
or contact Ranjit Walia, Manager of the
NJ Bicycle and Pedestrian Resource Center
at rwalia@rci.rutgers.edu

DEPARTMENT OF TRANSPORTATION POLICY

Policy No. 703
Supersedes: 703 dated
8/7/89
Page 1 of 3

SUBJECT: Complete Streets Policy	Effective Date: 12/03/2009	Commissioner Approval:  Sponsor Approval: Robert Miller  Contact Telephone #: 530-3855
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I. PURPOSE

To create and implement a Complete Streets Policy in New Jersey through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities within public rights of way that are federally or state funded, including projects processed or administered through the Department's Capital Program.

II. DEFINITIONS

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.

III. BACKGROUND

The benefits of Complete Streets are many and varied:

- Complete Streets improve 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.
- Provide connections to bicycling and walking trip generators such as employment, education, residential, recreation, retail centers and public facilities.
- Promote healthy lifestyles.
- Create more livable communities.
- Reduce traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions.
- Complete Streets make fiscal sense by incorporating sidewalks, bike lanes, safe crossings and transit amenities into the initial design of a project, thus sparing the expense of retrofits later.

IV. POLICY

The New Jersey Department of Transportation shall 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. This includes all projects funded through the Department's Capital Program. The Department strongly encourages the adoption of similar policies by regional and local jurisdictions who apply for funding through Local Aid programs.

**DEPARTMENT OF TRANSPORTATION
POLICY**

Policy No. 703

Page 2 of 3

SUBJECT: NJDOT Complete Streets Policy

Effective Date:
12/03/2009

1. Create a comprehensive, integrated, connected multi-modal network by providing connections to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers.
2. Provide 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 sidewalks curb ramps, crosswalks, countdown pedestrian signals, signs, median refuges, curb extensions, pedestrian scale lighting, bike lanes, shoulders and bus shelters with the presumption that they shall be included in each project unless supporting documentation against inclusion is provided and found to be justifiable.
4. Additionally, in rural areas, paved shoulders or a multi-use path shall be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. Paved shoulders provide safety and operational advantages for all road users. Shoulder rumble strips are not recommended when used by bicyclists, unless there is a minimum clear path of four feet in which a bicycle may safely operate. If there is evidence of heavy pedestrian usage then sidewalks shall be considered in the project.
5. Establish 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.
6. 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.
7. Address the need for bicyclists and pedestrians to cross corridors as well as travel along them. 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.
8. 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.

DEPARTMENT OF TRANSPORTATION POLICY

Policy No. 703

Page 3 of 3

SUBJECT: NJDOT Complete Streets Policy

Effective Date:
12/03/2009

9. Research, develop and support new technologies in improving safety and mobility.
10. Make provisions 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.
11. Improvements should 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.
12. Establish an incentive within the Local Aid Program for municipalities and counties to develop and implement a Complete Streets policy.
13. Improvements must comply with Title VI/Environmental Justice, Americans with Disabilities Act (ADA) and should complement the context of the surrounding community.
14. Implement training for Engineers and Planners on Bicycle/Pedestrian/Transit policies and integration of non-motorized travel options into transportation systems.
15. Establish Performance Measures to gauge success.

V. EXEMPTIONS

Exemptions to the Complete Streets policy must be presented for final decision to the Capital Program Screening Committee in writing by the appropriate Assistant Commissioner and documented with supporting data that indicates the reason for the decision and are limited to the following:

- 1) Non-motorized users are prohibited on the roadway.
- 2) Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
- 3) Detrimental environmental or social impacts outweigh the need for these accommodations.
- 4) Cost of accommodations is excessively disproportionate to cost of project, more than twenty percent (20%) of total cost.
- 5) The safety or timing of a project is compromised by the inclusion of Complete Streets.

An exemption other than those listed above must be documented with supporting data and must be approved by the Capital Program Committee along with written approval by the Commissioner of Transportation.

VI. AUTHORITY

N.J.S.A. Title 27

**RESOLUTION ESTABLISHING AND ADOPTING A MONMOUTH COUNTY
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, 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 Monmouth County Board of Chosen Freeholders wishes 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, it is the intent of the Board of Chosen Freeholders that to the extent practicable, the Monmouth County Complete Streets policy shall include all road, bridge, and building projects funded through Monmouth County's Capital Program.

NOW, THEREFORE, be it resolved that the Monmouth County Board of Chosen Freeholders adopts the following Complete Streets Policy with the following goals and objectives:

1. Create a comprehensive, integrated, connected multi-modal network by facilitating connections to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers.

2. Provide 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 sidewalks curb ramps, crosswalks, countdown pedestrian signals, signs, curb extensions, pedestrian scale lighting, bike lanes, and shoulders for consideration in each project where county jurisdiction applies.

4. Additionally, in rural areas, paved shoulders or a multi-use path shall be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. Paved shoulders provide safety and operational advantages for all road users. Exemptions shall be considered for County and State designated routes such as Scenic Roads, and Historic or Cultural Byways. If there is evidence of heavy pedestrian usage then sidewalks shall be considered in the project.

5. 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.

6. 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.

7. Designs shall address the need for bicyclists and pedestrians 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 and pedestrians.

8. Bicycle and pedestrian facilities shall 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, AASHTO's Guide for the

Planning, Design and Operation of Pedestrian Facilities, the Manual of Uniform Traffic Control Devices and others as related.

9. Provisions shall 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.

10. 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.

11. Improvements shall comply with Title VII Environmental Justice, Americans with Disabilities Act (ADA) and complement the context of the surrounding community.

12. Exemptions to the Complete Streets policy shall be presented for final decision to the County 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) 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 need for these accommodations.
- 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) An exemption other than those listed above must be documented with supporting data and must be approved by the County Engineer.

BE IT FURTHER RESOLVED, that a certified copy of this Resolution shall be sent to all Departments and Agencies having a responsibility for or connection with projects covered by the Monmouth County Complete Streets Policy.

RECORD OF VOTE						
FREEHOLDERS	YES	NO	ABSTAIN	ABSENT	MOVED	SECOND
Mr. Curley	✓				✓	
Mrs. Mallet	✓					
Mr. D'Amico	✓					✓
Mr. Clifton	✓					
Mrs. Burry	✓					

CERTIFICATION

I HEREBY CERTIFY THE ABOVE TO BE A TRUE COPY OF A RESOLUTION ADOPTED BY THE BOARD OF CHOSEN FREEHOLDERS OF THE COUNTY OF MONMOUTH AT A MEETING HELD July 22 20 10

Julie Burry
CLERK

TOWNSHIP OF MONTCLAIR

A RESOLUTION TO ESTABLISH A COMPLETE STREETS POLICY

October 6, 2009

WHEREAS, the Township of Montclair is committed to creating street corridors that safely accommodate all road users of all abilities; and

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

WHEREAS, the Township Council 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 for all trips; now therefore

BE IT RESOLVED that all public street projects, both new construction and reconstruction (excluding maintenance) undertaken by the Township of Montclair shall be designed and constructed as “complete streets” whenever feasible to do so in order to safely accommodate travel by pedestrians, bicyclists, public transit, and motorized vehicles and their passengers, with special priority given to pedestrian safety, and subject to the following conditions:

- a. Pedestrian and bicycle facilities shall not be required where they are prohibited by law.
- b. 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.
- c. In any project, should the cost of pedestrian, public transit, and/or bicycle facilities cause an increase in project costs in excess of 5%, as determined by engineering estimates, that would have to be funded with local tax dollars, then and in that event approval by Council must be obtained prior to bidding of the project.

RESOLUTION NO. 2010-96

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

WHEREAS, the New Jersey Department of Transportation's Complete Streets policy states "A Complete Street is defined as providing 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 by incorporating pedestrian safety and traffic calming measures when public streets are improved; and

WHEREAS, the Borough Council 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 for all trips;

NOW, THEREFORE, LET IT BE RESOLVED that the Borough of Netcong hereby recognizes the importance of creating Complete Streets that enable safe travel by all users, including pedestrians, bicyclists, public transportation riders and drivers, emergency vehicles and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities.

BE IT FURTHER RESOLVED that the Borough of Netcong affirms that Complete Streets infrastructure addressing the needs of all users should be incorporated into all planning, design, approval, and implementation processes for any construction, reconstruction, or retrofit of streets, bridges, or other portions of the transportation network, including pavement resurfacing, restriping, and signalization operations if the safety and convenience of users can be improved within the scope of the work; however, such infrastructure may be excluded, upon written approval made publically available by the Netcong Borough Administrator with input from the Borough Council, where documentation and data indicate that:

- (1) Use by non-motorized users is prohibited by law;
- (2) The cost would be excessively disproportionate to the need or probable future use over the long term;
- (3) Significant adverse environmental impacts outweigh the positive effects of the infrastructure.

BE IT FURTHER RESOLVED that municipal departments and professionals, such as Department of Public Works, municipal planner, engineer and Zoning Officer should review and either revise or develop proposed revisions to all appropriate plans, zoning and subdivision codes, laws, procedures, rules, and regulations, including subsequent updates to the Borough of Netcong Master Plan, to integrate, accommodate, and balance the needs of all users in all projects. Information and education will be

provided to the municipal planning and zoning (combined) board to enhance understanding and implementation of Complete Streets concepts as part of design and plan review.

BOROUGH OF NETCONG

Dated:

By: _____
Joseph A. Nametko, Mayor

CERTIFICATION

I, Dolores Dalessandro, Clerk of the Borough of Netcong, do hereby certify the foregoing to be a true copy of a Resolution adopted by the Borough of Netcong at a meeting held on August 12, 2010.

Dolores Dalessandro, Borough Clerk

BOROUGH OF RED BANK

COUNTY OF MONMOUTH

RESOLUTION NO. 10-195

**A RESOLUTION ESTABLISHING AND ADOPTING
A COMPLETE STREETS POLICY**

offered the following resolution and moved its adoption:

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 Borough of Red Bank 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

NOW, THEREFORE, BE IT RESOLVED that the Mayor and Council of the Borough of Red Bank adopts that following Complete Streets Policy with the following goals and objectives:

- 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) Provide 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) Additionally, in rural areas, paved shoulders or a multi-use path shall be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. Paved shoulders provide safety and operational advantages for all road users. Exemptions shall be considered for County and State designated routes such as Scenic Roads and Historic or Cultural Byways. If there is evidence of heavy pedestrian usage, then sidewalks shall be considered in the project.
- 5) 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.
- 6) 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.
- 7) Designs shall address the need for bicyclists and pedestrians 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 and pedestrians.

- 8) 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 and others as related.
- 9) Provisions shall 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.
- 10) 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.
- 11) Improvements shall comply with Title VII Environmental Justice, Americans with Disabilities Act (ADA) and complement the context of the surrounding community.
- 12) Exemptions to the Complete Streets Policy shall be presented for final decision to the Mayor and Council 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 or social impacts outweigh the need for these accommodations.
 - 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) An exemption other than those listed above must be documented with supporting data and must be approved by the Mayor and Council.

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

Seconded by _____ and adopted on roll call by the following vote:

	Yes	No	Abstain	Absent
Ms. Lewis	()	()	()	()
Mr. Zipprich	()	()	()	()
Mr. DuPont	()	()	()	()
Ms. Horgan	()	()	()	()
Ms. Lee	()	()	()	()
Mr. Murphy	()	()	()	()

Dated:

RESOLUTION

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

WHEREAS, the New Jersey Department of Transportation's Complete Streets policy 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 by incorporating pedestrian safety and traffic calming measures when public streets are improved; and

WHEREAS, the Township Council 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

NOW, THEREFORE, BE IT RESOLVED that all public street projects, both new construction and reconstruction (excluding maintenance) undertaken by the Township of West Windsor shall be designed and constructed as "complete streets" whenever feasible to do so 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, and subject to the following conditions:

- a. Pedestrian and bicycle facilities shall not be required where they are prohibited by law.
- b. 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.

Adopted: July 19, 2010

I hereby certify that the above resolution was adopted by the West Windsor Township Council at their meeting held on the 19th day of July 2010.

Sharon L. Young
Township Clerk
West Windsor Township

Resolution No. 336-10

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

WHEREAS, the New Jersey Department of Transportation's Complete Streets policy states, "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, significant accomplishments have already been achieved by incorporating pedestrian safety and traffic calming measures when public streets are improved; and

WHEREAS, the Township Council 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 Township Council of the Township of Lawrence, County of Mercer, State of New Jersey, that all public street projects, both new construction and reconstruction (excluding maintenance) undertaken by the Township shall be designed and constructed as "complete streets" whenever feasible to do so 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 subject to the following conditions:

1. Pedestrian and bicycle facilities shall not be required where they are prohibited by law.
2. 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.

Adopted: September 21, 2010

CERTIFIED TO BE A TRUE COPY OF
Resolution No. 336-10

Adopted on September 21, 2010

Kathleen S. Norcia
Kathleen S. Norcia, Municipal Clerk

Date October 12, 2010

RECORD OF VOTE

COUNCIL	AYE	NAY	PRESENT	ABSENT	ABSTAIN	MOVE	SECOND
Mr. Bostock	✓						✓
Mr. Kownackl	✓						
Ms. Mount	✓						
Mr. Pullti	✓					✓	
Mayor Powers	✓						



COMPLETE STREETS RESOURCES

New Jersey Department of Transportation (NJDOT)

- Bicycle Compatible Roadways and Bikeways: Planning and Design Guidelines (1996)
www.state.nj.us/transportation/publicat/bike_guidelines.htm
- Pedestrian Compatible Planning and Design Guidelines (1996)
www.state.nj.us/transportation/publicat/pedest_guide.htm

American Association of State Highway and Transportation Officials (AASHTO)

- A Policy on Geometric Design of Highways and Streets (2004)
https://bookstore.transportation.org/Item_details.aspx?id=110
- Guide for the Development of Bicycle Facilities (1999)
http://www.secrtc.org/bikes/AASHTO_1999_BikeBook.pdf

Federal Highway Administration (FHWA)

- Context Sensitive Solutions National Dialog Final Report (2010)
<http://cssnationaldialog.org/documents/CSS-National-Dialog-Final-Report.pdf>
- Manual on Uniform Traffic Control Devices (2009)
<http://mutcd.fhwa.dot.gov/>
- Designing Sidewalks and Trails for Access, Part II, Best Practices Design Guide (2001)
<http://www.fhwa.dot.gov/environment/sidewalk2/index.htm>

Institute of Transportation Engineers (ITE)

- Traffic Calming: State of the Practice (1999)
<http://www.ite.org/traffic/tcstate.asp#tcsop>

National Complete Streets Coalition

- “Complete Streets: We Can Get There from Here” - Authored by John LaPlante and Barbara McCann in the journal of the Institute of Transportation Engineers (May 2008)
<http://www.completestreets.org/webdocs/resources/cs-ite-may08.pdf>



- Complete Streets Fact Sheets (11 fact sheets + 5 sheets on implementing Complete Streets)
<http://www.completestreets.org/complete-streets-fundamentals/factsheets/>
- National Complete Streets Coalition Member Compact
<http://www.completestreets.org/webdocs/cs-coalition-membership.pdf>

United States Department of Transportation

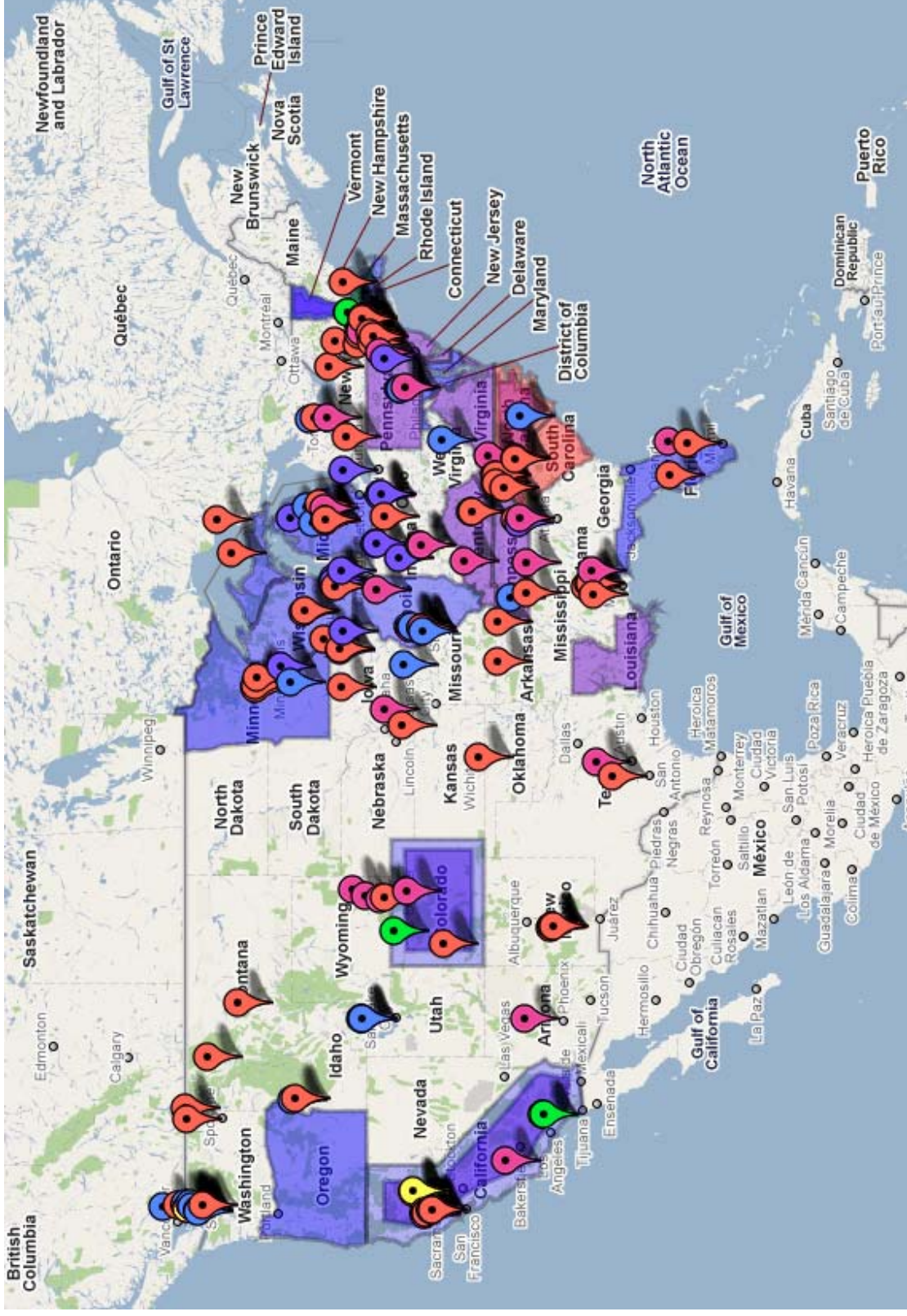
- USDOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations
http://www.fhwa.dot.gov/environment/bikeped/policy_accom.htm

Alan M. Voorhees Transportation Center at Rutgers University

- Constructing, Maintaining, and Financing Sidewalks in New Jersey (2006)
<http://www.njbikeped.org/index.php?module=Downloads&func=display&lid=1513>



COMPLETE STREETS ATLAS: POLICY CHANGE THROUGHOUT THE COUNTRY



For an interactive version of this map, visit the National Complete Streets Coalition at <http://www.completestreets.org/>

**NJ****Complete Streets Summit**

Friday, October 22, 2010
9:00 AM - 4:00 PM
Rutgers Student Center
126 College Ave, Rutgers University, New Brunswick

**SELECT PROVISIONS
FROM THE NEW JERSEY
TORT CLAIMS ACT**

New Jersey Statutes Annotated
Title 59. Claims Against Public Entities
New Jersey Tort Claims Act

Chapter 2: Immunity and Liability of Public Entity

59:2-1. Immunity of public entity generally

- a. Except as otherwise provided by this act, a public entity is not liable for an injury, whether such injury arises out of an act or omission of the public entity or a public employee or any other person.
- b. Any liability of a public entity established by this act is subject to any immunity of the public entity and is subject to any defenses that would be available to the public entity if it were a private person.

59:2-2. Liability of public entity

- a. A public entity is liable for injury proximately caused by an act or omission of a public employee within the scope of his employment in the same manner and to the same extent as a private individual under like circumstances.
- b. A public entity is not liable for an injury resulting from an act or omission of a public employee where the public employee is not liable.

59:2-3. Discretionary activities

- a. A public entity is not liable for an injury resulting from the exercise of judgment or discretion vested in the entity;
- b. A public entity is not liable for legislative or judicial action or inaction, or administrative action or inaction of a legislative or judicial nature;
- c. A public entity is not liable for the exercise of discretion in determining whether to seek or whether to provide the resources necessary for the purchase of equipment, the construction or maintenance of facilities, the hiring of personnel and, in general, the provision of adequate governmental services;
- d. A public entity is not liable for the exercise of discretion when, in the face of competing demands, it determines whether and how to utilize or apply existing resources, including those allocated for equipment, facilities and personnel unless a court concludes that the determination of the public entity was palpably unreasonable. Nothing in this section shall exonerate a public entity for negligence arising out of acts or omissions of its employees in carrying out their ministerial functions.

59:2-4. Adoption or failure to adopt or enforce a law

A public entity is not liable for any injury caused by adopting or failing to adopt a law or by failing to enforce any law.



59:2-5. Issuance, denial, suspension or revocation of permit, license, etc.

A public entity is not liable for an injury caused by the issuance, denial, suspension or revocation of, or by the failure or refusal to issue, deny, suspend or revoke, any permit, license, certificate, approval, order, or similar authorization where the public entity or public employee is authorized by law to determine whether or not such authorization should be issued, denied, suspended or revoked.

59:2-6. Failure to inspect, or negligent inspection of, property

A public entity is not liable for injury caused by its failure to make an inspection, or by reason of making an inadequate or negligent inspection of any property; provided, however, that nothing in this section shall exonerate a public entity from liability for negligence during the course of, but outside the scope of, any inspection conducted by it, nor shall this section exonerate a public entity from liability for failure to protect against a dangerous condition as provided in chapter 4.

Chapter 3: Liability and Immunity of Public Employee

59:3-1. Generally

- a. Except as otherwise provided by this act, a public employee is liable for injury caused by his act or omission to the same extent as a private person.
- b. The liability of a public employee established by this act is subject to any immunity of a public employee provided by law and is subject to any defenses that would be available to the public employee if he were a private person.
- c. A public employee is not liable for an injury where a public entity is immune from liability for that injury.

59:3-2. Discretionary activities

- a. A public employee is not liable for an injury resulting from the exercise of judgment or discretion vested in him;
- b. A public employee is not liable for legislative or judicial action or inaction, or administrative action or inaction of a legislative or judicial nature;
- c. A public employee is not liable for the exercise of discretion in determining whether to seek or whether to provide the resources necessary for the purchase of equipment, the construction or maintenance of facilities, the hiring of personnel and, in general, the provision of adequate governmental services;
- d. A public employee is not liable for the exercise of discretion when, in the face of competing demands, he determines whether and how to utilize or apply existing resources, including those allocated for equipment, facilities and personnel unless a court concludes that the determination of the public employee was palpably unreasonable.

Nothing in this section shall exonerate a public employee for negligence arising out of his acts or omissions in carrying out his ministerial functions.

59:3-3. Execution or enforcement of laws

A public employee is not liable if he acts in good faith in the execution or enforcement of any law. Nothing in this section exonerates a public employee from liability for false arrest or false imprisonment.



59:3-4. Acting under unconstitutional, invalid or inapplicable laws

If a public employee acts under the apparent authority of a law that is unconstitutional, invalid or inapplicable, he is not liable for an injury caused thereby except to the extent that he would have been liable had the law been constitutional, valid and applicable.

59:3-5. Adoption or failure to adopt or enforce any law

A public employee is not liable for an injury caused by his adoption of or failure to adopt any law or by his failure to enforce any law.

59:3-6. Issuance, denial, suspension or revocation of permit, license, etc.

A public employee is not liable for an injury caused by his issuance, denial, suspension or revocation of, or by his failure or refusal to issue, deny, suspend or revoke, any permit, license, certificate, approval, order, or similar authorization where he is authorized by law to determine whether or not such authorization should be issued, denied, suspended or revoked.

59:3-7. Failure to inspect, or negligent inspection of, property

A public employee is not liable for injury caused by his failure to make an inspection, or by reason of making an inadequate or negligent inspection of any property; provided, however, that nothing in this section shall exonerate a public employee from liability for negligence during the course of, but outside the scope of, any inspection conducted by him, nor shall this section exonerate a public employee from liability for failure to protect against a dangerous condition as provided in chapter 4.

Chapter 4. Conditions of Public Property Liability of the Public Entity

59:4-1. Definitions

As used in this chapter:

- a. “Dangerous condition” means a condition of property that creates a substantial risk of injury when such property is used with due care in a manner in which it is reasonably foreseeable that it will be used.
- b. “Protect against” includes repairing, remedying or correcting a dangerous condition, providing safeguards against a dangerous condition, or warning of a dangerous condition.
- c. “Public property” means real or personal property owned or controlled by the public entity, but does not include easements, encroachments and other property that are located on the property of the public entity but are not owned or controlled by the public entity.

59:4-2. Liability generally

A public entity is liable for injury caused by a condition of its property if the plaintiff establishes that the property was in dangerous condition at the time of the injury, that the injury was proximately caused by the dangerous condition, that the dangerous condition created a reasonably foreseeable risk of the kind of injury which was incurred, and that either:

- a. a negligent or wrongful act or omission of an employee of the public entity within the scope of his employment created the dangerous condition; or
- b. a public entity had actual or constructive notice of the dangerous condition under [section 59:4-3](#) a sufficient time prior to the injury to have taken measures to protect against the dangerous condition.



Nothing in this section shall be construed to impose liability upon a public entity for a dangerous condition of its public property if the action the entity took to protect against the condition or the failure to take such action was not palpably unreasonable.

59:4-3. Actual notice; constructive notice

a. A public entity shall be deemed to have actual notice of a dangerous condition within the meaning of subsection b. of [section 59:4-2](#) if it had actual knowledge of the existence of the condition and knew or should have known of its dangerous character.

b. A public entity shall be deemed to have constructive notice of a dangerous condition within the meaning of subsection b. of [section 59:4-2](#) only if the plaintiff establishes that the condition had existed for such a period of time and was of such an obvious nature that the public entity, in the exercise of due care, should have discovered the condition and its dangerous character.

59:4-4. Failure to provide emergency warning signals

Subject to [section 59:4-2](#) of this act, a public entity shall be liable for injury proximately caused by its failure to provide emergency signals, signs, markings or other devices if such devices were necessary to warn of a dangerous condition which endangered the safe movement of traffic and which would not be reasonably apparent to, and would not have been anticipated by, a person exercising due care.

59:4-5. Failure to provide ordinary traffic signals; Immunity

Neither a public entity nor a public employee is liable under this chapter for an injury caused by the failure to provide ordinary traffic signals, signs, markings or other similar devices.

59:4-6. Plan or design immunity

a. Neither the public entity nor a public employee is liable under this chapter for an injury caused by the plan or design of public property, either in its original construction or any improvement thereto, where such plan or design has been approved in advance of the construction or improvement by the Legislature or the governing body of a public entity or some other body or a public employee exercising discretionary authority to give such approval or where such plan or design is prepared in conformity with standards previously so approved.

59:4-7. Weather conditions; effect on use of streets and highways; immunity

Neither a public entity nor a public employee is liable for an injury caused solely by the effect on the use of streets and highways of weather conditions.

CREDIT(S)

L.1972, c. 45, § 59:4-1, eff. July 1, 1972.

