

**TOWNSHIP OF CRANFORD
CRANFORD, NEW JERSEY**

RESOLUTION NO. 2013-293

**ESTABLISHING A "COMPLETE STREETS" POLICY
FOR THE TOWNSHIP OF CRANFORD**

WHEREAS, the Township of Cranford is committed to creating streets that accommodate all road users of all ages and abilities for all trips; and

WHEREAS, a Complete Street is defined as a means to provide safe access for all users by designing and operating a comprehensive, integrated, connected multi-modal network of transportation options; and

WHEREAS, the benefits of Complete Streets include improving safety for pedestrians, bicyclists, children, older citizens, families, non-drivers, the mobility challenged and other legal users of the roadway as well as those who cannot afford a car or choose to live car-free; providing connections to bicycling and walking trip generators such as employment, residential, recreation, transit, retail centers, public and civic facilities, promoting healthy lifestyles; creating more livable and walkable communities, reducing traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions; and saving money by incorporating sidewalks, on-streets bicycle facilities, safe and convenient crossings and transit amenities into the initial design of a project, thus sparing the expense of retrofits later; and

WHEREAS, the Mayor and Township Committee fully supports these initiatives and wishes to reinforce its commitment to creating a comprehensive, integrated, connected street network that accommodates all road users of all abilities and for all trips through the implementation of a Complete Streets policy; now therefore

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

NOW, THEREFORE, BE IT RESOLVED that the Mayor and Committee of the Township of Cranford adopts a Cranford Complete Streets Policy.

BE IT FURTHER RESOLVED that the Planning Department and the Engineering Department should make Complete Streets practices and principles a routine part of everyday operations,

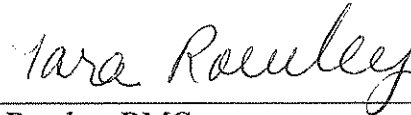
should approach every transportation project and program as an opportunity to improve public streets and the transportation network in Cranford for all users, and should work in coordination with other departments, agencies, and jurisdictions to achieve robust Complete Streets.

BE IT FURTHER RESOLVED that all Cranford Departments shall make best efforts to ensure that all public street projects, both new construction and reconstruction in the Township of Cranford shall be designed and constructed as complete streets. As set forth above, the “complete street” accommodates travel by pedestrians, bicyclists, public transit, and other motorized vehicles and their passengers. This policy shall be implemented as follows:

1. Best efforts shall be taken to ensure that all Township streets be designed and constructed to include accommodations for pedestrians, bicyclists, public transit, and motorists. Complete streets shall accommodate users of all ages and abilities.
2. Recognizing the inter-connected multi-modal network of street grid, the Township of Cranford will work with Union County and state agencies through existing planning efforts to ensure complete streets principles are incorporated in a context sensitive manner.
3. While complete streets principles are context sensitive, it would be appropriate to consider these features during the design, planning, maintenance and operations phases and incorporate changes into some retrofit and reconstruction projects. Departments shall reference New Jersey Roadway Design Manual; the AASHTO Guide for the Development of Bicycle Facilities; AASHTO Guide for the Planning, Design and Operation of Pedestrian Facilities; the Manual of Uniform Traffic Control Devices; the NACTO Urban Bikeway Design Guide and other design criteria as necessary, striving to balance all needs, when repaving or reconstructing streets.
4. 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 Township of Cranford Master Plan, to integrate, accommodate, and balance the needs of all users in all projects. Information and education will be provided. To facilitate timely implementation of the new policy, the following steps shall be taken:
 - a. A memorandum outlining this new policy will be distributed to all department heads within 90 days of this resolution.
 - b. At least one training about complete streets will be conducted for appropriate staff within 180 days of this resolution.

5. Exceptions may be made to this policy under any one of the following conditions:
- a. Bicycle and pedestrian facilities are not required where they are prohibited by law.
 - b. Public transit accommodations shall not be required on streets which do not serve as transit routes.
 - c. When the cost of incorporating new bicycle, pedestrian, and/or public transit facilities is excessive, defined as greater than 20% of the overall project cost, the need for and/or probable use of the facility shall be considered in making the determination as to whether or not an exception should be approved at this time or held for future consideration. This determination may occur during the budget and capital improvements program approval process or when project plans and specifications are being prepared.

Certified to be a true copy of a resolution adopted by the Township Committee of the Township of Cranford at a meeting held September 10, 2013.



Tara Rowley, RMC
Township Clerk

Dated: 9/11/13