

	<u>Aye</u>	<u>Nay</u>	<u>Abstain</u>
Cosgrove	X		
Cutrone	X		
Reinitz	X		
Rottenstrich	X		
Peluso	X		

October 16, 2018

# **RESOLUTION NO. 357-2018**

By Deputy Mayor Cosgrove

Seconded by Deputy Mayor Rottenstrich

**WHEREAS**, the Borough of Fair Lawn is committed to creating a comprehensive, integrated, multi-modal transportation network with infrastructure, design, maintenance, and operations that provides safe and convenient travel along and across streets for all travelers, including pedestrians, bicyclists, motor vehicle drivers, emergency vehicles, public transportation riders and drivers, commercial goods drivers, inclusive of people of all ages and abilities; and

**WHEREAS**, the New Jersey Department of Transportation's Complete Streets policy states "A Complete Street is defined as a means of providing safe access for all users including pedestrians, bicyclists, transit vehicle users, and motorists, by designing and operating a comprehensive, integrated, 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**, numerous states, counties, municipalities, and agencies have adopted Complete Streets policies and legislation in order to further the health, safety, welfare, economic vitality, and environmental well-being of their communities;

**WHEREAS**, the Mayor and Council fully support these initiatives and wish to reinforce their commitment to creating a comprehensive, integrated, connected street network that accommodates all non-motor vehicle users of all abilities and for all trips through the implementation of a Complete Streets policy; and

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

1. Improving safety for pedestrians, bicyclists, children, older citizens, families, non-drivers, the mobility-challenged and other non-vehicular users of the roadway, as well as those who cannot afford a motor vehicle or choose to live motor vehicle free;
2. Providing connections to bicycling and walking trip generators such as employment, residential, recreation, transit, retail centers, public and civic facilities;
3. Promoting healthy lifestyles;
4. Creating more livable and walkable communities;
5. Reducing traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions;
6. Saving money by incorporating sidewalks, on-street bicycle routes, safe and convenient crossings and transit amenities into the initial design of a project, thus sparing the expense of retrofits later;
7. Incorporating physical activity into our daily lives by increasing pedestrian activity and bicycle use;
8. Reducing rates of several chronic diseases related to increases in physical activity from walking and bicycling. Key impacted diseases include diabetes, heart disease, depression, and some cancers;
9. Reducing rates of injury and death from decreased traffic crashes and improved road safety for all users;
10. Reducing rates of asthma and other respiratory issues due to improved air quality through emissions reductions and vegetative air filtration;
11. Multiplying health and wellness benefits resulting from improved access to necessary amenities for vulnerable populations;
12. Reducing the risk of illnesses related to water-borne pathogens resulting from improved storm water infiltration;
13. Increasing the sense of social connectivity and sense of community belonging;
14. Improving aesthetics through decorative and functional vegetation.

**NOW, THEREFORE, BE IT RESOLVED** by the Mayor and Council of the Borough of Fair Lawn, that all public street projects, both new construction and reconstruction (excluding maintenance) in the Borough of Fair Lawn shall be designed and constructed as "Complete Streets" where practical and safe;

**BE IT FURTHER RESOLVED** that the Complete Streets policy, as shown on Schedule "A", attached hereto and made a part hereof shall be implemented as follows:

1. All Borough streets shall be designed and constructed to include accommodations for pedestrians, bicyclists, public transit, and motorists where practical and safe. Complete Streets shall accommodate users of all ages and abilities.
2. Recognizing the inter-connected multi-modal network of street grid, the Borough will work with Bergen 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, these features should be considered during the design, planning, maintenance and operations phases and incorporate changes into some retrofit and reconstruction projects. Departments shall reference 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. The Planning Board and Zoning Board of Adjustment, along with their respective engineering professionals, shall incorporate this Complete Streets policy into its reviews and recommendations of major site plan and development/redevelopment projects; that all initial planning and designing studies, environmental reviews and other project reviews for projects requiring funding or approval by the Borough should:
  - a) Evaluate the effect of the proposed project on safe travel by all users, and
  - b) Identify measures to mitigate any adverse impacts on such travel that are identified.
5. To facilitate timely implementation of the Complete Streets policy, the following steps shall be taken:
  - a) A memorandum outlining this new policy will be distributed to all Department Heads, the Planning Board Chairperson, and the Zoning Board of Adjustment Chairperson within 60 days of adoption of this Resolution outlining this policy.
  - b) At least one training session about Complete Streets will be conducted for appropriate Borough staff within 120 days of adoption of this resolution.

- c) Implementation and oversight of this policy will be handled by the Borough Manager, or such other person designated by the Borough Manager and/or the Mayor and Council.
- 6. The Borough shall provide a good faith effort to collect, track and monitor data to determine compliance with the Borough's Complete Street Policy using the following benchmarks:
  - a) Linear feet (or mileage) of new and existing pedestrian infrastructure (e.g., sidewalks, paths, walkways)
  - b) Number of new and existing ADA-compliant infrastructure (e.g., curb ramps, pedestrian-activated crossing signage)
  - c) Number of shade trees in the Borough right-of-way
  - d) The number and percentage of designated transit stops accessible via sidewalks and curb ramps
  - e) The number and locations of motor vehicle crashes that are disproportionately above the average for the Borough, the number and locations of fatalities within the Borough, and the location and causes (when they can be determined) for all motor vehicle crashes that involve pedestrians and bicyclists in the Borough
  - f) The total number of and percentage of children walking or bicycling to school.
- 7. Exceptions may be made to the policy and its implementation under any one of the following conditions with detailed explanation:
  - a) Bicycle and pedestrian facilities are not required where prohibited by law or would create an unsafe condition.
  - b) Public transit facilities shall not be required on streets not serving as transit routes.
  - c) The adverse impacts of accommodating the needs of the particular user group significantly outweigh the benefits.
  - d) Non-motorized users are prohibited by law on the roadway or project area.
  - e) Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
  - f) When the cost of incorporating new bicycle, pedestrian, and/or public transit facilities is excessive, defined as greater than 10% 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. Determination may occur during the annual Municipal budget review meetings, or at a Council Work Session or when project plans and specifications are being prepared.

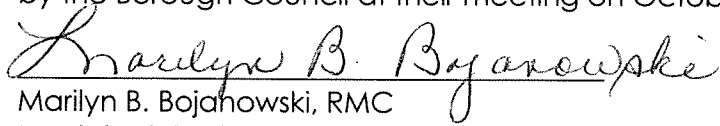
- g) The safety or timing of a project is compromised by the inclusion of Complete Streets.
8. In any project, should the inclusion of pedestrian, public transit, and/or bicycle facilities prove detrimental to wetlands, floodplains, streams and/or historical/social resources, as determined by the Borough Engineer, those facilities shall not be approved. Transportation projects shall consider sustainable design elements, including but not limited to:
- a) Green storm water infrastructure practices
  - b) Traffic calming measures
  - c) Shade trees and other vegetation
  - d) Permeable pavements – including those made from recycling materials

**BE IT FURTHER RESOLVED** that the Borough Engineer, to the extent practicable, should make Complete Streets practices and principles a standard part of everyday operations, should approach every transportation project and program as an opportunity to improve public streets and the transportation network in the Borough 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 Borough of Fair Lawn Departments, the Planning Board, the Zoning Board of Adjustment and Borough professionals, shall review and either revise or develop proposed revisions to all appropriate plans, codes, ordinances, procedures, rules, regulations, and evaluation standards including updates to the Fair Lawn Master Plan, to recognize, integrate, accommodate, and balance the needs of all road users in all projects and make Complete Streets a routine part of everyday operations.

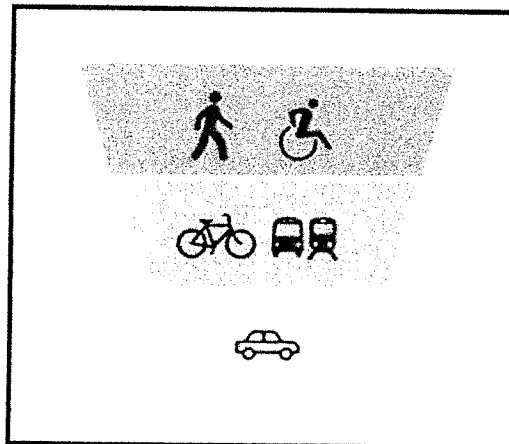
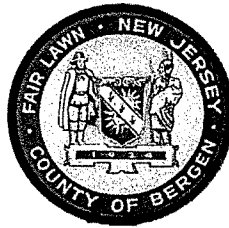
**BE IT FURTHER RESOLVED** that a certified copy of this Resolution shall be provided to the Bergen County Board of Chosen Freeholders, the Bergen County Department of Engineering and Planning, the New Jersey Department of Transportation and New Jersey Transit.

I, Marilyn B. Bojanowski, RMC, Municipal Clerk of the Borough of Fair Lawn do hereby certify that the within Resolution is a true and exact copy of Resolution No. 357-2018 duly adopted by the Borough Council at their meeting on October 16, 2018.

  
Marilyn B. Bojanowski, RMC  
Municipal Clerk

# Borough of Fair Lawn

Bergen County, New Jersey



## COMPLETE STREETS POLICY

ADOPTED: [Insert Date]

## **Fair Lawn, NJ Complete Streets Policy**

### **Introduction**

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. 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, on-street bike facilities, safe crossings and transit amenities into the initial design of a project, thus sparing the expense of retrofits later.

### **Complete Streets Policy**

Fair Lawn's Complete Streets Policy promotes a comprehensive, integrated, connected multi-modal transportation 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. The policy is built around main goals and calls for the establishment of an Priority Action Plan and Project Checklist to address pedestrian, bicyclist and transit accommodations with the presumption that they shall be included in each transportation and land use project that utilizes public funds, unless supporting documentation against inclusion is provided and found to be justifiable.

As adopted by the Mayor and Council, Fair Lawn's Complete Streets policy encompasses the following goals:

1. Create a comprehensive, integrated, connected multi-modal transportation 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. Develop an established procedure (the Checklist) for Borough officials to evaluate transportation projects, major site plan reviews and

redevelopment plans, and to ensure that adequate consideration of bicycle, pedestrian and transit needs are incorporated into the planning, design, construction, and maintenance of projects. The Checklist shall also be applied to resurfacing projects.

4. 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.
5. 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.
6. 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 (MUTCD) and others as related.
7. 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.
8. Improvements shall also consider connections for Safe Routes to Schools, Safe Routes to Transit, and areas or populations groups with limited transportation options.
9. Improvements shall comply with Title VII Environmental Justice, Americans with Disabilities Act (ADA) and complement the context of the surrounding community.

### **Exemptions**

Exemptions to the Complete Streets Policy shall be presented to the Borough Manager in writing and documented with supporting data that indicates the reason for the decision. Examples of exemptions include 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. Public transit facilities shall not be required on streets not serving as transit routes.
- D. When the cost of incorporating new bicycle, pedestrian, and/or public transit facilities is excessive, defined as greater than 10% 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. Determination may occur during the annual Municipal budget review meetings, or at a Council Work Session or when project plans and specifications are being prepared.
- E. Detrimental environmental or social impacts outweigh the need for these accommodations.
- F. Cost of accommodations is excessively disproportionate to cost of the project.
- G. The safety or timing of a project is compromised by the inclusion of Complete Streets.
- H. An exemption other than those listed above must be documented with supporting data and must be approved by the Borough Manager.

### **Complete Streets Checklist**

The following checklist is an accompaniment to Fair Lawn's Complete Streets Policy and has been developed to assist in project planning, design and development of proposed alternatives, as well as construction and maintenance of publicly funded projects in adherence to the policy. The Checklist also includes provisions for evaluation of Planning Board, Zoning Board of Adjustment and Redevelopment applications.

Being in compliance with the policy means that the Borough Engineer and designers plan for, design, and construct all transportation projects to provide appropriate accommodation for bicyclists, pedestrians, and transit users on Fair Lawn's roadways, including local, county and state roads. It includes people of all ages and abilities. The checklist applies to all roadway and development projects that include public funds, and is intended for use on projects during the earliest stages of the Engineering Phase so that any pedestrian or bicycle considerations are included in the project budget. Evaluation of privately funded

transportation and land use projects should consider the incorporation of complete streets facilities, though strict adherence to the policy is not required.

The Borough Engineer or his/her designee is responsible for completing the Engineering checklist prior to advancement of a public-funded project to Final Design.

The Superintendent of Public Works or his/her designee is responsible for completing the Public Works Maintenance checklist prior to advancement of a public-funded project to Final Design.

The Traffic Safety Officer of the Police Department or his/her designee in the Police Department is responsible for completing the Traffic Safety checklist prior to advancement of a public-funded project to Final Design.

#### **Using the Complete Streets Checklist**

When completing the checklist, a brief description may be completed for each **"Item to be Addressed"** as a means to document that, the item has been considered and can include supporting documentation.

The Checklist shall be applied to all new publicly funded transportation and land use projects with the exception of:

- Sidewalk repairs
- Bicycle facility roadway markings, striping or signage
- Installation of bike racks
- Installation of ADA curb ramps
- Roadway Preventive Maintenance

#### **Complete Streets Priority Action Plan**

The Complete Streets Priority Action Plan is an accompaniment to Fair Lawn's Complete Streets Policy and has been developed to identify priority actions and improvement areas as Complete Street alternatives in adherence to the policy.

1. Coordinate with the Fair Lawn Police Department in cooperation with the Fair Lawn School District to evaluate the safety of Fair Lawn streets and walkways for school-aged children, including high school students, to walk or ride bicycles to school.
2. Coordinate with the Fair Lawn Police Department in cooperation with the Fair Lawn School District in developing a draft walking and bicycling to school plan for school-aged children.

3. Facilitate in creation of long-term mobility plans and policy documents as may be prepared by the Borough's Engineering Department to include, but not limited to the identification of roadway segments/intersections with particularly challenging bicycle, pedestrian and motor vehicle circulation and facilitate redesign concepts or processes that support Complete Streets.
4. Identify and collaborate with Borough staff in pursuit of grants and outside funding programs that may facilitate development of complete streets infrastructure in Fair Lawn.

**BOROUGH ENGINEERING CHECKLIST****Instructions:**

For each box checked, please provide a brief description for how the item is addressed, not addressed or not applicable and include documentation to support your answer. If necessary, attach additional worksheets.

Item to be Addressed	Checklist Consideration	YES	NO	N/A	Brief Description
1. Bicycle, Pedestrian and Transit Accommodations	<p>Does the proposed project design include accommodations for bicyclists?</p> <p><b>Examples Include (but are not limited to):</b></p> <p><b>Bicycle facilities:</b>  bicycle path; bicycle lane; bicycle route; bicycle boulevard; wide outside lanes or improved shoulders; bicycle actuation at signals (loop detectors and stencil or other means); signs, signals and pavement markings specifically related to bicycle operation on roadways or shared-use facilities; bicycle safe inlet grates</p> <p><b>Bicycle amenities:</b>  Drinking fountains; secure long-term bicycle parking (e.g., for commuters and residents); and secure short-term bicycle parking.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Item to be Addressed	Checklist Consideration	YES	NO	N/A	Brief Description
1. Bicycle, Pedestrian and Transit Accommodations	<p>Does the proposed project design address accommodations for pedestrians?</p> <p><b>Examples Include (but are not limited to):</b></p> <p><b>Pedestrian facilities:</b>  Sidewalks (preferably on both sides of the street); mid-block crosswalks; striped crosswalks; curb extensions (bump-outs); pedestrian-actuated traffic signals such as, Rapid Rectangular Flashing Beacons; dedicated pedestrian phase; pedestrian signal heads and pushbuttons; pedestrian signs for crossing and wayfinding, lead pedestrian intervals; high visibility crosswalks (e.g., ladder or zebra); pedestrian-level lighting; in-road warning lights; pedestrian safety fencing; pedestrian detection system; pedestrian overpass/underpass; and median safety islands for roadways with (two or more traffic lanes in each direction).</p> <p><b>Pedestrian amenities:</b>  Shade trees; public seating; drinking fountains</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Item to be Addressed	Checklist Consideration	YES	NO	N/A	Brief Description
1. Bicycle, Pedestrian and Transit Accommodations	<p>Does the proposed project design address accommodations for pedestrians?</p> <p><b>Examples include (but are not limited to):</b></p> <p><b>Pedestrian facilities:</b>  Sidewalks (preferably on both sides of the street); mid-block crosswalks; striped crosswalks; curb extensions (bump-outs); pedestrian-actuated traffic signals such as, Rapid Rectangular Flashing Beacons; dedicated pedestrian phase; pedestrian signal heads and pushbuttons; pedestrian signs for crossing and wayfinding, lead pedestrian intervals; high visibility crosswalks (e.g., ladder or zebra); pedestrian-level lighting; in-road warning lights; pedestrian safety fencing; pedestrian detection system; pedestrian overpass/underpass; and median safety islands for roadways with (two or more traffic lanes in each direction).</p> <p><b>Pedestrian amenities:</b>  Shade trees; public seating; drinking fountains</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Item to be Addressed	Checklist Consideration	YES	NO	N/A	Brief Description
1. Bicycle, Pedestrian and Transit Accommodations	<p>Have you coordinated with the New Jersey Transit to accommodate transit users in the project design?</p> <p><b>Transit facilities:</b> Transit shelters</p> <p><b>Transit amenities:</b> Public seating, signage, maps, schedules, trash and recycling receptacles</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Bicycle and Pedestrian Operations	Does the proposed design consider the desired future bicyclist and walking conditions within the project area including safety, volumes, comfort and convenience of movement, important walking and/or bicycling connections, and the quality of the walking environment and/or availability of bicycle parking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. Transit Operations	Does the proposed design address the desired/anticipated future transit conditions within the project area, including bus routes and operations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Item to be Addressed	Checklist Consideration	YES	NO	N/A	Brief Description
1. Bicycle, Pedestrian and Transit Accommodations	<p>Have you coordinated with the New Jersey Transit to accommodate transit users in the project design?</p> <p><b>Transit facilities:</b> Transit shelters</p> <p><b>Transit amenities:</b> Public seating, signage, maps, schedules, trash and recycling receptacles</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Bicycle and Pedestrian Operations	<p>Does the proposed design consider the desired future bicyclist and walking conditions within the project area including safety, volumes, comfort and convenience of movement, important walking and/or bicycling connections, and the quality of the walking environment and/or availability of bicycle parking?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. Transit Operations	<p>Does the proposed design address the desired/anticipated future transit conditions within the project area, including bus routes and operations?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



Item to be Addressed	Checklist Consideration	YES	NO	N/A	Brief Description
4. Motor Vehicle Operations	Does the proposed design address the desired future motor vehicle conditions within the project area, including volumes, access, important motor vehicle connections, appropriateness of motor vehicle traffic to the particular street (e.g., local versus through traffic) and the reduction of the negative impacts of motor vehicle traffic?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5. Neighborhood Traffic	Does the proposed design incorporate traffic calming measures to address excessive motor vehicle speeds and/or neighborhood cut through traffic?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6. Truck/Freight Operations	Does the proposed design address the desired future truck conditions within the project area, including truck routes, volumes, access, mobility and the reduction of the negative impacts of truck traffic?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7. Land Usage	Is the proposed design compatible with the predominant land uses and densities within the project area, including any historic districts or special improvement districts?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Item to be Addressed	Checklist Consideration	YES	NO	N/A	Brief Description
8. Access and Mobility	<p>Does the proposed design address accommodations for those with access or mobility challenges such as the disabled, elderly, and children, including ADA compliance?</p> <p><b>Examples include</b>  <b>(but are not limited to):</b>            Curb ramps, including detectable warning surface; accessible signal actuation; adequate sidewalk or paved path (length &amp; width or linear feet); acceptable slope and cross-slope (particularly for driveway ramps over sidewalks, over crossings and trails); and adequate green signal crossing time</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9. Major Sites	Can the proposed design support the major sites, destinations, and trip generators within or proximate to the project area, including prominent landmarks, commercial, cultural and civic institutions, and public spaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10. Streetscape	Does the proposed design include landscaping, street trees, planters, buffer strips, or other environmental enhancements such as drainage swales?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Item to be Addressed	Checklist Consideration	YES	NO	N/A	Brief Description
11. Design Standards or Guidelines	<p>Does the proposed design follow all applicable design standards or guidelines appropriate for bicycle and/or pedestrian facilities?</p> <p><b>Examples include (but are not limited to):</b></p> <p>American Association of State Highway and Transportation Officials (AASHTO) – A Policy on Geometric Design of Highway and Streets, Guide for the Development of Bicycle Facilities, Guide for the Planning, Design, and Operation of Pedestrian Facilities; Public Right-of-Way Accessibility Guide (PROWAG); Manual on Uniform Traffic Control Devices (MUTCD); Americans with Disabilities Act Accessibility Guidelines (ADAAG); National Association of City Transportation Officials (NACTO) – Urban Bikeway Design Guide; New Jersey Department of Transportation (NJDOT) – Bicycle Compatible Roadways &amp; Bikeways Planning and Design Guidelines, Pedestrian Planning and Design Guidelines.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**BOROUGH ENGINEER/BOROUGH ENGINEER'S DESIGNEE SIGN-OFF**

Statement of Compliance	YES	NO	If NO, please describe why (refer to exemptions clause in policy)
The Project Plan accommodates bicyclists and pedestrians as set forth in Fair Lawn's Complete Streets Policy.	<input type="checkbox"/>	<input type="checkbox"/>	

\_\_\_\_\_  
Signature\_\_\_\_\_  
Print Name\_\_\_\_\_  
Date

**PUBLIC WORKS MAINTENANCE CHECKLIST****Instructions:**

For each box checked, please provide a brief description for how the item is addressed, not addressed or not applicable and include documentation to support your answer. If necessary, attach additional worksheets.

Item to be Addressed	Checklist Consideration	YES	NO	N/A	Brief Description
1. Street Cleaning	Does street cleaning services include the shoulder or roadway to the curb?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Snow Removal	Does snow plowing block or push snow into crosswalks, blocking clear access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Does the Borough shovel out crosswalks or enforce residential requirements to clean snow from the crosswalk right of way?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**PUBLIC WORKS SUPERINTENDENT/SUPERINTENDENT'S DESIGNEE SIGN-OFF**

Statement of Compliance	YES	NO	If NO, please describe why (refer to exemptions clause in policy)
The Borough's roadway maintenance and snow removal plan accommodates bicyclists and pedestrians as set forth in Fair Lawn's Complete Streets Policy.	<input type="checkbox"/>	<input type="checkbox"/>	

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Date

**POLICE DEPARTMENT TRAFFIC SAFETY CHECKLIST**

The purpose of this section is to ensure that contractors are maintaining adequate access for all users during the construction of their project, which may be done via keeping some facilities open for traffic or via providing clear detour routes.

**Instructions:**

For each box checked, please provide a brief description for how the item is addressed, not addressed or not applicable and include documentation to support your answer. If necessary, attach additional worksheets.

Item to be Addressed	Checklist Consideration	YES	NO	N/A	Brief Description
1. Maintenance of Traffic	During construction, will safe access be maintained for all users, including pedestrians, bicyclists, transit users, and construction vehicles?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Detours	Will detour routes for all users on site or nearby be provided and clearly marked, including advanced warning signs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**POLICE DEPARTMENT TRAFFIC SAFETY OFFICER SIGN-OFF**

Statement of Compliance	YES	NO	If NO, please describe why (refer to exemptions clause in policy)
The traffic and detour plan accommodates bicyclists and pedestrians as set forth in Fair Lawn's Complete Streets Policy.	<input type="checkbox"/>	<input type="checkbox"/>	

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Badge #

\_\_\_\_\_  
Date

**PLANNING BOARD CHECKLIST**

The Planning Board Checklist should be applied to all major applications and redevelopment projects that include commercial, retail, office and multi-family residential land uses. This checklist is intended to inform board members and professionals as to how well the proposed plans accommodate pedestrians, bicyclists and handicapped persons.

**Instructions:**

For each box checked, please provide a brief description for how the item is addressed, not addressed or not applicable and include documentation to support your answer. If necessary, attach additional worksheets.

Item to be Addressed	Checklist Consideration	YES	NO	N/A	Brief Description
1. Maintenance of Traffic	During construction, will safe access be maintained for all users, including pedestrians, bicyclists, transit users, and construction vehicles?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Detours	Will detour routes for all users on site or nearby be provided and clearly marked, including advanced warning signs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**PLANNING BOARD ENGINEER SIGN-OFF**

Statement of Compliance	YES	NO	If NO, please describe why (refer to exemptions clause in policy)
The proposed site plan accommodates bicyclists and pedestrians as set forth in Fair Lawn's Complete Streets Policy.	<input type="checkbox"/>	<input type="checkbox"/>	

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Date

**ZONING BOARD OF ADJUSTMENT CHECKLIST**

The Zoning Board of Adjustment Checklist should be applied to all major applications and redevelopment projects that include commercial, retail, office and multi-family residential land uses. This checklist is intended to inform board members and professionals as to how well the proposed plans accommodate pedestrians, bicyclists and handicapped persons.

**Instructions:**

For each box checked, please provide a brief description for how the item is addressed, not addressed or not applicable and include documentation to support your answer. If necessary, attach additional worksheets.

Item to be Addressed	Checklist Consideration	YES	NO	N/A	Brief Description
1. Maintenance of Traffic	During construction, will safe access be maintained for all users, including pedestrians, bicyclists, transit users, and construction vehicles?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Detours	Will detour routes for all users on site or nearby be provided and clearly marked, including advanced warning signs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**ZONING BOARD ENGINEER SIGN-OFF**

Statement of Compliance	YES	NO	If NO, please describe why (refer to exemptions clause in policy)
The proposed site plan accommodates bicyclists and pedestrians as set forth in Fair Lawn's Complete Streets Policy.	<input type="checkbox"/>	<input type="checkbox"/>	

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 Signature

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 Print Name

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 Date