

BOROUGH OF HADDONFIELD
Camden County, New Jersey

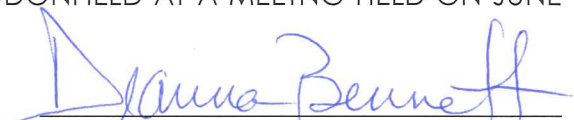
June 14, 2016

2016-06-14-104
Authorization to Adopt a Complete Streets Policy

RESOLVED by the Board of Commissioners of the Borough of Haddonfield, County of Camden, State of New Jersey that the Complete Streets Policy attached hereto is hereby adopted, and shall become effective upon the approval of this resolution.

ROLL CALL VOTE:	YES	NO
KASKO	X	
MOSCATELLI	X	
ROCHFORD	X	

I HEREBY CERTIFY THAT THIS IS A TRUE COPY OF A RESOLUTION ADOPTED BY THE BOARD OF COMMISSIONERS OF THE BOROUGH OF HADDONFIELD AT A MEETING HELD ON JUNE 14, 2016.


Deanna Bennett, Borough Clerk

Complete Streets Policy

Borough of Haddonfield
Adopted June 14, 2016

PURPOSE:

To create a policy that will provide for integration of all modes of travel in the design and construction of the annual road program and any other transportation type project whether new or retrofit within Haddonfield. The Borough Commissioners recognize that the benefits of a complete streets policy include improving safety for pedestrians, bicyclists, children, the elderly, users of mass transit, people with disabilities, and emergency responders; promoting healthy lifestyles; creating more livable communities; improving Haddonfield's walkable community standings; reducing traffic congestion, limit greenhouse gases, and improve air quality.

It has been determined that a community that provides for integrated modes of travel has also provided health benefits for the residents, visitors and commuters. This policy acknowledges the following health benefits:

1. Complete Streets have the potential for improving physical and mental health either directly or indirectly.
2. Complete Streets can incorporate physical activity into our daily lives by increasing pedestrian activity and bicycle use.
3. Complete Streets can reduce rates of several chronic diseases based on an opportunity to increase physical activity from walking and bicycling. Key impacted diseases include diabetes, heart disease, depression, and some cancers.
4. Complete Streets can reduce rates of injury and death from decreased traffic crashes and improved road safety for all users.
5. Complete Streets can reduce rates of asthma and other respiratory issues due to improved air quality through emissions reductions and vegetative air filtration.
6. Complete Streets may multiply health and wellness benefits resulting from improved access to necessary amenities for vulnerable populations.
7. Complete Streets can reduce the risk of illnesses related to water-borne pathogens resulting from improved stormwater infiltration.
8. Complete Streets can increase the sense of social connectivity & sense of community belonging.
9. Complete Streets can improve aesthetics through decorative and functional vegetation.

DEFINITION:

A "Complete Street" is defined by the New Jersey Department of Transportation under Policy No. 703 as a "means to provide safe access for all users by designing and operating a comprehensive, integrated, connected multi-modal network of transportation options."

GOALS:

1. Provide safe and accessible accommodations for existing and future pedestrian, bicycle and public transit facilities.
2. Utilize an established checklist of pedestrian, bicycle and public transit accommodations such as accessible sidewalk curb ramps, crosswalks, countdown pedestrian signals, signs, curb extensions, lighted crosswalks, pedestrian scale lighting, bike lanes, or bicycle markings, and shoulders for consideration in each project where borough jurisdiction applies.
3. All Borough transportation projects shall be evaluated for Complete Streets inclusion with consideration of funding resources, resident support, environmental constraints, right-of-way availability, and bicycle and/or pedestrian compatibility.
4. Complete Streets policies shall support the goals of the Borough of Haddonfield Master Plan and the Camden County Master Plan where applicable.
5. Bicycle and pedestrian facilities shall be designed and constructed to the best currently available guides, standards and practices from the NJ Dept. of Transportation & American Association of State Highway and Transportation Officials and other applicable guidelines.
6. Improvements shall also consider connections for Safe Routes to Schools, Safe Routes to Transit, Parks and other recreational facilities.
7. Address the need for bicyclists and pedestrians to cross corridors as well as travel along them. The design of intersections shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
8. Research and implement new technologies in improving safety and mobility.
9. Implement design strategies that will create Green Complete Streets where applicable.
10. The Policy should be implemented in a manner consistent with the character of the town, with respect to historic preservation and the preservation of street tree.
11. Identify gaps in pedestrian and bicycle accessibility in the Borough and what infrastructure improvements are most appropriate to address said gaps.

AREAS OF CONSIDERATION:

1. **Bicycle routes:** It is recognized that there are three types of bicycle riders that traverse Haddonfield, family/children riders, commuters, and recreational or sport cyclists. Family/children rider safety is of the utmost importance. It is recognized that this type of rider is more likely to use sidewalks for their ride rather than the roadway.

90% of the roadways in Haddonfield are local, neighborhood roadways. These tend to have parking on at least one side of the street and are narrow. Of the three rider types the most frequent on the local streets is the family/children riders. Sidewalks should be maintained to provide a safe space for Haddonfield's youngest residents to safely ride a bicycle under parental supervision.

It has been determined that many commuters use bikes as part of their commute when accessing the PATCO station. The Borough will work with Camden County on possible improvements to the County roadways and the connecting local roadways to determine the best way to improve commuter routes.

When a capital roadway or transportation project includes a route to a municipal or county recreational facility or park, consideration will be given to try and provide some type of bike path designation to the recreational facility or parkland.

The recreational or sport cyclist can normally be found on the main County roadways. Most often these roadways are used as connectors for these riders. The Borough will work with Camden County to determine if bike lanes or markings are possible on county roadways located in Haddonfield.

A review of destination points in and around town should be conducted to determine if sufficient bike racks are installed. Any major capital project should include consideration for the placement of bike racks.

2. **Sidewalks:** It is recognized that sidewalks are not routinely replaced during road projects, regardless of condition, unless necessary due to change in grades, drainage issues, installation of ADA-compliant curb ramps, or similar. If sidewalks are not present, then an analysis should be performed to determine the need and feasibility of installing sidewalks on one or both sides of the street. Consideration for the installation of sidewalks should be given if it is determined that the roadway is part of a route to school, route for commuters or a route seniors or disabled individuals may use to access Borough facilities or downtown. The decision to install will be made on a case by case basis.
3. **Walking routes:** Haddonfield has been recognized as a walkable community. This walkable character is an important asset to the community. Emphasis should be placed on all capital projects that include roadway or transportation facilities to maintain and encourage this walkability. Construction projects should evaluate whether or not they are part of a walking route to a key destination. A key destination would include, but is not limited to, access to the Acme, access to

downtown, access to the Library, access to Borough Hall, access to the Post Office, access to local churches, and or any other government, school or organizational facility. Special consideration for these routes should be given to ensure that the elderly and the disabled have safe passage along the sidewalks and crosswalks.

4. **Safe routes to school:** Haddonfield has three elementary schools, one middle school and one high school. It is conceivable that children are located throughout the entire town and some may not live conveniently next to created Safe Routes to School. However, in order to ensure safety of the children a route must be determined for each elementary school in order to provide proper placement of crossing guards. These routes will be given higher priority for the installation of sidewalk, handicap ramps and other pedestrian and bicyclist safety measures. These routes should be reviewed every 10 years as a minimum or earlier if it is determine necessary.
5. **Crosswalks:** In order to best serve the walkable community crosswalks must be clearly delineated. "Piano Key" style crosswalks will be used on all county roadways, around schools and recreational fields and facilities. All other crosswalks will be the typical "two bar" crosswalk. The use of thermoplastic should be considered due to its longer sustainability. Appropriate signage should also be installed as needed.

Consideration should be given for all capital road projects to include features that will improve pedestrian safety at crosswalks. Features could include traffic calming techniques, adequate lighting or other traffic features.

6. **Stormwater/Green Streets:** It is recognized that as an older, substantially built out town, Haddonfield has limited stormwater infrastructure. Stormwater can pose a negative threat not only by impeding traffic and causing safety issues for non-vehicular traffic, it can also have environmental impacts with polluted runoff, sedimentation and erosion. Green infrastructure should be considered for all capital projects that include a roadway, whether new or reconstruction, other transportation facility, or any improvement to a municipal complex.

Street trees are a vital asset for Haddonfield. They provide assistance with stormwater, air quality and offset increased temperatures from impervious infrastructure. Haddonfield has been designated as a Tree City, USA for many years. While it may be necessary at times to remove existing street trees, every effort should be made to save the existing trees. If trees are removed as part of a project there should be an attempt to replant replacement trees as part of the same project to offset the loss.

7. **Land Use Requirements:** The RSIS establishes standards for the development of major residential improvements. Many of the streets and access ways in Haddonfield were originally developed prior to these guidelines being adopted by the State of New Jersey. Therefore some of our roadways may not meet all of these standards. When capital improvements are made to our existing streets efforts should be made to review the RSIS guidelines to determine whether or not improvements can be made to bring the streets into conformance.

IMPLEMENTATION:

This policy and checklist shall be used as a review guide when designing, planning and constructing a capital project that includes a roadway, whether new or reconstruction, other transportation facility, or any improvement to a municipal complex. The checklist shall also include a review of the project to determine any opportunities to improve public health. These items should be given consideration for inclusion. However it is recognized that not all items will be appropriate in each and every project. Additionally implementation and maintenance costs shall be taken into consideration. If it is determined that Complete Street accommodations cannot be included in a project then a note should be included in the design and construction file of the project explaining what items were considered and why they were not included. A copy of the checklist should also be included in the file.

For all municipal projects, the Borough Engineer or the Borough Administrator will be responsible for reviewing the checklist. For capital projects that include a roadway or other transportation facility the Borough Engineer will review the completed checklist with the Commissioner of Public Works and Recreation and Borough Administrator at their monthly meeting when the project is in the design phase. If there is a significant cost to the inclusion of the items from the checklist, the Commissioner may decide to bring the matter to a Commissioners worksession for determination by the full board.

For all private major developments the checklist will be reviewed by the site plan committee who will report its findings to the Planning Board. The Planning Board will determine what elements must be included in the development.

COMPLETE STREETS

Concept Design & Engineering

Checklist

Item to be Addressed	Checklist Consideration	Yes	No	N/A	Required Description
Existing Plans	<p>Are there any comprehensive planning documents that address bicyclist, pedestrian or transit user conditions within or proximate to the study area?</p> <p>Examples include (but not limited to):</p> <ul style="list-style-type: none"> • Safe Routes to School / Transit Travel Plans • Municipal or County Master Plans, Redevelopment Plans or Visioning Plans • Local, County and Statewide Master Plans or Bicycle and Pedestrian Plans • NJDOT Designated Transit Village 				
Existing Access and Mobility	Is the area by any schools, the Mabel Kay House, residences or businesses of persons with disabilities within or proximate to the area?				
	Are there any existing access or mobility considerations, including ADA compliance?				
	Is there any existing or potential access to waterways within or proximate to the study area?				
	Have you identified the major sites, destinations and trip generators within or proximate to the study area,				

	including prominent landmarks, employment centers, recreation, commercial, cultural and civic institutions, and public spaces?				
Bicycle, Pedestrian and Transit Accommodations	Does the project area include or provide a connection to any Bicycle and Pedestrian Priority Corridors?				
	Have the existing bicycle and pedestrian suitability or level of service been identified?				
	Are there physical or perceived impediments to bicyclist/pedestrian use of the transportation facility?				
	Is there a higher than normal incidence of bicyclist/pedestrian crashes within the study area?				
	Does the proposed project design include accommodations for bicyclists recommended in the Complete Streets Guidelines?				
	Does the proposed project design address accommodations for pedestrians according to the Complete Streets Guidelines?				
	Are there any key intersections included in the project that should be considered for new crosswalks or more visible crosswalks?				
	Have the bicycle and pedestrian conditions within the study area, including pedestrian and /or bicyclist treatments, volumes, important connections and lighting been identified?				

	Do bicyclists/pedestrians regularly use the transportation facility for commuting or recreation?				
	Have the existing volumes of pedestrian and/or bicyclist crossing activity at intersections including midblock and nighttime crossing been collected/provided?				
Mass Transit	Are there existing transit routes and facilities within the study area, including bus and train stops/stations? If so, are there shelters, bicycle racks and pedestrian facilities that service the local development?				
	Does the project area include or provide a connection to any proposed improvements (such as Bus Rapid Transit routes or new commuter rail access)?				
	Have you coordinated with the corresponding municipality, Transportation Management Association (TMA), PATCO, and NJ Transit to accommodate the current and future transit users in the project design?				
Motor Vehicle Operations	Are there any reported or observed issues with speeding in the project area? Do the existing conditions merit traffic-calming measures including neck-downs, shoulder striping, road diets, chicanes, or additional speed limit signage, etc.?				
	Does the project area include any vehicle or pedestrian hot				

	spot crash locations?				
	Would incorporating access management techniques mitigate congestion or safety issues in the project area? This can include signal timing, limiting driveways, aligning access to adjacent sites, Intelligent Transportation Systems (ITS) and driveway design.				
	Does the design include any of the above mentioned items?				
	Will the design reduce negative impacts of motor vehicle traffic?				
	Have accommodations been made for electric vehicle charging stations				
Green Streets	Are there any issues with flooding in the study area?				
	Are there existing or opportunities to add street trees, planters, buffer strips, or other environmental enhancements such as drainage swales within the study area?				
	Have any opportunities to address stormwater management been addressed in this design?				
	Has the most energy efficient option been selected for pedestrian, safety, or on-street lighting?				
Existing Historical and Scenic Resources	Are there any historic sites or districts in the study area?				
	Are there any Scenic or Historic Byways within the study area? If so, are any assets that contribute to their status impacted by the				

	project?				
	Has all consideration been given to standards and recommendations from the local historic preservation body if the project is along or within a historic district?				
	Have any impacts on historic and/or scenic assets along Scenic and Historic Byways been mitigated in the preliminary engineering design?				
Access and Mobility	Does the proposed design address accommodations for those with access or mobility challenges such as the disabled, elderly, and children, including ADA compliance?				
Design Standards or Guidelines	Does the proposed design follow all applicable design standards or guidelines appropriate for parking access, configurations and striping?				
	Does the proposed design follow all applicable design standards or guidelines for bicycle/pedestrian facilities?				
Traffic Calming Measures	What percentage of traffic exceeds the posted speed limit?				
	Are there any existing traffic calming measures, including neck-downs, shoulder striping, midblock crosswalks, speed humps or tables, raised crosswalks, etc?				
	Is the speed limit adequately signed?				
	Have the dimensions of the travel lanes been minimized?				
	Would the use of medians (striped, curbed and/or				

	landscaped) be appropriate?				
Bicyclist, Pedestrian, and Transit Accommodations	<p>Does the project design include accommodations for the following items (as appropriate):</p> <ul style="list-style-type: none"> Call boxes (trail projects) Drinking fountains Pedestrian-level lighting In-road warning lights Pedestrian safety fencing Public seating Transit shelters, maps, schedules Trash and recycling receptacles 				
Land Use Regulations	Does the roadways meet the current RSIS standards				

Checklist completed by: _____

Date: _____

COMPLETE STREETS

Planning Board & Board of Adjustment

Checklist

Item to be Addressed	Checklist Consideration	Yes	No	N/A	Required Description
Existing Bicycle & Pedestrian Accommodations	Will bicyclists or pedestrians regularly access the property				
	Are there accommodations for bicyclists and pedestrians at or within close proximity to the site? (Examples include: bicycle parking, changing rooms, sidewalks, ADA ramps, etc.)				
New Bicycle Accommodations	If the development is a multifamily, commercial or nonprofit development does it include installation of new bike racks				
	If it is a major development has consideration been given for bike access in the development				
	Does the proposed design follow all applicable design standards or guidelines appropriate for bicycle facilities				
Pedestrian Accommodations	If the development includes a cul-de-sac longer than 400 feet is there an ability to include a pedestrian walkway to provide pedestrian access on the terminus side				
	Does the development include installation of sidewalks				
	Does the proposed design follow all applicable design standards or guidelines appropriate for pedestrian facilities				

Motor Vehicle Accommodations	Have accommodations been made for electric vehicle charging stations				
	If the development is located in the Borough downtown or is within walking district of the PATCO station, has consideration be given to reduce and or provide shared parking				
Land Use Regulations	If it is a major development do all roadways meet the current RSIS standards				
	If it is a major development has consideration been given to placement for snow removal				
	If the development is for nonresidential use is there an ability to share vehicular, pedestrian and bicycle access between nonresidential developments				
Handicap Accessible	Does the property accommodate handicapped (including visually impaired) persons				

Checklist completed by: _____

Date: _____

Reviewed with Planning Board on: _____