

Engineer

RESOLUTION: 2013-375

RESOLUTION ESTABLISHING AND ADOPTING A COMPLETE STREETS POLICY FOR THE CITY OF LINDEN

WHEREAS, the State Department of Transportation adopted a Complete Streets Policy (Policy No. 703), effective December 3, 2009, for all projects funded through the Department's Capital Program and strongly encouraged the adoption of similar policies by local jurisdictions, such as the City of Linden, that apply for funding through Local Aid Programs; 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, 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; and

WHEREAS, the Mayor and City Council of the City of Linden wish to implement a Complete Streets policy through the planning, design, construction, maintenance and operation of new retrofit and transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, and transit users of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LINDEN that the Mayor and City Council adopt the Linden Complete Streets Policy.

BE IT FURTHER RESOLVED that the Engineering Department should make Complete Streets practices a routine part of everyday operations, should approach every transportation project and program as an opportunity to improve public streets and the transportation network for all users, and should work in coordination with other departments, agencies, and jurisdictions to achieve Complete Streets.

BE IT FURTHER RESOLVED that the Planning Board, the Zoning Board of Adjustment and the Redevelopment Entity, along with their respective planning and engineering professionals, shall incorporate this Complete Streets policy into reviews of major site plan and its redevelopment projects; that all initial planning and design studies, environmental reviews, and other project reviews for projects requiring funding or approval by the City of Linden should: 1) evaluate the effect of the proposed project on safe travel by all users, and 2) identify measures to mitigate any adverse impacts on such travel that are identified.

BE IT FURTHER RESOLVED that this policy shall be implemented as follows:

1. All City streets shall be designated 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 City will work with Union County and state agencies through existing planning efforts to ensure complete streets principles are incorporated in a context sensitive manner.

gv 10-17-13

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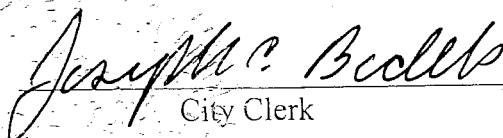
3. While Complete Streets principles are context sensitive, it would be appropriate to consider these features during the design, planning, maintenance and operations phases and incorporate changes into some retrofit and reconstruction projects. Departments shall reference New Jersey Roadway Design Manual; 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. 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 (1) training about Complete Streets will be conducted for appropriate staff within 180 days of this resolution.
 - c. Oversight of the new Complete Streets policy will be handled by the City Engineer.
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 facilities are not required on streets not serving as transit routes. The desirability of transit facilities will be determined on a project specific basis.
 - 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. The determination may occur during the budget and capital improvements program approval process or when the project plans and specifications are being prepared. Exceptions due to cost increases shall be sent to City Council for formal approval.

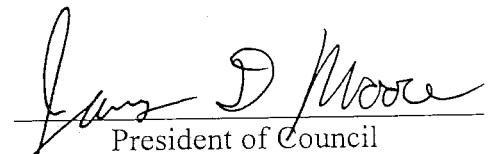
BE IT FURTHER RESOLVED that this Resolution shall take effect immediately.

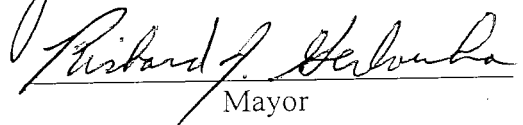
PASSED: October 15, 2013

APPROVED: October 16, 2013

ATTEST:


City Clerk


President of Council


Mayor

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