

CITY OF PLAINFIELD

R 141-22

RESOLUTION ENDORSING AND ADOPTING A COMPLETE STREETS POLICY

WHEREAS, safe, convenient, accessible, equitable, healthy, environmentally and economically beneficial transportation for all users is a priority of the City of Plainfield; and

WHEREAS, implementing a Complete Streets policy is a means to achieve the goals listed above and provide a comprehensive, integrated, connected multi-modal network of transportation options through planning, design, construction, reconstruction and retrofit of transportation facilities along the entire right-of-way for users of all ages and abilities, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, and transit vehicle users; and

WHEREAS, the New Jersey Department of Transportation supports Complete Streets by first adopting its own policy in 2009 and releasing its Complete Streets Design Guide in 2017; and

WHEREAS, Complete Streets are supported by the Institute of Traffic Engineers, the American Planning Association and other transportation, planning and health officials; and

WHEREAS, New Jersey is federally designated as a Pedestrian and Bicycle Safety Focus State due to high numbers of pedestrian/bicycle-involved fatalities, and New Jersey's pedestrian fatality rate continues to significantly exceed the national average; and

WHEREAS, traffic crashes are preventable and the only acceptable number of traffic deaths for the City of Plainfield is zero; and

WHEREAS, Complete Streets that incorporate sustainable Green Streets design elements, such as green stormwater infrastructure, traffic calming treatments, shade trees, and the use of recycled materials protect and create a healthier natural and social environment, improve air and water quality, and reduce localized flooding; and

WHEREAS, the City of Plainfield supports the State Complete Streets initiatives 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; and

WHEREAS, these Complete Street initiatives support the goals of the City of Plainfield Master Plan and supporting elements adopted in August 2020, and

WHEREAS, Complete Streets policy implementation allows for safe, accessible, and convenient travel, generally reducing serious injuries and fatalities for all users of the roadway, including pedestrians, bicyclists, children, older adults, people with disabilities, non-drivers, transit riders, and those who cannot afford a car or choose to reduce their car usage, and

WHEREAS, Complete Streets policy implementation enhances access to local businesses, encourages reinvestment, increases property values and employment, and stimulates private investment, especially in retail districts, downtowns, and tourist areas; and

WHEREAS, Complete Streets policy implementation encourages an active lifestyle through increased physical activity, social connectivity, and sense of community belonging, all of which can lead to lowering the risk of obesity, reducing chronic disease, improving mental health, and promoting wellness; and

WHEREAS, a balanced and flexible transportation system where all people can easily and safely walk and bicycle to everyday destinations - such as schools, shops, restaurants, businesses, parks, transit, and jobs - enhances neighborhood economic vitality and livability; and

WHEREAS, areas with low- and moderate-income households, in urban and suburban communities can often benefit significantly from the implementation of a Complete Streets policy because these areas are typically less safe for pedestrians and bicyclists, especially for children walking and biking to school, due to long-standing infrastructure disparities and higher concentration of streets with faster-moving and higher-volume traffic; and

WHEREAS, procedures should be implemented that ensure fair treatment, equitable funding and resource distribution and meaningful involvement of all community members in all phases from selection, planning and design to construction and long term maintenance; and

WHEREAS, a Complete Streets policy should be considered for the new construction, reconstruction, restoration, rehabilitation, retrofit, public projects, and maintenance of the public's entire right-of-way; and

WHEREAS, the City of Plainfield will encourage and require, when possible, the implementation of Complete Streets initiatives by private developers and other entities by formally coordinating with the Planning Director and City Engineer, with advice and input from the Planning Board, to set measurable and reasonable goals to ensure the successful implementation of a Complete Streets policy in the City; and

WHEREAS, all initial planning, concept and design studies of infrastructure projects should incorporate design elements that improve public health, environment, economy, equity, and safety.

NOW, THEREFORE, BE IT RESOLVED, by the Council of the City of Plainfield, County of Union, State of New Jersey, that it hereby endorses and adopts the principles of the State Complete Street Policies that are appropriate and applicable to the City of Plainfield with the following objectives:

1. Provide for safe, environmentally healthy, economically sound, equitable, accessible, and convenient travel along and across streets for users of all ages and abilities and for all modes of transportation, including motorists, bicyclists, public transportation vehicles and their passengers, and pedestrians. As such, all transportation projects shall strive to:

- a) Improve air and water quality, mitigate traffic congestion, and reduce flooding.
- b) Eliminate all road fatalities, significantly reduce crash severity and injury, and improve personal safety through increasing the number of people of walking and bicycling.
- c) Stimulate economic prosperity.
- d) Improve health by increasing physical activity and social connectivity with the goal of lowering the risk of obesity, reducing chronic disease and promoting wellness.
- e) Implement policies and distribute funding and other resources equitably and responsibly in all neighborhoods and improve non-motor vehicle transportation systems.

2. Ensure that the City Council, the City Planning Board, Planning Director and City Engineer routinely work in coordination with each other and adjacent jurisdictions, and with any relevant advisory committees/teams, to create Complete Streets and to ensure consistency with the City of Plainfield Master Plan and Elements and any other Pedestrian/Bicycle/Multimodal Plans, Stormwater Management Plans, Historic Preservation Plans, and any Union County Transportation Studies and Plans.

3. Include, when appropriate, sustainable design elements, such as, but not limited to:

- a) Green stormwater infrastructure practices,
- b) Traffic calming,
- c) Shade trees and other vegetation, and
- d) Permeable pavements, including those made from recycled materials such as rubber, concrete, glass, and plastic.

4. Ensure the Master Plan and the Capital Improvement Plan include, where appropriate, pedestrian and bicycle design elements and transit amenities, including but not limited to: accessible sidewalk curb ramps, crosswalks, curb extensions, radar feedback signs, pedestrian countdown signals, pedestrian refuge islands, lane width reductions, bike lanes, bike parking, pedestrian lighting, wayfinding, seating, trash receptacles, transit amenities, etc.

5. Encourage always, and require when possible, the implementation of these Complete Streets initiatives by private developers and other entities, and formally coordinate with the Planning Director and City Engineer, with advice and input from the Planning Board, to set measurable goals to ensure the successful implementation of a Complete Streets policy in the City of Plainfield.

6. Utilize the most current editions of guides, manuals, best practices on street design, construction, operations and maintenance that apply to bicycle, pedestrian, transit, stormwater, and highway facilities from organizations like but not limited to NJDOT, the American Planning Association, the Institute of Traffic Engineers. All these materials will be posted online.

7. Inventory procedures, policies, plans, documents, training programs, performance measures, and other guidance documents that need to be updated to be consistent with this Policy within three years of the effective date of this Policy.

8. Evaluate resurfacing projects for complete streets inclusion according to the length of the project, local support, environmental constraints, right-of-way limitations, funding resources and bicycle and/or pedestrian compatibility, as all streets are different.

9. Exemptions to the Complete Streets policy shall be presented to the City Engineer and City Planner for review and recommendation for final decision to the Directors of Public Works and Economic Development 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 already prohibited on the roadway
- b. There is insufficient space in an existing right-of-way to design a Complete Street
- c. Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations
- d. Detrimental environmental or social impacts outweigh the need for these accommodations.
- e. The costs of accommodations is excessively disproportionate to the cost of the project
- f. The safety or timing of a project is compromised by the inclusion of Complete Streets
- g. An exemption other than those listed above must be documented with supporting data and must be reviewed and approved by the authorities listed above

BE IT FURTHER RESOLVED that copies of this Resolution shall be forwarded to all City Departments and the Union County Planning Board within thirty (30) days of the adoption of this resolution.

ADOPTED BY THE MUNICIPAL COUNCIL

March 14, 2022



Abubakar Jalloh, R.M.C.
Municipal Clerk

CLERK'S CERTIFICATION

I, Abubakar Jalloh, City Clerk of the City of Plainfield do hereby certify that the foregoing is a true copy of a resolution duly adopted by the Plainfield City Council.

Abubakar Jalloh, R.M.C.
Municipal Clerk

✓ Vote Record - Resolution R 141-22		Yes/Aye	No/Nay	Abstain	Absent
<input checked="" type="checkbox"/> Adopted	Charles McRae	Voter	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Adopted as Amended	Joylette Mills-Ransome	Seconder	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Defeated	Steve Hockaday	Voter	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Tabled	Ashley Davis	Voter	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Withdrawn	Sean McKenna	Mover	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Consensus	Terri Briggs-Jones	Voter	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Barry N. Goode	Voter	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>