

**TOWNSHIP OF UPPER
CAPE MAY COUNTY
RESOLUTION**

RESOLUTION NO. 249–2019

**RE: ENDORSING A COMPLETE STREETS POLICY FOR
THE TOWNSHIP OF UPPER**

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

WHEREAS, Complete Streets is a means to provide a comprehensive, integrated, connected multi-modal network of transportation options through planning, design, construction, maintenance, and operation of new and retrofit transportation facilities along the entire right-of-way for all users of all ages and abilities. “All users” include pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, and transit vehicle users; and

WHEREAS, Complete Street policies support the goals of the Township of Upper master plan and supporting elements; and

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

WHEREAS, Complete Streets encourage an active lifestyle through increased physical activity, social connectivity, and sense of community belonging, thereby lowering risk of obesity, reducing chronic disease, improving mental health, and promoting wellness; and

WHEREAS, Complete Streets implementation provides the opportunity to enhance the historic character of our communities and our understanding of our shared history in a way that promotes the economic and social vitality of our communities and should be considered in the design of infrastructure improvements; and

WHEREAS, procedures should be implemented that ensure fair treatment, equitable funding and resource distribution, and meaningful involvement of all communities in all phases from selection, planning, and design to construction and long-term maintenance; 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, low- and moderate-income areas, whether in rural, urban, or suburban communities, are typically the least 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, implementation of the Complete Streets policy should not negatively impact the affordability of the neighborhood for current residents; and


WHEREAS, the Complete Streets policy applies to new, reconstruction, retrofit, and resurfacing projects, including design, planning, construction, maintenance and operations, for the entire right-of-way; and

WHEREAS, requests for all exceptions must be submitted in writing, with supporting documentation, and made publicly available with a minimum of 30 days allowed for public input; and

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

NOW THEREFORE, BE IT RESOLVED, by the Township of Upper,

1. the Township of Upper adopts the Complete Streets Policy attached hereto, and made part of this Resolution;
2. that copies of this Resolution shall be forwarded to all Upper Township departments within thirty (30) days of the adoption of this Resolution.
3. All officials of the Township are hereby authorized to take such action as necessary or required in order to carry out the intent and purpose of this Resolution.


EDWARD BARR, Deputy Mayor


BARBARA L. YOUNG, Township Clerk

Resolution No. 249 -2019

Offered by: Corson

Seconded by: Barr

Adopted: August 12, 2019

Roll Call Vote:

<u>NAME</u>	<u>YES</u>	<u>NO</u>	<u>ABSTAINED</u>	<u>ABSENT</u>
Barr	<u>X</u>	<u> </u>	<u> </u>	<u> </u>
Coggins	<u>X</u>	<u> </u>	<u> </u>	<u> </u>
Corson	<u>X</u>	<u> </u>	<u> </u>	<u> </u>
Young	<u>X</u>	<u> </u>	<u> </u>	<u> </u>
Palombo	<u> </u>	<u> </u>	<u> </u>	<u>X</u>

**Township of Upper
Complete Streets Policy
August 2019**

1. All transportation projects shall result in Complete Streets that allow 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 and strive to meet the following goals:
 - a. Environment: Improve air and water quality; reduce flooding; mitigate traffic congestion.
 - b. Safety: Eliminate all road fatalities, significantly reduce crash severity and injury, 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. Economic: Stimulate economic prosperity.
 - d. Health: Increase physical activity and social connectivity with the goal of lowering the risk of obesity, reducing chronic disease and promoting wellness.
 - e. Equity: Implement policies and distribute funding and other resources equitably and responsibly in all neighborhoods, particularly in Priority Communities; improve non-motor vehicle transportation systems.
2. This section shall apply to all public and/or private transportation projects, including those using funds awarded by, federal, state, regional, county, municipal, or any other public agency. This shall include new construction, reconstruction, resurfacing, restoration, repaving, rehabilitation, private development projects, and maintenance of highways, roads, and streets.
3. The Township Engineer shall routinely work in coordination with each other and adjacent jurisdictions, and any relevant advisory committees/teams, to create Complete and Green Streets and to ensure consistency with the Township Master Plan and any other existing Pedestrian/Bicycle/Multimodal Plans, Stormwater Management Plans, Pollution Prevention Plans, and Historic Preservation Plans.
4. Within two years of the effective date of this Policy, the Township Engineer shall inventory and audit procedures, policies, plans, documents, training programs, performance measures and other guidance documents to be consistent with this policy. The purpose of this audit is to identify areas where tenets of this policy will need to be incorporated. This includes, but is not limited to, funding, planning, designing, operating, and maintaining transportation infrastructure. The Township Engineer will use this audit to incorporate this policy as updates to its procedures, plans, policies, etc. as they are scheduled.
5. Transportation projects and Master and Capital Plans shall include, when appropriate, sustainable design elements, including, but not limited to:
 - a. Green stormwater infrastructure practices
 - b. Traffic Calming
 - c. Shade trees and other vegetation
 - d. Permeable pavements — including those made from recycled materials such as rubber, concrete, glass, and plastic.
6. Transportation projects and Capital Plans shall include, where appropriate, pedestrian and bicycle design elements and transit amenities, including but not limited to: curb extensions, sidewalks, radar feedback signs, pedestrian countdown signals, pedestrian refuge islands, road diets, lane width reductions, chicanes, roundabouts, bike lanes, protected bike lanes, bike parking, lighting, wayfinding, seating, trash receptacles, transit amenities, etc.
7. The Township Engineer shall utilize the most current editions of guides, manuals, and best practices on street design, historic preservation construction, operations, and maintenance that apply to bicycle, pedestrian, transit, stormwater and highway facilities.
8. The Township Engineer shall lead the implementation of this Policy and formally coordinate with public works with advice and input from Planning Board, Complete Streets Advisory Body to set measurable goals to ensure the successful implementation of the Complete Streets Policy in Priority Communities.
9. Public Participation
 - a. The Township of Upper shall establish a Complete Streets Advisory Board to help the Township of Upper comply with the Complete Streets policy and to provide ongoing feedback to the Township of Upper related to the implementation of the Complete Streets Policy.

- b. The Complete Streets Advisory Board shall consist of a broad group of stakeholders including:
 - i. Township Committeeperson in charge of Public Works
 - ii. Representative from NJ State Police
 - iii. Public Works Superintendent
 - iv. Township Engineer
 - v. Chief of Emergency Medical Services (EMS)
 - vi. Upper Township School Transportation Coordinator
 - vii. Representative from Upper Township Business Association
 - viii. Representative from Greater Area Tuckahoe Merchants Association
 - ix. Representative from Upper Township Historic Perseveration Society
 - x. Program Coordinator/Planner from Cape May County Division of Aging & Disability Services
 - xi. Member of the Public appointed by Township Committee
- c. Beginning with the planning stage, the Township of Upper shall identify an existing process or develop a new process that allows for public participation in decision-making concerning the planning, design, and use of streets and roadways covered by this Policy.

10. Exemptions.

- a. A transportation project may not be required to accommodate the needs of a particular user group if the Township Engineer determines in writing that:
 - i. The use of the transportation facility by the particular user group is prohibited by law;
 - ii. Regulatory compliance requirements preclude accommodations.
 - iii. There is a demonstrated absence of both a current and future need to accommodate the category of user (absence of future need may be shown via demographic, school, employment, and public transportation route data that demonstrate, for example, a low likelihood of bicycle, pedestrian, or transit activity in an area over the next 20 years); and
 - iv. The adverse impacts of implementing this Complete Streets Policy significantly outweigh the benefits.
- b. However, every effort to work within the flexibility allowed should be made, including Design Exceptions for roadway projects.
- c. An exception shall be granted only if:
 - i. Request for an exception is submitted in writing, with supporting documentation, and made publicly available with a minimum of 30 days allowed for public input; and
 - ii. The exception is approved in writing by Township Committee and the written approval is made publicly available.

11. Program Reporting

- a. The Township Engineer shall establish benchmarks reflecting the ability of all users to travel safely and conveniently along highways, roads and streets within the agency's jurisdiction
- b. The Township Engineer shall also develop plans and set goals to ensure the successful implementation of the Complete Streets Policy in Priority Communities. On or before June 1, 2021 the Township Engineer shall prepare an initial report to identify barriers, and propose solutions to successful implementation of the Complete Streets policy in Priority Communities.
- c. The Township Engineer shall provide a report on an annual basis to the Township of Upper to allow the Upper Township Complete Streets Advisory Board to evaluate implementation of the Complete Street policy. Each annual report shall include the data collected pursuant to Program Reporting, as well as a list of ongoing and completed transportation projects during that fiscal year. If any exceptions are applied to transportation projects pursuant to Exceptions to Complete Streets Requirements herein, such projects and the relevant exceptions should be identified in the annual report. All benchmarks and reports shall be made publicly available online.
- d. The Township Engineer shall be responsible to collect and monitor data under Township's jurisdiction and to determine compliance with the Township's benchmarks. Benchmarks shall include but are not limited to:
 - i. Mileage of new and existing bicycle infrastructure, including in Priority Communities (e.g., bicycle lanes, bike parking, paths, and boulevards)

- ii. Linear feet (or mileage) of new and existing pedestrian infrastructure (e.g., sidewalks, trails, transit amenities)
- iii. Number of new and existing ADA compliant infrastructure (e.g., curb ramps, pedestrian buttons)
- iv. Number of new street trees
- v. Number of green street practices (e.g., rain gardens, bioswales, permeable pavement)
- vi. Number of pedestrian and bicycle lighting improvements
- vii. Bicycle and pedestrian counts h. Commute mode percentages (e.g., drive alone, carpool, transit, bicycle, walk)
- viii. The number and percentage of designated transit stops accessible via sidewalks and curb ramps
- ix. The number, locations, and causes of collisions, injuries, and fatalities by each mode of transportation
- x. The percentage of children walking or bicycling to school
- e. All benchmarks established by the (department/ municipal/county) shall be disaggregated by race/ethnicity, neighborhood, and vehicle ownership when feasible.

12. Complete Streets Checklists.

- a. The Township Engineer shall develop and adopt one or more Complete Streets Checklists to be used during the project selection, planning, designing, construction, funding and maintenance of all transportation projects.
- b. Each item in the checklist must include an area to provide a brief description for how the item is addressed, not addressed, or not applicable to the Complete Streets policy.
- c. The checklist shall explain the process for granting exceptions and indicate who is responsible for approving any exceptions before they are granted.
- d. The Township Engineer shall be responsible for completing the checklists and/or reviewing the checklists.
- e. A complete streets checklist shall entail but is not limited to:
 - i. Existing pedestrian, bicycle, transit, motor vehicle, and truck/freight accommodations (facilities) and operations
 - ii. Traffic volumes c. Existing safety and/or access issues, and Americans with Disabilities Act (ADA) compliance
 - iii. Land use within the study area, including trip generators e. Existing and proposed streetscape elements including furniture, trees or other environmental and stormwater enhancements
 - iv. Review of existing plans
 - v. Proposed pedestrian, bicycle, transit, motor vehicle, and truck/freight accommodations (facilities) and desired future operations
 - vi. ADA compliance of the proposed design i. Compatibility with the surrounding land use and density
 - vii. Consistency with applicable design standards and guidelines
 - viii. Opportunities to improve public health through physical activity and mobility options
 - ix. Opportunities to manage stormwater through green infrastructure
- f. All Complete Streets checklists shall be made accessible online and available to the Complete Streets Advisory Body.