

RESOLUTION



Borough of Fort Lee Bergen County, New Jersey

Council	Motion	Second	Yes	No	Abstain	Absent
Sohmer						
Yoon						
Suh		X				
Drumgoole						
Kasofsky						
Cervieri	X					

July 11, 2024 Regular Session Meeting Resolution # CA-8 Carried: <u> </u> Defeated: <u> </u> Tabled: <u> </u> Approved on Consent Agenda: <u>X</u>

RESOLUTION OF THE BOROUGH OF FORT LEE AUTHORIZING AN UPDATE AND EXPANSION OF THE "COMPLETE STREETS" POLICY FOR THE BOROUGH OF FORT LEE

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

WHEREAS, Complete Streets are a means to provide a comprehensive, integrated, connected, and multi-modal network of transportation options through planning, design, construction, maintenance, and operation of new and retrofitted streets and rights-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 Streets policies support the goals of the Bergen County Master Plan and associated elements; and

WHEREAS, Complete Streets provides for safe, accessible, and convenient travel, reducing serious injuries and fatalities for all roadway users, 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, areas by major highway access points, whether in suburban or urban 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 concentrations of streets with faster-moving and higher-volume traffic; and

WHEREAS, the Borough of Fort Lee is prone to flooding with a projection of a twenty-six (26) percent increase in flood risk in the area over the next 30 years, the increase in flood risk will lead to an additional increase in accident risk in dense traffic areas; and

WHEREAS, Complete Streets that incorporate sustainable "green" design elements, such as green stormwater infrastructure, traffic calming treatments, shade trees, and the use of recycled materials reduce localized flooding, protect

and create a healthier natural and social environment, and improve air and water quality; 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; and

WHEREAS, Complete Streets encourages an active lifestyle through increased physical activity, social connectivity, and a sense of community belonging, thereby lowering the 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 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, a balanced and flexible transportation system where 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, implementation of the Complete Streets Policy should not negatively impact the affordability of our neighborhoods for current residents; and

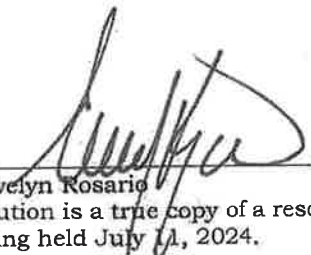
WHEREAS, the Complete Streets Policy applies to new, reconstruction, retrofit, and resurfacing projects, including design, planning, construction, maintenance, and operations for the entire right-of-way; and

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

WHEREAS, all initial planning, concept, and design studies of street and infrastructure projects should consider design elements that improve public health, the environment, the local economy, equity, and safety; and

WHEREAS, requests for all exceptions must be submitted in writing, with supporting documentation, and made publicly available; and

NOW THEREFORE, BE IT RESOLVED, by the Borough Council, the Borough of Fort Lee adopts the revised Complete Streets Policy attached here to.

I,  Municipal Clerk Borough of Fort Lee do hereby certify that the foregoing resolution is a true copy of a resolution adopted by the Fort Lee Governing Body at the Regular Session Meeting held July 11, 2024.

Borough of Fort Lee, New Jersey Complete and Green Streets Policy

The Borough of Fort Lee shall develop an integrated and connected multimodal transportation system of Complete and Green Streets that serve all neighborhoods and populations. Towards this end:

1. All transportation projects shall result in Complete and Green 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, pedestrians, public transportation vehicles and their passengers, delivery trucks and movers of commercial goods 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, and improve personal safety through increasing the number of people walking and bicycling.
- c. Economic: Stimulate economic prosperity.
- d. Health: Increase physical activity and social connectivity to lower the risk of obesity, reduce chronic disease, and promote 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 Fort Lee Council and the Borough of Fort Lee Planner and Borough of Fort Lee 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 Bergen County Master Plan and Elements 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 Fort Lee Council 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 Borough of Fort Lee Council will use this audit to incorporate this policy as updates to its procedures, plans, policies, etc. as they are scheduled.

5. Transportation Projects, Master, and Capital Plans shall include, when appropriate, sustainable design elements, including, but not limited to:

- a. Green stormwater infrastructure practices
 - b. Shade trees and other vegetation
 - c. Rain gardens
 - d. Bioswales
 - e. Permeable pavements - including those made from recycled materials such as rubber, concrete, glass, and plastic
6. Transportation projects, Master, 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 Borough of Fort Lee Council 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. All manuals, standards, and guidelines shall be made publicly available online.

Public Participation

1. The Fort Lee Council shall establish a Complete and Green Streets Advisory Committee to help the Borough of Fort Lee comply with the Complete and Green Streets policy/ordinance and to provide ongoing feedback related to the implementation of the Complete and Green Streets policy/ordinance. The Complete and Green Streets Advisory Committee shall consist of a broad group of stakeholders including:
- a. Township Elected Officials
 - b. Law Enforcement
 - c. Public Works
 - d. Planners
 - e. Engineers
 - f. Emergency Medical Services (EMS)
 - g. Appointed Municipal or County Commissioners
 - h. Fire
 - i. Schools
 - j. Business and Developer Community
 - k. Civic and Advocacy Groups
 - l. Public Health Professionals
 - m. Transit Professionals
 - n. Community Members, including Persons with Disabilities, Senior and Youth Organizations, and Persons representing priority communities.

Beginning with the planning stage, the Borough of Fort Lee 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.

Exceptions

1. A transportation project may not be required to accommodate the needs of a particular user group if [**person to be identified by the decision-making body**] determines in writing that:
 - a. The use of the transportation facility by the particular user group is prohibited by law;
 - b. Regulatory compliance requirements preclude accommodations.
 - c. 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
 - d. The adverse impacts of implementing this Complete and Green Streets Policy significantly outweigh the benefits.
2. However, every effort to work within the flexibility allowed should be made, including Design Exceptions for roadway projects.
3. An exception shall be granted only if:
 - a. Request for an exception is submitted **in writing** to the Fort Lee Council with supporting documentation, and made publicly available with a minimum of 30 days allowed for public input; and
 - b. The exception is approved **in writing** by the Fort Lee Council and the written approval is made publicly available.

Complete Streets Priority Action Plan

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

A. Coordinate with the Fort Lee Police Department in cooperation with the Fort Lee School District to evaluate the safety of Fort Lee streets and walkways for school-aged children, including high school students, to walk or ride bicycles to school.

B. Coordinate with the Fort Lee Police Department in cooperation with the Fort Lee School District in developing a draft walking and bicycling to school plan for school-aged children.

C. Facilitate in creation of long-term mobility plans and policy documents as may be prepared by the Township'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.

D. Identify and collaborate with Borough staff in pursuit of grants and outside funding programs that may facilitate development of complete streets infrastructure in Fort Lee.