

**RESOLUTION R2024-017  
EAST WINDSOR TOWNSHIP  
MERCER COUNTY**

**RESOLUTION ADOPTING COMPLETE AND GREEN STREETS POLICY**

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

**WHEREAS**, "Complete and Green Streets" policies are 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 roadway users of all ages and abilities; and

**WHEREAS**, "Complete and Green Streets" policies allow for safe, accessible and convenient travel, reducing serious injuries and fatalities for all users of the roadway, which includes motorists, bicyclists, pedestrians, public transportation vehicles and their passengers, delivery trucks and movers of commercial goods, persons with disabilities, older adults, and Priority Communities; and

**WHEREAS**, "Complete and Green Streets" policies allow for multiple modes of travel, aside from personal automobiles, so that those who are unable to drive, who cannot afford a car or choose to reduce their car usage can travel by transit, by bicycle or by walking safely; and

**WHEREAS**, "Complete and Green Streets" policies support the goals of East Windsor Township master plan and component elements; and

**WHEREAS**, "Complete and Green Streets" policies 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 and Green Streets" policies 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 and Green Streets” policies encourage an active lifestyle through increased physical activity, social connectivity, and a sense of community belonging, thereby lowering 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

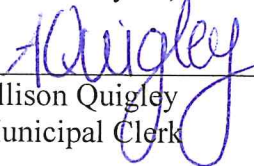
**WHEREAS**, low- and moderate-income areas, whether in rural, urban, or suburban communities, are typically the least safe for pedestrians and bicyclist, especially for children walking and biking to school due to long-standing infrastructure disparities and higher concentration of streets with faster-moving and higher-volume traffic; and

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

**NOW, THEREFORE, BE IT RESOLVED** by the Township Council of the Township of East Windsor, in the County of Mercer, State of New Jersey, as follows:

1. The attached “Complete and Green Streets” Policy is hereby approved.
2. A copy of this Resolution will be provided to all Township departments within thirty days of the adoption of this Resolution.

I hereby certify the foregoing to be a true copy of a Resolution adopted by the East Windsor Township Council at a meeting held on January 16, 2024.

  
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Allison Quigley  
Municipal Clerk

**EAST WINDSOR TOWNSHIP  
MERCER COUNTY  
COMPLETE STREETS POLICY**

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, 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, 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 East Windsor Township Council, and all relevant Township and County engineering/planning departments shall routinely work in coordination with each other and adjacent jurisdictions, and any relevant advisory committees/ teams, to create Complete Streets and to ensure consistency with the East Windsor Township 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 East Windsor Township 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 East Windsor Township Council will use this audit to incorporate this policy as it updates its procedures, plans, policies, etc.

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.** Rain gardens
- e.** Bioswales
- f.** Permeable pavements — including those made from recycled materials such as rubber, concrete, glass, and plastic.

6. Transportation projects and 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 East Windsor Township 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.

8. The East Windsor Township Council shall lead the implementation of this Policy and formally coordinate with all relevant Township Departments with advice and input from the Planning Board, Environmental Commission, and Green team to set benchmarks to ensure the successful implementation of the Complete Streets Policy, including in Priority Communities.

9. Each such relevant department involved in transit projects shall provide a report on an annual basis to the East Windsor Town Council to allow them to evaluate implementation of the Complete Street and Green Streets policy. Each annual report shall include 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 and Green Streets Requirements herein, such projects and the relevant exceptions should be identified in the annual report. All reports shall be made publicly available online.

## **Exceptions**

1. A transportation project may not be required to accommodate the needs of a particular user group if the East Windsor Township Council 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 East Windsor Town 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 East Windsor Town Council, and the written approval is made publicly available.

## **Effective Date**

The Complete and Green Streets Policy shall take effect on March 1st, 2024, provided that it shall not apply to any transportation project for which a preliminary design has been completed on or before March 1st, 2024.

## **Key Terms & Definitions**

**Complete Streets:** An integrated transportation network designed to enable safe and convenient travel and access along and across streets for all users of all ages and abilities, including pedestrians, bicyclists, motorists, movers of commercial goods, and transit riders.

**Environmental Justice:** Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Fair treatment means that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental and commercial operations or policies. Meaningful involvement means that:

1. People have an opportunity to participate in decisions about activities that may affect their environment and/or health.
2. The public's contribution can influence the regulatory agency's decision.
3. Community concerns will be considered in the decision-making process; and
4. Decision makers will seek out and facilitate the involvement of those potentially affected.

**Green Streets:** Streets with landscaped features installed in the right-of-ways that capture and allow stormwater runoff to soak into the ground, while still preserving the primary function of a street as a conduit for pedestrians, bicyclists, motorists, and transit riders. Stormwater runoff is excess water generated from rain and snowmelt events that flow over impervious surfaces, such as paved streets, parking lots, and building rooftops, and does not soak into the ground.

**Green Street Stormwater Infrastructure Practices:** Includes types of green infrastructure techniques used to manage stormwater, including but not limited to:

1. Street tree trenches/boxes: utilize soil, gravel, and plants to infiltrate and filter stormwater runoff from impervious surfaces
2. Bioswales: shallow channels that convey, slow down, and infiltrate stormwater runoff.
3. Vegetated curb bump outs: a vegetated curb extension that protrudes into the street either mid-block or at an intersection, creating a new curb some distance from the existing curb.
4. Permeable pavement: a stormwater drainage system that allows rainwater and runoff to move through the pavement's surface to a storage layer below, with water eventually seeping into underlying soil. Types of permeable pavement include pervious concrete, porous asphalt, interlocking concrete pavers, and grid pavers.

**Green Stormwater Infrastructure:** An approach to managing stormwater by infiltrating it in the ground where it is generated using vegetation or porous surfaces, or by capturing it for later reuse. Infiltration is when water falls to the earth as precipitation and seeps into the soil.

**Priority Communities:** The term Priority Communities refers to categories of underserved and adversely impacted populations. There is a wide range of definitions used to quantify and locate underserved populations developed by agencies and organizations dedicated to social equity by law or mission.

Each municipality should evaluate who and where there are concentrations of underserved or marginalized populations based on available data. Below are some of the categories to consider when defining Priority Communities:

1. Minority Concentrations
2. Low-Income Concentrations
3. Other Indicators of Underserved and Adversely Impacted Populations:
  - a. Female Head of Household with Children
  - b. Persons with Limited English Proficiency
  - c. Carless Households
  - d. Elderly Populations/Children
  - e. Persons with Disabilities
  - f. Hispanic Populations
  - g. Other Ethnic Minorities
  - h. Families in Poverty with Children

**Traffic Calming:** The combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. Traffic calming objectives include:

1. Achieving slow speeds for motor vehicles
2. Reducing collision frequency and severity
3. Increasing the safety and the perception of safety for non-motorized users of the street(s)
4. Reducing the need for police enforcement
5. Enhancing the street environment (e.g., streetscaping)
6. Encouraging water infiltration into the ground using Green Street stormwater infrastructure practices
7. Increasing access for all modes of transportation, and reducing cut-through motor vehicle traffic

**Transit Amenities:** Include seating, shelter and shade, wayfinding signage, trash and recycling cans, lighting, route information, bike infrastructure (lockers, racks, fix-it stations, depots, bikeshare, etc.).

**Transportation Facility:** A facility consisting of the means and equipment necessary for the movement of people or goods; any road, bridge, tunnel, overpass, ferry, airport, mass transit facility, vehicle parking facility, port facility or similar commercial facility used for the

transportation of persons or goods together with any buildings, structures, parking areas, appurtenances, and other property needed to operate such facility; however, a commercial or retail use or enterprise not essential to the transportation of people or goods shall not be considered a transportation facility.

**Transportation Project:** Any public and/or private land development, project, program, or practice that affects the transportation network or occurs in the public right-of-way, including any construction, reconstruction, retrofit, signalization operations, resurfacing, restriping, rehabilitation, maintenance (excluding routine maintenance that does not change the roadway geometry or operations, such as mowing, sweeping, and spot repair), operations, alteration, and repair of any public street or roadway within a jurisdiction (including alleys, bridges, frontage roads, and other elements of the transportation system).