



THE MAYOR AND BOROUGH COUNCIL  
of the  
BOROUGH OF GLEN RIDGE  
County of Essex  
State of New Jersey

Tuesday, October 12, 2021

**RESOLUTION NO. 127-21**

Offered by Councilor **MORROW**  
Seconded by Councilor **MANS**

**WHEREAS**, safe, convenient, accessible, equitable, healthy, and environmentally and economically beneficial transportation for all users is a priority of the Borough of Glen Ridge; 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 roadway users of all ages and abilities; and

**WHEREAS**, Complete Streets allow for safe, accessible, and convenient travel, reducing serious injuries and fatalities for all users of the roadway; and

**WHEREAS**, "all users" include motorists, bicyclists, pedestrians, public transportation vehicles and their passengers, delivery trucks and movers of commercial goods, persons with disabilities, older adults, residents of Priority Communities, and those who cannot afford a car or choose to reduce their car usage; and

**WHEREAS**, Complete Street policies support the goals of the Borough of Glen Ridge Master Plan and supporting elements; 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 Borough of Glen Ridge is zero; and

**WHEREAS**, Complete Streets that incorporate sustainable Green Streets design elements, such as green storm water 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; and

**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**, the Council of the Borough of Glen Ridge adopts the Complete Streets Policy by Resolution.

**BE IT FURTHER RESOLVED** that copies of this Resolution shall be forwarded to all Borough departments within thirty (30) days of the adoption of this Resolution.

I, Michael Zichelli, of The Borough of Glen Ridge, in The County of Essex and in The State of New Jersey, do hereby certify the foregoing to be a true and correct copy of a Resolution adopted by The Mayor and The Borough Council on Tuesday, October 12, 2021.



Michael Zichelli  
Borough Administrator