

ORDINANCE NO. 1470

TOWNSHIP OF HADDON

"AN ORDINANCE OF THE TOWNSHIP OF HADDON ESTABLISHING AND ADOPTING A COMPLETE STREETS POLICY"

WHEREAS, safe, convenient, accessible, equitable, healthy, and environmentally and economically beneficial transportation for all users is a priority of the Township of Haddon; 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, and those who cannot afford a car or choose to reduce their car usage; and

WHEREAS, Complete Street policies support the goals of the Township of Haddon 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 the Township of Haddon 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, 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, 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, all initial planning, concept and design studies of infrastructure projects consider design elements that improve public health, environment, economy, equity, and safety. The inclusion of these design elements will be considered for every capital project including roadways or transportation infrastructure. It is understood, however, that not all Complete Streets considerations will be relevant or feasible for every project.

NOW THEREFORE, BE IT ORDAINED, by the Township of Haddon, the Township adopts the Complete Streets Policy attached hereto, and made part of this ordinance;

THE TOWNSHIP OF HADDON

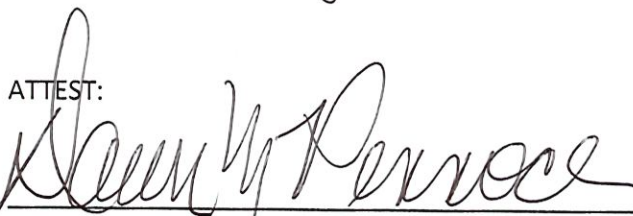
BY: 
RANDALL W. TEAGUE, MAYOR

BY: 
JAMES MULROY, COMMISSIONER

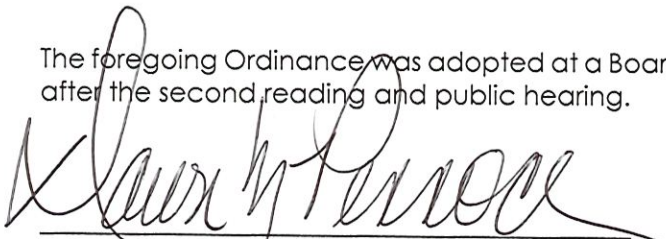
BY: 
RYAN LINHART, COMMISSIONER

Introduced: January 28, 2025

Adopted: February 25, 2025

ATTEST:

DAWN PENNOCK, RMC - TOWNSHIP CLERK

The foregoing Ordinance was adopted at a Board of Commissioners Meeting on February 25 2025, after the second reading and public hearing.


DAWN M. PENNOCK, TOWNSHIP CLERK

Haddon Township Complete Streets Policy

The Township of Haddon shall develop an integrated and connected multimodal transportation system of Complete Streets that serve all neighborhoods and populations. Towards this end:

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 and improve non-motor vehicle transportation systems.
2. The Complete Streets Policy 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 governing body, and the municipal engineer shall routinely work in coordination with each other, to create Complete Streets and to ensure consistency with the Township of Haddon 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 governing body 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 governing body will use this audit to incorporate this policy as it updates its procedures, plans, policies, etc. Prior to the completion of the Municipal Master Plan reexamination, consideration shall be given to reviewing where Complete Streets policies and procedures can be implemented to aid in the funding, planning, design, and maintenance of Municipal Roadways.
5. Understanding that Haddon Township is a fully developed Municipality with limited Right-of-Way and Roadway Cartway constraints, transportation projects and Master and Capital Plans shall be evaluated to determine if the following design elements can be considered, including, but not limited to:
 - a. Green stormwater infrastructure practices
 - b. Traffic calming
 - c. Shade trees and other vegetation

6. Understanding that Haddon Township is a fully developed Municipality with limited Right-of-Way and Roadway Cartway constraints, 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 governing body 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.

Policy & Checklist Implementation

This policy and checklist shall serve as a review guide for the design and planning of capital projects involving roadways or any other transportation infrastructure. The checklist will also include an evaluation of the project to identify opportunities for enhancing public health, where applicable. It is understood, however, that not all items in the checklist will be relevant or feasible for every project. Furthermore, consideration of the implementation and maintenance costs is essential.

In cases where complete streets accommodations cannot be incorporated into a project, a note must be included in the complete streets checklists explaining the items considered and the rationale for their exclusion. A copy of the completed checklists shall also be kept in the design and construction files.

For municipal projects, the township engineer shall be responsible for reviewing the checklist. In the case of capital projects that involve roadways or other transportation facilities, the Township Engineer will review the completed checklist with the Director of Public Works during their monthly meeting, while the project is in the design phase. If the inclusion of checklist items results in significant costs, the Township Engineer is required to provide a written explanation within the checklist. This explanation should detail the complete streets items that were considered, as well as the proposed alternative. The explanation shall also include an estimation of the associated costs of the Complete Streets improvements and the proposed alternative. The Director of Public Works will then review this information to determine which improvement is most appropriate for the municipal project.

For all private major developments, the Planning/Zoning Board will review the checklist and determine which elements must be incorporated into the development plan.

Adoption of Complete Streets Checklists

1. The governing body 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.
2. 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.
3. The Township Engineer shall be responsible for completing the checklists and/or reviewing the checklists.

4. A complete streets checklist shall entail but is not limited to:
 - a. Existing pedestrian, bicycle, transit, motor vehicle, and truck/freight accommodations (facilities) and operations
 - b. Traffic volumes
 - c. Existing safety and/or access issues, and Americans with Disabilities Act (ADA) compliance
 - d. Land use within the study area, including trip generators
 - e. Existing and proposed streetscape elements including furniture, trees or other environmental and stormwater enhancements
 - f. Review of existing plans
 - g. Proposed pedestrian, bicycle, transit, motor vehicle, and truck/freight accommodations (facilities) and desired future operations
 - h. ADA compliance of the proposed design
 - i. Compatibility with the surrounding land use and density
 - j. Consistency with applicable design standards and guidelines
 - k. Opportunities to improve public health through physical activity and mobility options
 - l. Opportunities to manage stormwater through green infrastructure

Effective Date

The Complete Streets Policy shall take effect on *[date]*, provided that it shall not apply to any transportation project for which a preliminary design has been completed on or before *[date]*.

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.

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.

1. **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.
2. **Green Street Stormwater Infrastructure Practices:** Includes types of green infrastructure techniques used to manage stormwater, including but not limited to:

- a. Street tree trenches/boxes: utilize soil, gravel, and plants to infiltrate and filter stormwater runoff from impervious surfaces
- b. Bioswales: shallow channels that convey, slow down, and infiltrate stormwater runoff.
- c. 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.
- d. 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.

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).

Haddon Township Complete Streets Checklist

Construction					
Item to be addressed	Checklist consideration	YES	NO	N/A	Required description
Maintenance of Traffic	During construction, will safe access be maintained for all users, including pedestrians, bicyclists, transit users, and delivery vehicles?				
Detours	Will detour routes for all users on site or nearby be provided and clearly marked, including advanced warning signs?				

Maintenance					
Item to be addressed	Checklist consideration	YES	NO	N/A	Required description
Street Cleaning	Does the street cleaning include the shoulder or roadway to the curb?				
	Are the sidewalks cleaned on a regular basis?				
Snow Removal	Does snow plowing block or push snow into crosswalks, blocking clear access?				
	Does the Municipality or County shovel out crosswalks or enforce residential requirements to clean snow from the crosswalk right of way?				
Re-striping	<p>Can additional road uses be supported and/or safety improved by reconfiguring lanes within the same roadway width? Examples include (but are not limited to):</p> <ul style="list-style-type: none"> • Lane narrowing • Lane reconfiguration • Lane reduction (road diet) • On-street bicycle parking • High-visibility crosswalks • Painted curb extension, etc. 				

Maintenance

Item to be addressed	Checklist consideration	YES	NO	N/A	Required description
Stormwater Management	Does the maintenance plan include procedures to unobstruct drainage (e.g., inlets, curb-cuts, grates, etc.) into the green infrastructure facility? Has landscaping been maintained?				

Concept Development

Item to be addressed	Checklist consideration	YES	NO	N/A	Required description
Existing Bicycle, Pedestrian and Transit Accommodations	<p>Are there accommodations for bicyclists, pedestrians (including ADA compliance) and transit users included on or crossing the current facility?</p> <p>Examples include (but are not limited to):</p> <ul style="list-style-type: none"> • Sidewalks • Signalized or protected crosswalks • Pedestrian-scale lighting • Multi-use trails • Public seating • Bike racks • Transit shelters 				
Existing Bicycle and Pedestrian Operations	Has the existing bicycle level of traffic stress and pedestrian suitability on the current transportation facility been identified?				
	Have the bicycle and pedestrian conditions within the study area, including pedestrian and/or bicyclist treatments, volumes, important connections and lighting been identified?				

Concept Development

Item to be addressed	Checklist consideration	YES	NO	N/A	Required description
Existing Bicycle and Pedestrian Operations	Do bicyclists/pedestrians regularly use the transportation facility for commuting or recreation?				
	Are there physical or perceived impediments to bicyclist or pedestrian use of the transportation facility?				
	Have the existing volumes of pedestrian and/or bicyclist crossing activity at intersections including midblock and nighttime crossing been collected/provided?				
	Are there multi-use trails in the area that can be connected to this transit center/bus stop/network/area?				
Existing Transit Operations	Are there existing transit facilities within the project area, including bus and train stops/stations?				
	Is the transportation facility on a transit route?				
	Is the transportation facility within two miles of “park and ride” or “kiss and go” lots?				
	Are there existing or proposed amenities including pedestrian seating/shelters, bicycle racks or parking available at these lots or transit stations? Are there bike racks on buses that travel along the facility?				

Concept Development

Item to be addressed	Checklist consideration	YES	NO	N/A	Required description
Existing Motor Vehicle Operations	Are there existing concerns within the study area, regarding motor vehicle safety, traffic volumes/ congestion or access?				
Existing Truck/ Freight Operations	Are there existing concerns within the study area, regarding truck/ freight safety, volumes, or access?				
Existing Access and Mobility	Are there any existing access or mobility considerations, including ADA compliance?				
	Are there any schools, hospitals, senior care facilities, educational buildings, community centers, residences or businesses of persons with disabilities within or proximate to the study area?				
Land Use	Have you identified the predominant land uses and densities within the study area, including any main street, historic districts or special zoning districts?				
	Is the transportation facility in a high- density land use area that has pedestrian/bicycle/motor vehicle and transit traffic?				
Major Sites	Have you identified the major sites, destinations, and trip generators within or proximate to the study area, including prominent landmarks, employment centers, recreation, commercial, cultural and civic institutions, schools, and public spaces?				

Concept Development

Item to be addressed	Checklist consideration	YES	NO	N/A	Required description
Existing Streetscape	Are there existing or planned street trees, planters, buffer strips, or other environmental enhancements such as drainage swales within the study area?				
Resurfacing	Can additional road uses be supported and/or safety improved by reconfiguring lanes within the same roadway width? Examples include but not limited to, lane narrowing, lane reconfiguration, lane reduction (road diet), on-street bicycle parking, high visibility crosswalks, painted curb extension, etc.				
Existing Plans	<p>Are there any comprehensive planning documents that address bicyclist, pedestrian or transit user conditions within or proximate to the study area?</p> <p>Examples include (but are not limited to):</p> <ul style="list-style-type: none"> • School Travel Plans • Municipal or County Master or Redevelopment Plan • Local, County and Statewide Bicycle and Pedestrian Plans • Local, County and Regional Trail Plans • Sidewalk Inventories • MPO Transportation Plan • NJDOT Designated Transit Village 				
Impervious Cover	Is there an opportunity to remove impervious surface as part of this project?				

Concept Development

Item to be addressed	Checklist consideration	YES	NO	N/A	Required description
Safety	Does the crash history of the study area include injuries and fatalities of all road users?				
Stormwater Management	Does the project area have a history of flooding? Is the project area in a combined sewer system and subject to combined sewer overflows?				
	Does nonpoint source pollution from the project area generate runoff that flows into a critical water body?				
Public Health	<p>Does the Community Health Needs Assessment (CHNA) or Community Health Improvement Plan (County Health Department) identify need for health improvements in the project area?</p> <p>Examples include health in safe zones, increases in number/length of walking/ bicycling paths.</p>				

Preliminary Engineering Checklist

Item to be addressed	Checklist consideration	YES	NO	N/A	Required description
Bicyclist, Pedestrian, and Transit Accommodations	<p>Does the proposed project design include accommodations for bicyclists described in the NJDOT Complete Streets Design Guide? Examples include (but are not limited to):</p> <p>Bicycle facilities:</p> <ul style="list-style-type: none"> • Bicycle path/bicycle lane/ bicycle route/bicycle boulevard • Signs, signals and pavement markings specifically related to bicycle operation on roadways or shared-use facilities • Bicycle safe inlet grates <p>Bicycle amenities:</p> <ul style="list-style-type: none"> • Call boxes (for trail or bridge projects) • Drinking fountains (also for trail projects) • Secure long term bicycle parking (e.g., for commuters and residents) • Secure short-term bicycle parking 				

Preliminary Engineering Checklist

Item to be addressed	Checklist consideration	YES	NO	N/A	Required description
Bicyclist, Pedestrian, and Transit Accommodations	<p>Does the proposed project design address accommodations for pedestrians? Examples include (but are not limited to):</p> <p>Pedestrian facilities: Sidewalks (preferably on both sides of the street); mid-block crosswalks; striped crosswalks; geometric modifications to reduce crossing distances such as curb extensions (bulb-outs); pedestrian-actuated traffic signals such as High Intensity Activated Crosswalk Beacons, Rapid Rectangular Flashing Beacons; dedicated pedestrian phase; pedestrian signal heads and pushbuttons; pedestrian signs for crossing and wayfinding, lead pedestrian intervals; high visibility crosswalks (e.g., ladder or zebra); pedestrian-level lighting; in-road warning lights; pedestrian safety fencing; pedestrian detection system; pedestrian overpass/underpass; and median safety islands for roadways with (two or more) traffic lanes in each direction)</p> <p>Pedestrian amenities: Shade trees; public seating; drinking fountains</p>				

Preliminary Engineering Checklist

Item to be addressed	Checklist consideration	YES	NO	N/A	Required description
<p style="text-align: center;">Bicyclist, Pedestrian, and Transit Accommodations</p>	<p>Have you coordinated with the corresponding transit authority to accommodate transit users in the project design? Transit facilities: transit shelters, bus turnouts Transit amenities: public seating, signage, maps, schedules, trash and recycling receptacles</p>				
<p style="text-align: center;">Bicyclist and Pedestrian Operations</p>	<p>Is the proposed design consistent with the desired future bicycling, walking and trail plans (e.g., Master Plan/Elements) within the project area including safety, volumes, comfort and convenience of movement, important walking and/or bicycling connections, and the quality of the walking environment and/or availability of bicycle parking?</p>				
<p style="text-align: center;">Transit Operations</p>	<p>Does the proposed design address the desired/anticipated future transit conditions within the project area, including bus routes and operations and transit station access to support transit usage and users?</p>				

Preliminary Engineering Checklist

Item to be addressed	Checklist consideration	YES	NO	N/A	Required description
Motor Vehicle Operations	Does the proposed design address the desired future motor vehicle conditions within the project area, including volumes, access, important motor vehicle connections, appropriateness of motor vehicle traffic to the particular street (e.g., local versus through traffic) and the reduction of the negative impacts of motor vehicle traffic?				
Truck/Freight Operations	Does the proposed design address the desired future truck conditions within the project area, including truck routes, volumes, access, mobility and the reduction of the negative impacts of truck traffic?				
Access and Mobility	Does the proposed design address accommodations for those with access or mobility challenges such as the disabled, elderly, and children, including ADA compliance? Examples include (but are not limited to): Curb ramps, including detectable warning surface; accessible signal actuation; adequate sidewalk or paved path (length & width or linear feet); acceptable slope and cross- slope (particularly for driveway ramps over sidewalks, over crossings and trails); and adequate green signal crossing time				

Preliminary Engineering Checklist

Item to be addressed	Checklist consideration	YES	NO	N/A	Required description
Land Use	Is the proposed design compatible with the predominant land uses and densities within the project area, including any historic districts, main streets, or special zoning districts?				
Major Sites	Can the proposed design support the major sites, destinations, and trip generators within or proximate to the project area, including prominent landmarks, commercial, cultural and civic institutions, and schools, public spaces?				
Streetscape	Does the proposed design include landscaping, street trees, planters, buffer strips, or other environmental enhancements such as drainage swales?				
Safety	Does the proposed project design include elements from the FHWA Proven Safety Countermeasures? Examples include, but are not limited to, road diets, medians and pedestrian islands, lead pedestrian intervals, etc.				

Preliminary Engineering Checklist

Item to be addressed	Checklist consideration	YES	NO	N/A	Required description
Design Standards or Guidelines	<p>Does the proposed design follow all applicable design standards or guidelines appropriate for bicycle and/or pedestrian facilities? Examples include (but are not limited to):</p> <p>American Association of State Highway and Transportation Officials (AASHTO) – A Policy on Geometric Design of Highway and Streets, Guide for the Development of Bicycle Facilities, Guide for the Planning, Design, and Operation of Pedestrian Facilities; Public Right-of-Way Accessibility Guide (PROWAG); Manual on Uniform Traffic Control Devices (MUTCD); Americans with Disabilities Act Accessibility Guidelines (ADAAG); National Association of City Transportation Officials (NACTO) — Urban Bikeway Design Guide; Urban Streets Stormwater Guide; New Jersey Department of Transportation (NJDOT), Rutgers University — Green Infrastructure Guidance Manual; ITE — Designing Walkable Urban Thoroughfares</p>				

Preliminary Engineering Checklist

Item to be addressed	Checklist consideration	YES	NO	N/A	Required description
Stormwater Management	Has an impervious cover assessment been performed and have impervious surface areas been minimized while meeting engineering standards and guidelines?				
Stormwater Management	Has an impervious cover reduction action plan been completed for the project area, and does the project design include elements to reduce the impacts of stormwater runoff from impervious surfaces? Examples include (but are not limited to): <ul style="list-style-type: none"> • Bioretention and rain gardens • Bioswales • Stormwater planters • Tree filter boxes 				

Department of Public Works Director/ Township Engineer Sign off:

Statement of Compliance	YES	NO	If NO, please describe why
<p>The plan or roadway improvement accommodates bicyclists, pedestrians, transit users of all ages and abilities, and addresses the related public health, Priority Communities, and environmental goals as set forth in the Township of Haddon Complete Streets Policy.</p>			

Date: _____

Signature: _____

Director of Public Works

Date: _____

Signature: _____

Township Engineer