



**TOWNSHIP OF ROCHELLE PARK
BERGEN COUNTY, NEW JERSEY**



**RESOLUTION #25-218
JULY 23, 2025**

TOWNSHIP COMMITTEE	MOTION	SECOND	AYES	NAYS	ABSTAIN	ABSENT
COMMITTEEWOMAN J. APPICE		✓	✓			
COMMITTEEWOMAN G. ARTOLA			✓			
DEPUTY MAYOR T. MILLER	✓		✓			
COMMITTEEMAN M. TRAWINSKI						✓
MAYOR T. JUDGE CRAVELLO			✓			

☒ ADOPTED ON
CONSENT AGENDA

☒ CARRIED

☐ DEFEATED

☐ TABLED

**ESTABLISHMENT AND ADOPTION OF A
COMPLETE AND GREEN STREETS POLICY**

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

WHEREAS, Complete and Green 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 and Green 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 residents of Priority Communities; and

WHEREAS, Complete and Green Streets 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 may travel by transit, by bicycle, or on foot safely; and

WHEREAS, Complete and Green Street policies support the goals of the Township of Rochelle Park 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 exceed the national average significantly; and

WHEREAS, traffic crashes are preventable and the only acceptable number of traffic deaths for the Township of Rochelle Park 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, the Township of Rochelle Park experiences significant flooding challenges due to the Saddle River and Sprout Brook, with approximately 32% of the Township lying within FEMA-mapped floodplains and at risk from 100-year flood events, making green stormwater infrastructure and flood mitigation measures essential components of all new road projects; and

WHEREAS, Complete and Green 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 and Green Streets encourage 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 and Green 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 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, the Complete and Green Streets policy applies to new road projects, including design, planning, construction, maintenance, and operations, for the entire right-of-way, and shall not be applied retroactively to existing projects; 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 Township of Rochelle Park adopts the Complete and Green Streets Policy attached hereto, and made part of this Resolution.

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

I hereby certify that the above Resolution was duly adopted by the Township Committee of the Township of Rochelle Park at a meeting held on July 23, 2025.



Gina S. Kim, RMC/CMC
Township Clerk

Complete & Green Streets for All: Township of Rochelle Park

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

1. Project Requirements and Goals

All new road projects under Township jurisdiction shall result in Complete and Green Streets that allow safe, environmentally healthy, economically sound, 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, where feasible given the residential street characteristics, and strive to meet the following goals:

- a. Environment: Improve air and water quality; reduce flooding; mitigate traffic congestion; address flood-prone areas within Rochelle Park through enhanced stormwater management.
- 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 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 fairly in all neighborhoods; improve transportation options for all residents.

2. Applicability

This section shall apply to new road projects under Township jurisdiction, 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 Township roads and streets that involve significant roadway modifications. This policy does not apply to county or state roads outside of the Township's jurisdiction.

3. Coordination Requirements

The Township Engineer, Township Planner, Township Administrator and Department of Public Works Superintendent shall work in coordination with each other, and the Complete and Green Streets Advisory Subcommittee, to create Complete and Green Streets and to ensure consistency with the Township of Rochelle Park Master Plan and any other existing transportation and infrastructure plans.

4. Policy Audit and Integration

Within two years of the effective date of this Policy, the Township Committee 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 Committee will use this audit to incorporate this policy as updates to its procedures, plans, policies, etc., as they are scheduled.

5. Sustainable Design Elements

New road projects and future 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 pavement — including those made from recycled materials such as rubber, concrete, glass, and plastic
- g. Enhanced flood mitigation measures specifically designed for Rochelle Park's flood-prone neighborhoods

6. Pedestrian and Bicycle Infrastructure

New road projects and future Master and Capital Plans shall include, where appropriate and feasible given the residential nature of Township streets, pedestrian and bicycle design elements, and transit amenities. Elements may include, where suitable for the specific street conditions: curb extensions, sidewalks, raised crosswalks, radar feedback signs, flashing stop signs, pedestrian countdown signals, pedestrian refuge islands, road diets, painted shoulders, lane width reduction, chicanes, roundabouts, bike lanes, protected/buffered bike lanes, bike parking, lighting, pedestrian signage, SLOW School Zone pavement markings, wayfinding, seating, trash receptacles, transit amenities, etc. The Township recognizes that not all residential streets may be suitable for all elements, and implementation will be tailored to the specific characteristics and constraints of each street.

7. Design Standards

The Township Committee 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.

8. Implementation Leadership

The Township Engineer shall lead the implementation of this Policy and formally coordinate with the Township Planner, Township administrator, and DPW Superintendent, with advice and input from the Rochelle Park Township Committee, Land Use Board, and Complete and Green Streets Advisory Subcommittee to ensure the successful implementation of the Complete and Green Streets policy.

9. Annual Reporting

Each such department identified by the Township Committee shall provide a report on an annual basis to the Township Committee to allow them to evaluate the implementation of the Complete and Green Street policy. Each annual report shall include a list of ongoing and completed new road projects during that fiscal year. If any exceptions are applied to new road 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.

Public Participation

1. Advisory Committee Establishment

The Township's Shade Tree Commission and Environmental Commission shall jointly establish a Complete and Green Streets Advisory Subcommittee to help the Township comply with the Complete and Green Streets policy and to provide ongoing feedback to the Township related to the implementation of the Complete and Green Streets Policy. This subcommittee will leverage the existing monthly meetings with the DPW Superintendent to ensure efficient coordination and implementation.

Community members may submit volunteer forms to participate in the Complete and Green Streets Advisory Subcommittee, subject to approval by the Mayor. The subcommittee meetings will take place as a subcommittee of the Shade Tree Commission and Environmental Commission and shall include:

- a. Representatives from the Shade Tree Commission
- b. Representatives from the Environmental Commission
- c. DPW Superintendent
- d. Township Committee Liaison
- e. Township Engineer (as needed)
- f. Township Planner (as needed)
- g. Police Department Liaison (Chief of Police or designee as needed)

Beginning with the planning stage, the Township 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. Permitted Exceptions

A new road project may not be required to accommodate the needs of a particular user group if the Township Engineer 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. Road projects are exempt from Complete and Green Streets requirements when adding those features would increase the project cost by more than 20%.
- d. There is a demonstrated absence of both a current and future need to accommodate the category of user, or the residential street characteristics make accommodation infeasible (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, or where narrow residential streets cannot physically accommodate certain improvements); and
e. The adverse impacts of implementing this Complete and Green Streets Policy significantly outweigh the benefits.

2. Flexibility Requirements

However, every effort to work within the flexibility allowed should be made, including Design Exceptions for new road projects.

3. Exception Approval Process

An exception shall be granted only if:

- a. Request for an exception is submitted in writing to the Township Committee 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 Township Committee, and the written approval is made publicly available.

Adoption of Complete and Green Streets Checklists

1. Checklist Development

The Complete and Green Streets Advisory Subcommittee shall develop and adopt up to 4 Complete and Green Streets Checklists with support from the Township Engineer, Township Planner, and Superintendent of DPW, to be used during the project selection, planning, designing, construction, funding, and maintenance of new road projects. The subcommittee will recommend the completed checklists to the Township Committee for adoption and use.

2. Checklist Requirements

- Each item in the checklists must include an area to provide a brief description of how the item is addressed, not addressed, or not applicable to the Complete and Green Streets policy.

3. Exception Process Documentation

- The checklist shall explain the process for granting exceptions and indicate who is responsible for approving any exceptions before they are granted.

4. Responsibility for Review

The Township Engineer, Land Use Board, and Superintendent of DPW shall be responsible for reviewing the checklists for new road projects, in coordination with the Complete and Green Streets Advisory Subcommittee.

5. Checklist Components

A Complete and Green 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
- m. Specific flood mitigation measures for projects in flood-prone areas
- n. Assessment of the project's impact on neighborhood drainage patterns
- o. Integration with existing stormwater management systems

6. Public Access

All Complete and Green Street checklists shall be made accessible online and available to the Complete and Green Streets Advisory Subcommittee and the public.

Effective Date

The Complete and Green Streets Policy shall take effect on July 23, 2025, and shall apply to new road projects for which preliminary design begins on or after the effective date. This policy shall not be applied retroactively to any road project for which a preliminary design has been completed prior to the effective date.
