

**TOWNSHIP OF CRANFORD
CRANFORD, NEW JERSEY**

RESOLUTION NO. 2023-342

**RESOLUTION AUTHORIZING THE UPDATE AND EXPANSION OF THE
“COMPLETE STREETS” POLICY FOR THE TOWNSHIP OF CRANFORD**

WHEREAS, safe, convenient, accessible, equitable, healthy, and environmentally and economically beneficial transportation for all users is a priority of the Township of Cranford; 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 Township of Cranford Master Plan and associated elements; and

WHEREAS, Complete Streets provide 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, low- and moderate-income areas, whether in suburban, rural, 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 Township of Cranford is prone to flooding and has experienced a major flood event on average every six (6) to seven (7) years over the past century, and annual rainfall is projected to increase as much as ten (10) per cent (%) over the next century; 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 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 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 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 Township Committee, the Township of Cranford adopts the Complete 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 of Cranford departments and published on the Township website within thirty (30) days of the adoption of this Resolution.

Certified to be a true copy of a resolution adopted by the Township Committee of the Township of Cranford at a meeting held October 24, 2023.


Patricia Donahue, RMC
Township Clerk

Dated: October 24, 2023

Policy

Cranford Township shall strive to 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 strive to advance Complete Streets goals 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, pedestrians, bicyclists, and public transportation vehicles and their passengers, and strive to meet the following goals:
 - a. **Safety:** Eliminate all road fatalities, significantly reduce crash severity and injury, and improve the safety and efficiency of the existing street network by increasing the number of people walking and bicycling
 - b. **Environment:** Reduce stormwater flows and flooding; improve air and water quality; mitigate traffic congestion
 - c. **Economic:** Stimulate economic growth and prosperity through improved infrastructure that meets the needs of Cranford residents and businesses
 - d. **Health:** Increase physical activity and social connectivity with the goals of lowering the risk of obesity, reducing chronic disease, and promoting wellness and community
 - e. **Equity:** Implement policies and distribute funding and other resources equitably and responsibly in all neighborhoods, particularly in or near Priority Communities; improve non-motor vehicle transportation systems
2. This section should 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 should include new construction, reconstruction, resurfacing, restoration, repaving, rehabilitation, private development projects, and maintenance of highways, roads, and streets regardless of jurisdiction.
3. The Township Committee, Township Administrator, Township Engineer, and Police Department should strive to 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 Township Master Plan and Elements and any other existing Pedestrian/Bicycle/Multimodal Plans, Strategic Plans, Stormwater Management Plans, Pollution Prevention Plans, and Historic Preservation Plans.
4. Within two years of the effective date of this Policy, the Township Committee shall strive to 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. Transportation projects and Master and Capital Plans shall strive to include, where appropriate, **pedestrian and bicycle design elements and transit amenities**, including but not limited to curb extensions, sidewalks, radar feedback signs, pedestrian countdown signal heads, pedestrian refuge islands, speed cushions/humps/tables, raised crosswalks, road diets, lane width reductions, chicanes, roundabouts, painted bike lanes, protected bike lanes, bike parking/racks, bike corrals, lighting, wayfinding, seating, trash receptacles, transit amenities, design treatments that comply with the Americans with Disabilities Act (ADA), and other multimodal treatments to support various modes of travel accessible and/or available to Cranford residents of all ages and abilities.
6. Particular attention shall be paid to maximizing safety at street crossings at schools.
 - a. Crosswalks connecting to school properties or within 500 feet of school properties shall be marked in a high-visibility continental or ladder pattern using reflective thermoplastic or paint.
 - b. Maximum total crossing/crosswalk distances at/to school properties shall not exceed 12 feet per travel lane (i.e., a total of 24 feet for 2-lane crossings or 36 feet for 3-lane crossings). Required crossing length can be achieved via painted or constructed curb extensions or constructed pedestrian refuge islands. Reasonable exceptions can only be made at corner crossings where corner radii must be specifically designed to accommodate the turning movements of design vehicles such as emergency vehicles and/or trucks.
 - c. Applicable schools include: Bloomingdale Avenue School (BAS), Brookside Place School (BPS), Cranford High School (CHS), Hillside Avenue School (HAS), Lincoln School, Livingston Avenue School (LAS), Orange Avenue School (OAS), Saint Michael's School, Walnut Avenue School (WAS)
7. Transportation projects and Master and Capital Plans shall strive to include, where appropriate, **sustainable design elements**, including, but not limited to:
 - a. Traffic calming treatments (examples included under “Key Terms & Definitions”) – Edge lines in particular should be painted on key connector streets within the Township defined as State or County routes, emergency snow plowing routes, primary/secondary streets, or streets that provide direct access to school properties. These help to define travel lanes and mitigate speeding or weaving.
 - b. Green stormwater infrastructure practices, particularly in neighborhoods with historic flooding, and neighborhoods with large volumes of impervious cover that discharge stormwater into flood prone areas
 - c. Shade trees and other vegetation
 - d. Permeable pavements/materials
8. Engineers, designers, and/or contractors involved in street improvement projects shall utilize the most current editions of guides, manuals, and best practices on street design, operations, and maintenance that apply to bicycle, pedestrian, transit, stormwater, and highway facilities. In

particular, street design manuals published by the National Association of City Transportation Officials (NACTO) shall be referenced for all street improvement projects. All manuals, standards, and guidelines should be made publicly available online.

9. The Township Administrator shall lead the implementation of this Policy and formally coordinate with the Township Engineer and the Department of Public Works with advice and input from the Police Department, the Pedestrian and Cyclist Safety Committee, the Board of Education, the Stormwater Infrastructure Committee, and the Planning Board, as needed, to set measurable goals to ensure the successful implementation of the Complete Streets Policy.

Policy Implementation and Public Participation

1. The Township Committee shall establish a Complete Streets Oversight Board limited to 15 people to monitor projects and help the Township comply with this Complete Streets Policy and provide ongoing feedback to the Township Committee and Administrator related to the implementation of Complete Streets. The Complete Streets Oversight Board should consist of stakeholders from local groups including but not limited to:
 - a. Township Elected Officials
 - b. Police Department
 - c. Engineers
 - d. Planners
 - e. Members of the Pedestrian and Cyclist Safety Committee
 - f. Members of the Stormwater Infrastructure Committee
 - g. Downtown Management Corporation (Board or staff)
 - h. Public Works
 - i. Emergency Medical Services (EMS)
 - j. Schools
 - k. Civic/Advocacy Groups
 - l. Public Health Professionals
 - m. Community Members, including persons with disabilities, senior and/or youth organizations, persons representing priority communities
 - n. Green Team
 - o. EZ Ride Transportation Management Association (TMA)
2. Ongoing feedback from the Oversight Board can include:
 - a. Short, medium, and long-term goals for incorporating this policy into projects, programs, plans, policies, etc.
 - b. Periodic policy review, policy checklists review and updates
 - c. Monitoring implementation of projects and programs
 - d. Pursuing grant opportunities
 - e. Program reporting

- f. Exceptions input and approval
3. Beginning in the planning stage of projects, the Township and planners, engineers, and/or contractors involved in transportation projects shall identify means of incorporating 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 the Project Manager summarizes in writing that:
 - a. The use of the transportation facility by the particular user group is prohibited by law
 - b. Regulatory compliance requirements preclude accommodation(s)
 - 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 future bicycle, pedestrian, or transit activity in an area)
 - d. The adverse impacts of implementing this Complete 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, with supporting documentation; and
 - b. The exception is approved in writing by the Complete Street Oversight Board; and
 - c. The exception is approved in writing by the Township Engineer.
4. The exception will be communicated in writing to the Project Manager.

Program Reporting

1. The Township Engineer and/or the Township Committee liaison shall report to the Complete Streets Oversight Board each street Transportation Project anticipated in the current calendar year. Reporting shall take place in January or February for the current year. Reporting shall include, at a minimum, the project name, location, extents, scope/description, contractor name and contact information, project phase (Concept Development, Construction, Maintenance, etc.), and anticipated schedule/duration. This will alert the Oversight Board to upcoming street Transportation Projects and associated Checklists anticipated that year.
2. The Complete Streets Oversight Board with input from Township Committee liaison shall establish yearly benchmarks or goals reflecting the ability of all users to travel safely and conveniently along highways, roads, and streets within the Township.
3. The Complete Streets Oversight Board shall assign appropriate responsibility to collect and monitor data from the Township Engineer to track benchmarks. Data should be collected from

appropriate sources including but not limited to project engineers, the Township Engineer, Policy Department, or EZ Ride. Benchmarks shall include but are not limited to:

- a. New or improved bicycle infrastructure (e.g., linear feet or miles of bicycle lanes, paths, bike parking, etc.)
 - b. New or improved pedestrian infrastructure (e.g., linear feet or miles of sidewalks, trails, etc.)
 - c. New or improved ADA-compliant infrastructure (e.g., curb ramps, pedestrian buttons)
 - d. Number of improved school crossings
 - e. Number of new street trees planted
 - f. Number of new green street treatments (e.g., rain gardens, bioswales, permeable pavement)
 - g. Number of pedestrian and bicycle lighting improvements
 - h. Number of designated transit stops accessible via sidewalks and curb ramps
 - i. Bicycle and pedestrian counts
 - j. Commute mode percentages (e.g., drive alone, carpool, transit, bicycle, walk)
 - k. The number, locations, and causes of collisions, injuries, and fatalities by each mode of transportation
 - l. The percentage of children walking or bicycling to school
4. The Complete Streets Oversight Board shall provide a report on an annual basis to the Township Committee to evaluate implementation of the Complete Street Policy. Each annual report shall include pertinent data collected related to Program Reporting, as well as a list of ongoing and completed transportation projects during that calendar year. If any exceptions are applied to transportation projects pursuant to Exceptions to Complete Streets Requirements herein, such projects and the relevant exceptions should be identified in the annual report. All benchmarks and reports shall be made publicly available online.

Complete Streets Checklists

1. The Township Committee shall develop, adopt, and employ one or more Complete Streets checklists to be used by project teams during project selection, planning, design, construction, funding, and maintenance phases of all transportation projects. Relevant checklists are appended to this Policy.
2. Each item in the checklist must include an area to provide a brief description of how each checklist item is addressed, not addressed, or not applicable to the Complete Streets Policy.
3. Project Managers or the Township Engineer shall be responsible for completing the checklists for all street Transportation Projects, with no exceptions. Complete Streets Exceptions, described herein, may only be granted if the checklists are completed.

4. Complete Streets checklists shall consider various factors including but not limited to:
 - a. Existing pedestrian, bicycle, transit, motor vehicle, and truck/freight accommodations (facilities) and operations
 - b. Traffic volumes
 - c. Crash data
 - d. Existing safety and/or access issues including Americans with Disabilities Act (ADA) compliance
 - e. Land uses within/adjacent to the defined project limits, including notable trip generators
 - f. Existing and proposed streetscape elements including street furniture, trees, lighting, or other environmental and stormwater management enhancements
 - g. Review of existing plans and policies
 - h. Proposed pedestrian, bicycle, transit, motor vehicle, and truck/freight accommodations (facilities) and desired future operations
 - i. ADA compliance of the proposed design
 - j. Compatibility with the surrounding land uses and population densities
 - k. Consistency with applicable design standards and guidelines
 - l. Opportunities to improve public health through physical activity and mobility options
 - m. Opportunities to manage stormwater through green infrastructure
5. All Complete Streets checklists shall be made accessible online and available to the Complete Streets Oversight Board, Township Committee, Township Administrator, Township Engineer, and the Police Department.

Effective Date

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

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.

GREEN STREETS:

Streets with landscaped features installed in rights-of-way 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 Stormwater Infrastructure

An approach to managing stormwater via infiltration through 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 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 vegetated channels that convey, slow down, and filter stormwater runoff.
3. **Vegetated curb bump outs:** a vegetated curb extension that protrudes into the street either at an intersection or a mid-block location, creating a new curb extended some distance from the existing curb.
4. **Permeable pavement:** a stormwater drainage system that allows rainwater and runoff to infiltrate 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.

The New Jersey Department of Environmental Protection's (NJDEP) New Jersey Stormwater Best Management Practices Manual (BMP Manual) provides guidance to address the standards in the Stormwater Management Rules, N.J.A.C. 7:8 (see Tools & Resources, Guidance Documents). The BMP Manual has been drafted to assist review agencies and the regulated community. It is developed by NJDEP in coordination with the New Jersey Department of Agriculture, the New Jersey Department of Community Affairs, the New Jersey Department of Transportation, municipal engineers, county engineers, consulting firms, contractors, and environmental organizations.

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

1. Seniors
2. Children
3. Persons with Disabilities
4. Racial Minorities
5. Ethnic Minorities
6. Persons with Limited English Proficiency
7. Low-Income Households
8. Families in Poverty with Children
9. Female Head of Household with Children
10. Carless Households

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 treatments can include but are not limited to:

- Lane narrowing
- Edge line (shoulder) striping to define vehicular travel lanes
- Vertical deflection such as speed bumps or tables
- Horizontal deflection such as curb extensions or chicanes
- Reduced corner radii
- Speed feedback signage
- Transverse rumble strips
- Raised medians
- Roundabouts or traffic circles

Traffic calming objectives include:

1. Slowing motor vehicle speeds
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 speed enforcement
5. Enhancing the street environment (e.g., streetscaping, materiality, and aesthetics)
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:

These include some combination of seating, shelter and shade, wayfinding signage, trash/recycling receptacles, lighting, route information, and 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. 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 operation(s), resurfacing, restriping, rehabilitation, maintenance (excluding routine maintenance that does not change 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).

Preferred Checklist Formats

Concept Development Checklist

Concept Development Checklist					
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	<p>Has the existing bicycle level of traffic stress and pedestrian suitability on the current transportation facility been identified?</p> <p>Have the bicycle and pedestrian conditions within the study area, including pedestrian and/or bicyclist treatments, volumes, important connections, and lighting been identified?</p> <p>Do bicyclists/pedestrians regularly use the transportation facility for commuting or recreation?</p> <p>Are there physical or perceived impediments to bicyclist or pedestrian use of the transportation facility?</p>				

Concept Development Checklist					
Item to be Addressed	Checklist Consideration	Yes	No	N/A	Required Description
	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?				
PUBLIC PARTICIPATION	Has there been a clear process for public participation?				
	Are project Concept Development Checklists currently available on-line?				
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?				

Concept Development Checklist					
Item to be Addressed	Checklist Consideration	Yes	No	N/A	Required Description
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?				
	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				

Concept Development Checklist					
Item to be Addressed	Checklist Consideration	Yes	No	N/A	Required Description
	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 surfaces as part of this project?				
PRIORITY COMMUNITIES	Does the project area include Priority Communities (as defined by Complete Streets)?				
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?				

Concept Development Checklist					
Item to be Addressed	Checklist Consideration	Yes	No	N/A	Required Description
	Does nonpoint source pollution from the project area generate runoff that flows into a critical water body?				
PUBLIC HEALTH	Does the Community Health Needs Assessment (CHNA) or Community Health Improvement Plan (County Health Department) identify the need for health improvements in the project area? Examples include health in safe zones, increases in number/length of walking/ bicycling paths.				

Municipal or County Planner Sign-Off			
Statement of Compliance	Yes	No	If NO, please describe why (Refer to Exemptions Clause)
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 Cranford Complete Streets Policy .			