

TOWNSHIP OF TEANECK  
BERGEN COUNTY, NJ

**104-2024**

**AUTHORIZE THE ADOPTION OF A COMPLETE STREETS POLICY  
FOR THE TOWNSHIP OF TEANECK**

**WHEREAS**, the Township of Teaneck is committed to creating a comprehensive, integrated, multi-modal transportation network with infrastructure, design, maintenance, and operations that provides safe and convenient travel along and across streets for all travelers, including pedestrians, bicyclists, motor vehicle drivers, emergency vehicles, public transportation riders and drivers, commercial goods drivers, inclusive of people of all ages and abilities; and

**WHEREAS**, the New Jersey Department of Transportation's Complete Streets policy states "A Complete Street is defined as a means of providing safe access for all users including pedestrians, bicyclists, transit vehicle users, and motorists, by designing and operating a comprehensive, integrated, connected multi-modal network of transportation options"; and

**WHEREAS**, significant accomplishments have already been achieved by incorporating pedestrian safety and traffic calming measures when public streets are improved; and

**WHEREAS**, numerous states, counties, municipalities, and agencies have adopted Complete Streets policies and legislation in order to further the health, safety, welfare, economic vitality, and environmental well-being of their communities;

**WHEREAS**, the Mayor and Council fully support these initiatives and wish to reinforce their commitment to creating a comprehensive, integrated, connected street network that accommodates all non-motor vehicle users of all abilities and for all trips through the implementation of a Complete Streets policy; and

**WHEREAS**, Complete Streets have the potential for improving physical and mental health either directly or indirectly in the following ways:

1. Improving safety for pedestrians, bicyclists, children, older citizens, families, non-drivers, the mobility-challenged and other non-vehicular users of the roadway, as well as those who cannot afford a motor vehicle or choose to live motor vehicle free;
2. Providing connections to bicycling and walking trip generators such as

- employment, residential, recreation, transit, retail centers, public and civic facilities;
3. Promoting healthy lifestyles;
  4. Creating more livable and walkable communities;
  5. Reducing traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions;
  6. Saving money by incorporating sidewalks, on-street bicycle routes, safe and convenient crossings and transit amenities into the initial design of a project, thus sparing the expense of retrofits later;
  7. Incorporating physical activity into our daily lives by increasing pedestrian activity and bicycle use;
  8. Reducing rates of several chronic diseases related to increases in physical activity from walking and bicycling. Key impacted diseases include diabetes, heart disease, depression, and some cancers;
  9. Reducing rates of injury and death from decreased traffic crashes and improved road safety for all users;
  - 10.Reducing rates of asthma and other respiratory issues due to improved air quality through emissions reductions and vegetative air filtration;
  - 11.Multiplying health and wellness benefits resulting from improved access to necessary amenities for vulnerable populations;
  - 12.Reducing the risk of illnesses related to water-borne pathogens resulting from improved storm water infiltration;
  - 13.Increasing the sense of social connectivity and sense of community belonging;
  14. Improving aesthetics through decorative and functional vegetation.

**NOW, THEREFORE, BE IT RESOLVED** by the Mayor and Council of the Township of Teaneck, that all public street projects, both new construction and reconstruction (excluding maintenance) in the Township of Teaneck shall be designed and constructed as "Complete Streets" where practical and safe;

**BE IT FURTHER RESOLVED** that the Mayor and Council of the Township of Teaneck direct the Township Clerk to draft a letter of support for the Bergen County Complete Streets Initiative, as shown is Schedule "A"

**BE IT FURTHER RESOLVED** that the Complete Streets policy, as shown on Schedule "B", attached hereto and made a part hereof shall be implemented as follows:

1. All Township streets shall be designed and constructed to include accommodations for pedestrians, bicyclists, public transit, and motorists where practical and safe. Complete Streets shall accommodate users of all ages and abilities.
2. Recognizing the inter-connected multi-modal network of street grid, the Township will work with neighboring municipalities, Bergen County and state

- agencies through existing planning efforts to ensure Complete Streets principles are incorporated in a context sensitive manner.
3. While Complete Streets principles are context sensitive, these features should be considered during the design, planning, maintenance and operations phases and incorporate changes into some retrofit and reconstruction projects. Departments shall reference New Jersey Roadway Design Manual; the AASHTO Guide for the Development of Bicycle Facilities; AASHTO Guide for the Planning, Design and Operation of Pedestrian Facilities; the Manual of Uniform Traffic Control Devices; the NACTO Urban Bikeway Design Guide and other design criteria as necessary, striving to balance all needs, when repaving or reconstructing streets.
  4. The Planning Board and Zoning Board of Adjustment, along with their respective engineering professionals, shall incorporate this Complete Streets policy into its reviews and recommendations of major site plan and development/redevelopment projects; that all initial planning and designing studies, environmental reviews and other project reviews for projects requiring funding or approval by the Township should:
    - a) Evaluate the effect of the proposed project on safe travel by all users, and
    - b) Identify measures to mitigate any adverse impacts on such travel that are identified.
  5. To facilitate timely implementation of the Complete Streets policy, the following steps shall be taken:
    - a) A memorandum outlining this new policy will be distributed to all Department Heads, the Planning Board Chairperson, and the Zoning Board of Adjustment Chairperson within 60 days of adoption of this Resolution outlining this policy.
    - b) At least one training session about Complete Streets will be conducted for appropriate Township staff within 120 days of adoption of this resolution.
    - c) Implementation and oversight of this policy will be handled by the Township Manager, or such other person designated by the Township Manager and/or the Mayor and Council.
  6. The Township shall provide a good faith effort to collect, track and monitor data to determine compliance with the Township's Complete Street Policy using the following annual benchmarks:
    - a) Linear feet (or mileage) of new and existing pedestrian infrastructure (e.g., sidewalks, paths, walkways)
    - b) Number of new and existing ADA-compliant infrastructure (e.g., curb ramps, pedestrian-activated crossing signage)
    - c) Number of shade trees in the Township right-of-way
    - d) The number and percentage of designated transit stops accessible via sidewalks and curb ramps
    - e) The following NJDOT Safety Voyager (or equivalent tool) automated summary reports: Safety Voyager: Crash Map export of number and locations of motor vehicle crashes involving pedestrians

- and bicyclists within the Township, Safety Voyager: Jurisdiction Reports - Teaneck Township: Bergen County Overview, and Safety Voyager: Pedestrian and Bicyclist Analysis Report.
- f) The total number of and percentage of children walking or bicycling to school.
7. Exceptions may be made to the policy and its implementation under any one of the following conditions with detailed explanation:
- a) Bicycle and pedestrian facilities are not required where prohibited by law or would create an unsafe condition.
  - b) Public transit facilities shall not be required on streets not serving as transit routes.
  - c) The adverse impacts of accommodating the needs of the particular user group significantly outweigh the benefits.
  - d) Non-motorized users are prohibited by law on the roadway or project area.
  - e) Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
  - f) When the cost of incorporating new bicycle, pedestrian, and/or public transit facilities is excessive, defined as greater than 10% of the overall project cost, the need for and/or probable use of the facility shall be considered in making the determination as to whether or not an exception should be approved at this time or held for future consideration. Determination may occur during the annual Municipal budget review meetings, or at a Council Work Session or when project plans and specifications are being prepared.
  - g) The safety or timing of a project is compromised by the inclusion of Complete Streets.

**BE IT FURTHER RESOLVED** that the Township Engineer, to the extent practicable, should make Complete Streets practices and principles a standard part of everyday operations, should approach every transportation project and program as an opportunity to improve public streets and the transportation network in the Township for all users, and should work in coordination with other departments, agencies, and jurisdictions to achieve robust Complete Streets;

**BE IT FURTHER RESOLVED** that all Township of Teaneck Departments, the Planning Board, the Zoning Board of Adjustment and Township professionals, shall review and either revise or develop proposed revisions to all appropriate plans, codes, ordinances, procedures, rules, regulations, and evaluation standards including updates to the Township of Teaneck Master Plan, to recognize, integrate, accommodate, and balance the needs of all road users in all projects and make Complete Streets a routine part of everyday operations.

**BE IT FURTHER RESOLVED** that a certified copy of this Resolution shall be provided to the Bergen County Board of Chosen Freeholders, the Bergen County Department of Engineering and Planning, the New Jersey Department of Transportation and New Jersey Transit.

# Schedule “A”

Insert Date

Re: Request to Adopt a Bergen County Complete Streets Policy

Dear Bergen County Board of Commissioners,

<Mayor and town council/organization> is/are asking that you adopt a Complete Streets policy for Bergen County. A Complete Streets policy would encourage communities and road agencies to consider non-motorized and public transit accommodations to our transportation corridors in the county and local planning and implementation processes as a way to create more walkable, bikeable places where all people, especially our most vulnerable road users, are provided a range of safe options.

Complete Streets policies ensure that infrastructure is designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities can travel more safely on and across a complete street. There is no prescription for what a Complete Street looks like. A Complete Street is designed to balance safety and convenience for everyone using the road.

A county-wide Complete Streets policy would NOT act as a mandate for municipalities but as a guide on making county roads safer for those who walk and bicycle. Adopting a county-wide Complete Streets policy could also encourage towns that still need policies to enact their own policy.

Complete Streets boost the economy by increasing foot traffic on main streets; businesses situated on Complete Streets often see an increase in sales. Complete Streets improve safety and reduce crashes by providing pedestrian and bicycle infrastructure, such as safe crossings, sidewalks, and protected bicycle lanes. Complete Streets take pressure off emergency services as the number of crashes needed to respond to declines.

Complete Streets promote public health by making it safe and convenient for children and families to incorporate physical activity into their daily lives. It encourages active transportation, reducing air pollution from internal combustion engines and human environmental impacts, as well as dangers to wildlife. Complete Streets foster equity by increasing access and mobility for vulnerable populations such as low-income residents, people of color, people with disabilities, children, and seniors.

Supporting Complete Streets is investing in a stronger and healthier Bergen County. We/I urge you to adopt and implement a Complete Streets policy. Together, we can create a more vibrant and safe Bergen County.

With sincere regards,

# Schedule "B"

# Township of Teaneck Bergen County, NJ



## Complete Streets Policy

ADOPTED: \_\_\_\_\_

## Introduction

A Complete Street is defined as a means to provide safe access for all users by designing and operating a comprehensive, integrated, connected multi-modal network of transportation options. The benefits of Complete Streets include improving safety for pedestrians, bicyclists, children, older citizens, non-drivers and the mobility challenged as well as those that cannot afford a car or choose to live car free; providing connections to bicycling and walking trip generators such as employment, education, residential, recreation, retail centers and public facilities; promoting healthy lifestyles; creating more livable communities; reducing traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions; and saving money by incorporating sidewalks, on-street bike facilities, safe crossings and transit amenities into the initial design of a project, thus sparing the expense of retrofits later.

## Complete Streets Policy

Teaneck's Complete Streets Policy promotes a comprehensive, integrated, connected multi-modal transportation network by providing connections to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers. The policy is built around main goals and calls for the establishment of a Priority Action Plan and Project Checklist to address pedestrian, bicyclist and transit accommodations with the presumption that they shall be included in each transportation and land use project that utilizes public funds, unless supporting documentation against inclusion is provided and found to be justifiable.

As adopted by the Mayor and Council, Teaneck's Complete Streets policy encompasses the following goals:

1. Create a comprehensive, integrated, connected multi-modal transportation network by facilitating connection to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers.
2. Provide safe and accessible accommodations for existing and future pedestrian, bicycle and transit facilities.
3. Develop an established procedure (the Checklist) for Township officials to evaluate transportation projects, major site plan reviews and redevelopment plans, and to ensure that adequate consideration of bicycle, pedestrian and transit needs are incorporated into the planning, design, construction, and maintenance of projects. The Checklist shall also be applied to resurfacing projects.
4. Transportation facilities constructed for long-term use shall anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.



5. Designs shall address the need for bicyclists and pedestrians to cross- corridors, as well as travel along them, in a safe, accessible and convenient manner; therefore, the design of intersections, interchanges and bridges shall anticipate use by bicyclists and pedestrians.
6. Bicycle and pedestrian facilities shall be designed and contracted to the best currently available standards and practices including the New Jersey Roadway Design Manual, the AASHTO Guide for the Development of Bicycle Facilities, AASHTO's Guide for the Planning, Design and Operation of Pedestrian Facilities. the Manual of Uniform Traffic Control Devices (MUTCD) and others as related.
7. Provisions shall be made for pedestrians and bicyclists when closing roads, bridges or sidewalks for construction projects as outlined in NJDOT Policy #705 - Accommodating Pedestrian and Bicycle Traffic during Construction.
8. Improvements shall also consider connections for Safe Routes to Schools, Safe Routes to Transit, and areas or populations groups with limited transportation options.
9. Improvements shall comply with Title VII Environmental Justice. Americans with Disabilities Act (ADA) and complement the context of the surrounding community.

#### Exemptions

Exemptions to the Complete Streets Policy shall be presented to the Borough Manager in writing and documented with supporting data that indicates the reason for the decision. Examples of exemptions include the following:

- A. Non-motorized users are prohibited on the roadway.
- B. Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
- C. Public transit facilities shall not be required on streets not serving as transit routes.
- D. When the cost of incorporating new bicycle, pedestrian, and/or public transit facilities is excessive, defined as greater than 10% of the overall project cost, the need for and/or probable use of the facility shall be considered in making the determination as to whether or not an exception should be approved at this time or held for future consideration. Determination may occur during the annual Municipal budget review meetings, or at a Council Work Session or when project plans and specifications are being prepared.
- E. Detrimental environmental or social impacts outweigh the need for these accommodations.
- F. Cost of accommodations is excessively disproportionate to cost of the project.
- G. The safety or timing of a project is compromised by the inclusion of Complete Streets.
- H. An exemption other than those listed above must be documented with supporting data and must be approved by the Township Manager.

## Complete Streets Checklist

The following checklist is an accompaniment to Teaneck's Complete Streets Policy and has been developed to assist in project planning, design and development of proposed alternatives, as well as construction and maintenance of publicly funded projects in adherence to the policy. The Checklist also includes provisions for evaluation of Planning Board, Zoning Board of Adjustment and Redevelopment applications.

Being in compliance with the policy means that the Township Engineer and designers plan for, design, and construct all transportation projects to provide appropriate accommodation for bicyclists, pedestrians, and transit users on Teaneck's roadways, including local, county and state roads. It includes people of all ages and abilities. The checklist applies to all roadway and development projects that include public funds, and is intended for use on projects during the earliest stages of the Engineering Phase so that any pedestrian or bicycle considerations are included in the project budget. Evaluation of privately funded transportation and land use projects should consider the incorporation of complete streets facilities, though strict adherence to the policy is not required.

The Township Engineer or his/her designee is responsible for completing the Engineering checklist prior to advancement of a public-funded project to Final Design.

The Superintendent of Public Works or his/her designee is responsible for completing the Public Works Maintenance checklist prior to advancement of a public-funded project to Final Design.

The Traffic Safety Officer of the Police Department or his/her designee in the Police Department is responsible for completing the Traffic Safety checklist prior to advancement of a public-funded project to Final Design.

## Using the Complete Streets Checklist

When completing the checklist, a brief description may be completed for each "Item to be Addressed" as a means to document that the item has been considered and can include supporting documentation.

The Checklist shall be applied to all new publicly funded transportation and land use projects with the exception of:

- Sidewalk repairs
- Bicycle facility roadway markings, striping or signage
- Installation of bike racks
- Installation of ADA curb ramps
- Roadway Preventive Maintenance

#### Complete Streets Priority Action Plan

The Complete Streets Priority Action Plan is an accompaniment to Teaneck's Complete Streets Policy and has been developed to identify priority actions and improvement areas as Complete Street alternatives in adherence to the policy.

- A. Coordinate with the Teaneck Police Department in cooperation with the Teaneck School District to evaluate the safety of Teaneck streets and walkways for school-aged children, including high school students, to walk or ride bicycles to school.
- B. Coordinate with the Teaneck Police Department in cooperation with the Teaneck School District in developing a draft walking and bicycling to school plan for school-aged children.
- C. Facilitate in creation of long-term mobility plans and policy documents as may be prepared by the Township's Engineering Department to include, but not limited to the identification of roadway segments/intersections with particularly challenging bicycle, pedestrian and motor vehicle circulation and facilitate redesign concepts or processes that support Complete Streets.
- D. Identify and collaborate with Borough staff in pursuit of grants and outside funding programs that may facilitate development of complete streets infrastructure in Teaneck.

#### TOWNSHIP ENGINEERING CHECKLIST

Instructions:

For each box checked, please provide a brief description for how the item is addressed, not addressed or not applicable and include documentation to support your answer. If necessary, attach additional worksheets.

# Township Engineer Checklist

item to be addressed	checklist consideration	yes	no	n/a	required description
<p><b>BICYCLIST, PEDESTRIAN, AND TRANSIT ACCOMMODATIONS</b></p>	<p>Does the proposed project design include accommodations for bicyclists described in the NJDOT Complete Streets Design Guide?</p> <p><b>Examples include (but are not limited to):</b></p> <p><b>Bicycle facilities:</b></p> <ul style="list-style-type: none"> <li>• Bicycle path/bicycle lane/ bicycle route/bicycle boulevard; Bicycle actuation at signals (loop detectors and stencil or other means); Signs, signals and pavement markings specifically related to bicycle operation on roadways or shared-use facilities; Bicycle safe inlet grates</li> </ul> <p><b>Bicycle amenities:</b></p> <ul style="list-style-type: none"> <li>• 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</li> </ul>				

# Township Engineer Checklist

item to be addressed	checklist consideration	yes	no	n/a	required description
<p><b>BICYCLIST, PEDESTRIAN, AND TRANSIT ACCOMMODATIONS</b> (continued)</p>	<p>Does the proposed project design address accommodations for pedestrians?</p> <p><b>Examples include (but are not limited to):</b></p> <p><b>Pedestrian facilities:</b> 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><b>Pedestrian amenities:</b> Shade trees; public seating; drinking fountains</p>				

# Township Engineer Checklist

item to be addressed	checklist consideration	yes	no	n/a	required description
<b>BICYCLIST, PEDESTRIAN, AND TRANSIT ACCOMMODATIONS</b> (continued)	Have you coordinated with the corresponding transit authority to accommodate transit users in the project design?  <u>Transit facilities:</u> transit shelters, bus turnouts  <u>Transit amenities:</u> public seating, signage, maps, schedules, trash and recycling receptacles				
<b>BICYCLIST AND PEDESTRIAN OPERATIONS</b>	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?				
<b>TRANSIT OPERATIONS</b>	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?				

# Township Engineer Checklist

item to be addressed	checklist consideration	yes	no	n/a	required description
<b>MOTOR VEHICLE OPERATIONS</b>	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?				
<b>TRUCK/FREIGHT OPERATIONS</b>	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?				
<b>ACCESS AND MOBILITY</b>	<p>Does the proposed design address accommodations for those with access or mobility challenges such as the disabled, elderly, and children, including ADA compliance?</p> <p><b>Examples include (but are not limited to):</b></p> <p>Curb ramps, including detectable warning surface; accessible signal actuation; adequate sidewalk or paved path (length &amp; 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</p>				

# Township Engineer 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?				
DESIGN STANDARDS OR GUIDELINES	<p>Does the proposed design follow all applicable design standards or guidelines appropriate for bicycle and/or pedestrian facilities?</p> <p><b>Examples include (but are not limited to):</b></p> <p>American Association of State Highway and Transportation Officials (AASHTO) – <i>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);</i></p>				



# Township Engineer Checklist

item to be addressed	checklist consideration	yes	no	n/a	required description
<b>DESIGN STANDARDS OR GUIDELINES</b> (continued)	<i>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) – Complete Streets Design Guide; Roadway Design Manual; Smart Transportation Guidebook. Rutgers University – Green Infrastructure Guidance Manual; ITE – Designing Walkable Urban Thoroughfares</i>				
<b>SAFETY</b>	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.				

## Township Engineer Sign-Off

statement of compliance	yes	no	If <b>NO</b> , 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 <b>Township of Teaneck</b> Complete Streets Policy.			