

**RESOLUTION  
OF THE  
PLANNING BOARD  
TOWNSHIP OF WEST ORANGE**

**Heard: July 9, 2013**

**WHEREAS**, the Township of West Orange is committed to creating street corridors that safely accommodate all road users of all ages and abilities for all trips; **and**

**WHEREAS**, "Complete Streets" refers to 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; **and**

**WHEREAS**, the Alan M. Voorhees Transportation Center at Rutgers University released a report titled "Economic Impacts of Active Transportation (Bicycling and Walking) in New Jersey", and found that investment in active transportation-related infrastructure and spending at active transportation-related businesses and events contributed \$500 million in economic activity in NJ in one year; **and**

**WHEREAS**, CEOs for Cities released a report called "Walking the Walk" which measured the dollars- and-cents value that homes in walkable areas — all other things being equal — command over homes with "average walkability," and found that in 13 of the 15 housing markets they studied, increased neighborhood walkability was positively correlated with highly significant price increases; **and**

**WHEREAS**, in the State of New Jersey, nearly one out of four (23.7%) adults are obese, and nearly one out of three (31%) children ages 10-17 are overweight or obese, and incomplete streets mean many people lack opportunities to be active as part of daily life; **and**

**WHEREAS**, the New Jersey Department of Transportation adopted its own complete streets policy and plans to implement it through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities within public rights of way that are federally or state funded, including projects processed or administered through the Department's Capital Program; **and**

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

**WHEREAS**, the Mayor and Township Council fully supports these initiatives and wishes to reinforce its commitment to creating a comprehensive, integrated, connected street network that safely accommodates all road users of all abilities and for all trips.

**NOW, THEREFORE BE IT RESOLVED**, that all public street projects, both new construction and reconstruction (not including maintenance) undertaken by the Township of West Orange shall be designed and constructed as "Complete Streets" whenever feasible to do so in order to safely accommodate travel by pedestrians, bicyclists, public transit and motorized vehicles and their passengers, with special priority given to pedestrian safety and walkability. This policy shall have the following goals and objectives:

1. Provide safe and accessible accommodations for existing and future pedestrian, bicycle and transit facilities.
2. Establish a checklist of pedestrian, bicycle and transit accommodations such as accessible sidewalks curb ramps, crosswalks, countdown pedestrian signals, signs, curb extensions, pedestrian scale lighting, bike lanes, and shoulders for consideration in each project.
3. Additionally, where feasible, paved shoulders or a multi-use path shall be in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. Paved shoulders provide safety and operational advantages for all road users. Exemptions shall be considered for roads designated as Scenic Roads and Historic or Cultural Byways. If there is evidence of heavy pedestrian usage then sidewalks shall be considered in the project.
4. Establishment of a procedure to evaluate resurfacing projects for "Complete Streets" inclusion according to length of project, local support, environmental constraints, right-of-way limitations, funding resources, and bicycle and/or pedestrian compatibility.
5. 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.
6. 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.
7. Bicycle and pedestrian facilities shall be designed and constructed to the best currently available standards and practices including the New Jersey Roadway Design Manual, the AASHTO Operation of Pedestrian Facilities, the Manual of Uniform Traffic Control Devices and others as may be related.
8. 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.
9. Improvements shall also consider connections for Safe Routes to Schools, Safe Routes to Transit, Transit Villages, trail crossings and areas or population groups with limited transportation options.
10. Improvements shall comply with Title VII Environmental Justice, American with Disabilities Act (ADA) and complement the context of the surrounding community.

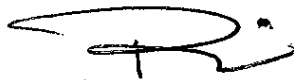
11. Exemptions to the "Complete Streets" policy shall be at the discretion of the Mayor, Town Council, Township Planner, and Township Engineer for the following reasons:

- 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 accommodations.
- c) Detrimental environmental or social impacts outweigh the need for these accommodations.
- d) Cost of accommodations is excessively disproportionate to cost of project.
- e) The safety or timing of a project is compromised by the inclusion of "Complete Streets."

**BE IT FURTHER RESOLVED**, that the Planning & Development and Engineering Departments should make "Complete Streets" practices a routine part of everyday operation, should approach every transportation project and program as an opportunity to improve public streets and the transportation network for all users, and should work in coordination with other departments, agencies, or jurisdictions to achieve "Complete Streets."

**BE IT FURTHER RESOLVED**, that the Planning Board and the Zoning Board of Adjustment, along with their respective planning and engineering professionals, shall be encouraged to incorporate the "Complete Streets" policy into their reviews of major site plan and redevelopment projects; that all initial planning and design studies, environmental reviews, and other project reviews, and other project reviews for projects requiring funding or approval by the Township of West Orange should: (1) evaluate the effect of the proposed project on safe travel by all users, and (2) identify measures to mitigate any adverse impacts on such travel that are identified.

**IN WITNESS WHEREOF**, the Board has caused this Resolution to be executed by its Secretary on the 9<sup>th</sup> day of July 2013.



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ROBIN MILLER, Secretary  
Planning Board, Township of West Orange