



Municipal Offices
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RESOLUTION #52-15

WHEREAS, the New Jersey Department of Transportation's Complete Streets Policy states, "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;" and

WHEREAS, as part of this policy, the New Jersey Department of Transportation strongly encourages the adoption of similar policies by regional and local jurisdictions who apply for funding through Local Aid programs; and,

WHEREAS, streets are a critical component of public space and an asset in establishing the image and identity of a community; providing a key framework for the history of an area, as well as current and future development; and,

WHEREAS, Complete Streets policies support the goals of the East Amwell Township Master Plan; and

WHEREAS, the benefits of Complete Streets include improving safety for pedestrians, bicyclists, children, older citizens, non-drivers and the mobility challenged; and

WHEREAS, 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, bike lanes, safe crossings and transit amenities into the initial design of a project, thus sparing the expense of retrofits later; and

WHEREAS, the governing body of East Amwell Township wishes, to the extent practicable, to implement a Complete Streets policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists and transit users of all ages and abilities.

NOW, THEREFORE, BE IT RESOLVED, by the East Amwell Township Committee that all public street projects, both new construction and reconstruction (excluding maintenance) undertaken by East Amwell Township 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 subject to the following conditions:

- a. Pedestrian and bicycle facilities shall not be required where they are prohibited by law.
- b. Public transit facilities shall not be required on streets not serving as transit routes.
- c. In any project, should the cost of pedestrian, public transit, and/or bicycle facilities cause an increase in project costs in excess of 15%, as determined by engineering

estimates, that would have to be funded with local tax dollars, then and in that event, approval by Township Committee must be obtained for same prior to bidding of the project.
d. Character of the road shall be considered in the implementation of the Township policy.


BE IT FURTHER RESOLVED, that the Planning, Engineering and Public Works Departments should make Complete Streets practices a routine part of everyday operations, 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 and jurisdictions to achieve Complete Streets.

BE IT FURTHER RESOLVED, that the advisory Council shall work to incorporate the goals and objectives of the Complete Streets policy into the East Amwell Township Master Plan which is proposed to integrate the local and land use development goals and regulations with the transportation polices and investment strategies.

BE IT FURTHER RESOLVED, that one or more of the following implementation tools may be used in support of this Complete Streets policy:

- a. Coordination between departments and provision of training to municipal employees, including public works, maintenance, planning and engineering.
- b. Establishment of a checklist for project review
- c. Establish data collection and performance measures to evaluate the effectiveness of streets for all users.
- d. Address the specific needs of bicyclists and pedestrians on local roadways.
- e. Direct the use of the latest and best design and engineering standards, including paving shoulders and/or narrowing travel lanes to provide striped shoulders on roads for bicycle, pedestrian, farm equipment and emergency use. Avoiding placement of rumble strips that could interfere with the safe operation of bicycles.
- f. Anticipate future bicycle, pedestrian and transit demand, even on bridges and in and around train stations.
- g. Identification of capital improvements that expand the opportunities for safe roadway use by all users.

By Order of the Township Committee,

 4/9/15
David Wang-Iverson, Mayor

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Motion by Deputy Mayor Sageser, seconded by Mr. Van Horn, and carried unanimously to approve the Complete Streets Resolution.