

"Complete Streets" Resolution (Draft 4 -- 3/5/14)

WHEREAS, the City of Summit is committed to creating street corridors that accommodate all road users of all ages and abilities for all trips; and

WHEREAS, "Complete Streets" refers to a balanced approach to transportation solutions that takes into account the needs of all roadway users, such as pedestrians, bicyclists and motorists; and

WHEREAS, the City of Summit incorporates "Complete Streets" principles in its Master Plan; and

WHEREAS, the Engineering Division currently uses "Complete Streets" policies in designing road projects where practical; 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 Common Council fully support these initiatives and wish to reinforce their commitment to creating a comprehensive, integrated, connected street network that 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 in the City of Summit, shall be designed and constructed using "Complete Streets" policies where practical. "Complete Streets" accommodate travel by pedestrians, bicyclists, and motorized vehicles and their passengers. This policy shall be implemented as follows:

1. All City of Summit streets shall be designed and constructed to include accommodations for pedestrians, bicyclists, public transit, and motorists of all ages and abilities.
2. Recognizing the inter-connected multi-modal network of the street grid, the City of Summit commits to creating a comprehensive, integrated network within Summit and to working with the County of Union, New Jersey Transit, New Jersey Department of Transportation and other state agencies through existing planning efforts.
3. While "Complete Streets" principles are context specific, it would be appropriate to consider these features during the design, planning, construction, maintenance and operation phases, and incorporate changes into new and retrofit and reconstruction projects, and to apply the

principles to maintenance of existing and functioning complete street measures. Collaboration on Complete Streets principles amongst the City Departments (Police, Fire, Parking Services, Board of Education) will ensure that the principles are implemented and maintained.

Departments shall reference New Jersey Roadway Design Manual; the AASHTO Guide for Traffic Control Devices; the NATCO Urban Bikeway Design Guide and other design criteria as necessary, striving to balance all needs.

4. To facilitate timely implementation of the new policy, the following steps shall be taken:
 - a. A memorandum shall be sent to all Department heads within 90 days of adoption of this resolution outlining this formalized policy.
 - b. A training session about "Complete Streets" will be attended by appropriate staff (who have not already participated within the last year) within 180 days of adoption of this resolution.
 - c. Oversight of the new policy will be handled by the Director of Community Services, or such other person as designated by Common Council.
5. Recognizing the need for flexibility and that user needs must be balanced and fit into the context of the community, exceptions may be made to this policy under any one of the following conditions:
 - a. Bicycle and pedestrian facilities are not required where they are prohibited by law or would create unsafe conditions.
 - b. Public transit facilities are not required on streets not serving as public transit routes or that are determined to be inappropriate for public transit.
 - c. When the cost of incorporating new bicycle, pedestrian and/or public transit facilities is greater than 20% of the overall project cost as based on written estimates and any supporting documentation, the need for and or probable use of the facility shall be considered in making the determination as to the budget and capital improvement program approval process or when project plans and specifications are being prepared.
 - d. In any project, should the inclusion of pedestrian, public transit, and/or bicycle facilities prove detrimental to wetlands, floodplains, streams, and/or historic/social resources, as determined by the City Engineer, those facilities shall not be required.
 - e. Approval for exceptions must be granted by the Director of Community Services in consultation with the City Engineer.

BE IT FURTHER RESOLVED, that this resolution shall remain on file in the City Clerk's office and a copy be provided to the Union County Freeholders, Union County Division of Public Works, New Jersey Department of Transportation and New Jersey Transit.

I, David L. Hughes, City Clerk of the City of Summit, do hereby certify that the foregoing resolution was duly adopted by the Common Council of said City at a regular meeting held on Tuesday, 2014.

City Clerk