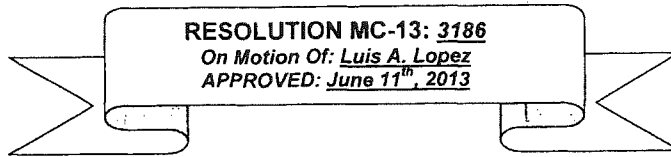


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R-62

**RESOLUTION ESTABLISHING A "COMPLETE STREETS"
POLICY FOR THE CITY OF CAMDEN**

WHEREAS, a "complete street" is a street that is designed for all users, including pedestrians, bicyclists, transit riders, motorists and people of all ages and abilities; and

WHEREAS, 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, the benefits of complete streets include improving safety for pedestrians, bicyclists, transit riders, drivers, 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 and economic development opportunities; 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; and

WHEREAS, the City of Camden recognizes that all streets are different and is committed to creating context-sensitive street corridors that balance user needs and accommodate all road users of all ages and abilities for all trips; and

WHEREAS, the City Council wishes to reinforce its commitment to creating a comprehensive, integrated, connected street network that accommodates all road users or all abilities and for all trips; now therefore

NOW THEREFORE BE IT RESOLVED that all public streets projects, including new construction, reconstruction, retrofitting, extensive maintenance and operations, in the City of Camden, shall be designed and constructed as complete streets. This policy shall be implemented as follows:

1. All City streets shall be designed and constructed to include accommodations for pedestrians, bicyclists, public transit and motorists. Complete streets shall accommodate users of all ages and abilities.
2. Recognizing the inter-connected multi-modal network of the street grid, the City of Camden will work with Camden County, the Delaware River Port Authority (DRPA), the New Jersey Department of Transportation (NJDOT) and other related agencies to ensure complete streets principles are incorporated in a context-sensitive manner.
3. While complete streets principles are context-sensitive, complete streets features will be considered from the earliest stages of project delivery and throughout project life cycle, including project development and scoping, roadway design standards, capital programming procedures, and operation and maintenance practices. Departments shall reference the New Jersey Roadway Design Manual; the NACTO Urban Bikeway Design Guide; 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; and other design criteria as necessary, striving to balance all needs, when repaving, retrofitting, or reconstructing streets.
4. The City of Camden Division of Capital Improvements and Project Management should make complete streets practices a routine part of

everyday operations, should approach every transportation project (including new and retrofitted projects) as an opportunity to improve public streets and the transportation network for all users and should work in coordination with other departments, agencies and jurisdiction to achieve complete streets.

- a. The Division is authorized to coordinate with Camden County to suggest the inclusion of complete streets improvements as part of County new construction, reconstruction, retrofitting, extensive maintenance and operations road projects at the earliest stages of project delivery and throughout the project life cycle to create complete streets accommodations on County roads within the City of Camden.
5. The City of Camden Planning Board and the Zoning Board of Adjustment, along with their respective planning and engineering professionals, shall incorporate this complete streets policy into its reviews of major site plans and redevelopment projects; all initial planning and design studies, environmental reviews, and other project reviews for projects requiring funding approval by the City of Camden 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.
 6. The City of Camden shall incorporate the goals and objectives of the Complete Streets Policy into the next reexamination, update, revision, amendment or adoption of the City of Camden Master Plan.
 7. To facilitate timely implementation of the new policy, the following steps shall be taken:
 - a. A memorandum outlining this new policy will be distributed to all department heads within 90 days of this resolution.
 - b. NJDOT's "Complete Streets Implementation Checklist" will be reviewed within 90 days and will be used to assist in project planning, design and development of proposed alternatives, as well as construction and maintenance of publicly funded projects. This checklist can be found within the NJDOT Complete Streets Implementation Guide at: <http://www.state.nj.us/transportation/eng/completestreets/pdf/cscreateimplementationplan.pdf>
 - c. At least one training about complete streets will be conducted for appropriate staff within 180 days of this resolution.
 - d. Oversight of the new complete streets policy will be handled by the Public Works Director, or other appropriate cabinet officials approved by City Council.
 8. 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.
 - b. When the cost of incorporating a new bicycle, pedestrian, and/or public transit facilities is excessive, defined as greater than 20% 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. This determination may occur during the budget and capital improvements program approval process or when project plans

and specifications are being prepared. Exceptions due to cost increases shall be sent to City Council and Planning Director for formal approval.

BE IT FURTHER RESOLVED, that the City Council of the City of Camden hereby consents that all public street projects, both new construction and reconstruction, in the City of Camden shall be designed and constructed as complete streets; and

BE IT FURTHER RESOLVED, that this resolution shall remain on file in the City Clerk's office.


BE IT FURTHER RESOLVED, that pursuant to N.J.S.A. 52:27BBB-23, a true copy of this Resolution shall be forwarded to the State Commissioner of Community Affairs, who shall have ten (10) days from the receipt thereof to veto this Resolution. All notices of veto shall be filed in the Office of the Municipal Clerk.

Date of Introduction: June 11, 2013

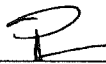
The above has been reviewed and approved as to form.



MARC A. RIONDINO
City Attorney



FRANCISCO MORAN
President, City Council

ATTEST: 

LUIS PASTORIZA
Municipal Clerk