

Resolution of the City of Jersey City, N.J.

City Clerk File No. Res. 11-317

Agenda No. 10.N

Approved: MAY 25 2011

TITLE:



RESOLUTION OF THE MUNICIPAL COUNCIL OF THE CITY OF JERSEY CITY TO ESTABLISH A COMPLETE STREETS POLICY

COUNCIL offered and moved adoption of the following resolution:

WHEREAS, the City of Jersey City is committed to creating street corridors and intersections that safely accommodate all users of all abilities; and

WHEREAS, "Complete Streets" are defined as roadways that enable safe and convenient access for all users, including children, persons with disabilities, bicyclists, motorists, seniors, movers of commercial goods, pedestrians, and users of public transport; and

WHEREAS, much of Jersey City is comprised of a compact form of development that is supported by an interconnected network of streets and small block sizes, as well as a robust mass transportation system, that is conducive to walking, bicycling and mass transit use; and

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

WHEREAS, the New Jersey Department of Transportation supports Complete Streets policies and adopted its own such policy on 3 December, 2009, which policy encourages municipalities to provide complete streets; and

WHEREAS, Complete Streets are supported by the Institute of Traffic Engineers, the American Planning Association, the North Jersey Transportation Planning Authority, and many transportation, planning, and public health officials; and

WHEREAS, Complete Streets policies support the vision, goals, objectives, strategies and actions of the Circulation Element of the Jersey City Master Plan, which Circulation Element also provides guidance on the design of new streets and the retro-fit of existing streets, and guidance on types of potential traffic calming measures; and

WHEREAS, promoting pedestrian, bicycle, and public transportation travel as an alternative to the automobile promotes healthy living, and reduces transportation costs for residents and commuters; and

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

WHEREAS, the full integration of all modes of travel in the design of streets and highways will increase the capacity and efficiency of the road network, reduce traffic congestion by improving mobility options, limit greenhouse gases, improve air quality, and enhance the general quality of life; and

WHEREAS, the design and construction of new roads and facilities should anticipate future demand for biking, walking, and mass transit and provide accommodation for pedestrians, bicyclists and mass transit.

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Agenda No. 10.N MAY 25 2011

TITLE:

RESOLUTION OF THE MUNICIPAL COUNCIL OF THE CITY OF JERSEY CITY TO ESTABLISH A COMPLETE STREETS POLICY

NOW, THEREFORE, BE IT RESOLVED, by the Municipal Council of the City of Jersey City that all public street projects, both new construction and reconstruction (excluding maintenance) undertaken by the City of Jersey City 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.

APPROVED: Carl Capicchia

APPROVED AS TO LEGAL FORM

APPROVED: [Signature]
Business Administrator

[Signature]
Corporation Counsel

Certification Required

Not Required

APPROVED **9-0**

RECORD OF COUNCIL VOTE ON FINAL PASSAGE											
				5/25/11							
COUNCILPERSON	AYE	NAY	N.V.	COUNCILPERSON	AYE	NAY	N.V.	COUNCILPERSON	AYE	NAY	N.V.
SOTTOLANO	✓			GAUGHAN	✓			AHMAD	✓		
DONNELLY	✓			FULOP	✓			VELAZQUEZ	✓		
LOPEZ	✓			RICHARDSON	✓			BRENNAN, PRES	✓		

✓ Indicates Vote

N.V.-Not Voting (Abstain)

Adopted at a meeting of the Municipal Council of the City of Jersey City N.J.

[Signature]
Peter M. Brennan, President of Council

[Signature]
Robert Byrne, City Clerk

RESOLUTION FACT SHEET

1. **Full Title of Resolution:**
RESOLUTION OF THE MUNICIPAL COUNCIL OF THE CITY OF JERSEY CITY TO ESTABLISH A COMPLETE STREETS POLICY

2. **Name and Title of Person Initiating the Resolution:**

Douglas Greenfeld, AICP/PP, Supervising Planner, HEDC Director's Office (201)547-4205

3. **Concise Description of the Proposed Program, Project or Plan:**
Establishes that all public street projects, both new construction and reconstruction (excluding maintenance) undertaken by the City of Jersey City 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.

4. **Reasons (Need) for the Proposed Program, Project, etc.:** The City currently does not have a uniform City policy with respect to complete streets.

5. **Anticipated Benefits to the Community:**
This resolution will establish a uniform city policy. 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, bike lanes, safe crossings and transit amenities into the initial design of a street, thus sparing the expense of retrofits later.

6. **Cost of Proposed Program or Project:**
To be determined at the time of project design.

7. **Date Proposed Program or Project will commence:**
Upon adoption.

8. **Anticipated Completion Date:**
N/A – It will be ongoing.

9. **Person Responsible for Coordinating Proposed Program, Project, etc.:**
Douglas Greenfeld, AICP/PP, Supervising Planner, HEDC Director's Office.

10. **Additional Comments:**

I Certify that all the Facts Presented Herein are Accurate.

Carl Gaplichi
Department Director Signature

5/18/11
Date