



RESOLUTION 19-147

Resolution Adopting an Updated Complete Streets Policy for the Municipality of Princeton

WHEREAS, a Complete Street is defined as a means to provide safe access for all users by designing, operating, and maintaining a comprehensive, integrated, connected multi-modal network of transportation options; and

WHEREAS, the former Borough and Township of Princeton established Complete Streets policies by resolution in 2012; and

WHEREAS, a consolidated Complete Streets policy was adopted by the Princeton Planning Board as a part of the Circulation Element of the Princeton Community Master Plan on November 2, 2017; and

WHEREAS, the Mayor and Council of Princeton wish to adopt an updated Complete Streets policy for Princeton, which applies to the planning, design, construction, maintenance and operation of new and retrofitted transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities.

WHEREAS, the benefits of Complete Streets are many and include the following:

- a. Provide improved safety for all users including 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.
- b. Reduce barriers and provide opportunities for potentially vulnerable populations such as low-income individuals, older adults and children.
- c. Provide connections to bicycling and walking trip generators such as employment, education, residential, recreation, retail centers and public facilities.

- d. Complete Streets have the potential for improving physical and mental health either directly or indirectly in the following ways:
- i. Incorporating physical activity into our daily lives by increasing pedestrian activity and bicycle use.
 - ii. Reducing rates of several chronic diseases related to increases in physical activity from walking and bicycling. Key impacted diseases include diabetes, heart disease, depression and some cancers.
 - iii. Reducing rates of injury and death from decreased traffic crashes and improved road safety for all users.
 - iv. Reducing rates of asthma and other respiratory issues due to improved air quality through emissions reductions and vegetative air filtration.
 - v. Multiplying health and wellness benefits resulting from improved access to necessary amenities for vulnerable populations.
 - vi. Reducing the risk of illnesses related to water-borne pathogens resulting from improved stormwater infiltration.
 - vii. Increasing the sense of social connectivity and sense of community belonging.
 - viii. Improving aesthetics through decorative and functional vegetation.
- e. Create more livable communities.
- f. Reduce traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions.
- g. Save 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.

NOW, THEREFORE, BE IT RESOLVED that the Mayor and Council of Princeton that all new and retrofitted projects within the entire public right of way shall be designed, planned,

constructed, maintained and operated as “Complete Streets” whenever feasible to do so in order to create opportunities to improve public health and to safely accommodate travel by pedestrians, bicyclists, transit vehicle users, and motorists of all ages and abilities, with special priority given to pedestrian safety, and subject to the following exemptions:

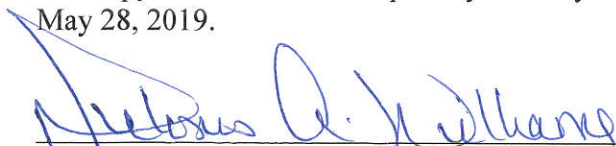
1. Pedestrian and bicycle facilities shall not be required where they are prohibited by law.
2. Public transit facilities shall not be required on streets not serving as transit routes.
3. Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
4. Detrimental environmental or social impacts outweigh the need for these accommodations.
5. The safety of a project is compromised by the inclusion of Complete Streets.

Historic streetscapes and highways may require special treatment or consideration rather than exemption. An exemption other than those listed above must be documented with supporting data and must be approved by the Mayor and Council.

BE IT FURTHER RESOLVED that a copy of this resolution shall be distributed to all municipal departments and Princeton Boards, Committees, and Commission members.

Councilperson	Absent	Present	1 st	2 nd	Yea	Nay	Abstain	Disqualified
Mr. Cohen	X							
Ms. Crumiller		X	X		X			
Ms. Fraga		X			X			
Ms. Niedergang		X			X			
Mr. Quinn		X		X	X			
Mr. Williamson		X			X			
Mayor Lempert		X						

I, Delores A. Williams, Municipal Clerk of Princeton, do hereby certify that the above is a true copy of a resolution adopted by the Mayor and Council of Princeton at a meeting held May 28, 2019.


 Delores A. Williams, Municipal Clerk