



CHERRY HILL TOWNSHIP

COMPLETE STREETS POLICY

complete street **noun** \kəm-‘plēt ‘strēt\

a means to provide safe access for all users by designing and operating a comprehensive, integrated, connected multi-modal network of transportation options



MAYOR

THE HONORABLE CHUCK CAHN

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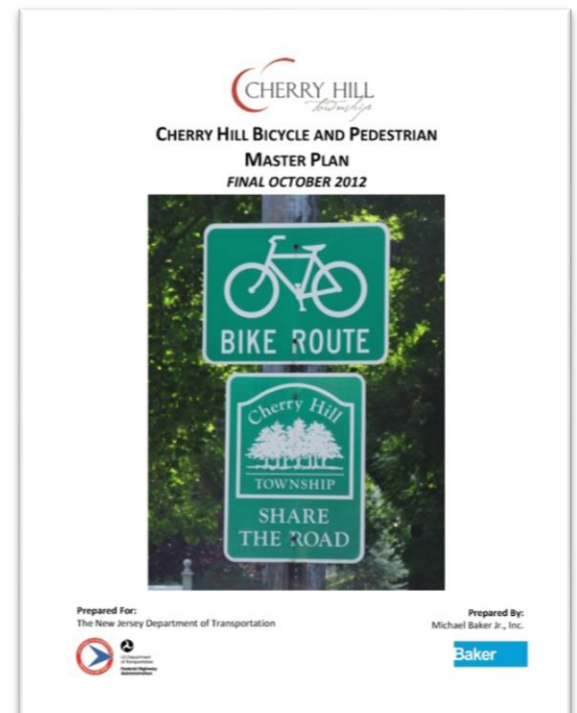
INTRODUCTION

The New Jersey Department of Transportation (NJDOT) defines a **Complete Street** as a means to provide safe access for all users by designing and operating a comprehensive, integrated, connected multi-modal network of transportation options.

The benefits of Complete Streets include improving (1) **mobility** for all users including non-drivers, youth, older citizens, and the mobility challenged; (2) **safety** for all users that walk, bike, drive, or utilize public transit; (3) **equity** for the mobility and access to opportunity for those citizens that don't own an automobile; (4) **health** by promoting increased opportunities for walking and biking; (5) **quality of life** by supporting livable, walkable communities; (6) **economic vitality** by engaging in place-making by attracting businesses, active retirees, and young professional, and lowering transportation costs; (7) **environmental conditions** by reducing automobile use, greenhouse gas emissions, and stormwater runoff; and (8) **local programs** by positioning the Township to compete for NJDOT grant opportunities and Sustainable Jersey certification.

PURPOSE & INTENT

Cherry Hill Township's Complete Streets Policy promotes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, transit riders, emergency responders, motorists, and people of all ages and abilities. Creating a multi-modal transportation network to centers of employment, education, housing, recreational and public facilities, as well as retail and transit centers can reduce a multitude of adverse impacts caused by major, trip-generating land uses.





This Complete Streets Policy is an outgrowth of the Township's recently adopted Bicycle & Pedestrian Master Plan Element (adopted March 4, 2013). While there are several Township plans and studies that support the ideals of a Complete Street Policy, the Bicycle & Pedestrian Master Plan identifies a Vision Statement and Goals that are most consistent with the intent of a creating such a policy. Much of this advocacy is grass-roots based and is much attributed to the advocacy of the Sustainable Cherry Hill – Way to Go Committee,

BICYCLE & PEDESTRIAN MASTER PLAN VISION STATEMENT

Cherry Hill Township is a place where bicyclists and pedestrians can safely and easily access area designations. Bicycling and walking is considered a viable option for recreation and transpiration to work, school and for daily errands. Bicycling and walking facilities are incorporated as a standard component in the planning and design of capital improvements. Such facilities include an integrated network of connected sidewalks, manageable intersections, bicycle lanes, and shared paths. Residents, businesses, and employees work together to promote programs that educate people on the benefits and laws of biking and walking, and serve as examples by using these forms of transportation as part of their daily lives. The promotion of biking and walking programs has led to a mutual respect among all road users and a greater understanding of transportation laws.

In addition to the goals outlined in the Bicycle & Pedestrian Master Plan, the Township's Complete Street

Policy is built around ten (10) main goals and calls for the establishment of an Priority Action Agenda and Project Checklist to address pedestrian, bicyclist and transit accommodations with the presumption that they shall be included in each transportation and land use project that utilizes public funds, unless supporting documentation against inclusion is provided and found to be justifiable.

As adopted by the Mayor and Council, Cherry Hill Township's Complete Streets policy encompasses the following goals:

- 1) Create a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, transit riders, emergency responders, motorists, and people of all ages and abilities.
- 2) Provide safe and accessible accommodations for existing and future pedestrian, bicycle and transit facilities and developments.
- 3) Develop an established procedure (Action Agenda & Checklist) for municipal officials, and County and State partners, to evaluate transportation projects, major site plan reviews and redevelopment plans,

and to ensure that adequate consideration of bicycle, pedestrian and transit needs are incorporated into the planning, design, construction, and maintenance of projects. The Checklist shall also be applied to road resurfacing projects.



- 4) Transportation facilities constructed for long-term use shall anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.
- 5) Designs shall address the need for bicyclists and pedestrians to cross corridors, as well as travel along them, in a safe, accessible and convenient manner; therefore, the design of intersections, interchanges and bridges shall anticipate use by bicyclists and pedestrians.
- 6) Bicycle and pedestrian facilities shall be designed and contracted to the best currently available standards and practices including the New Jersey Roadway Design Manual, the AASHTO Guide for the Development of Bicycle Facilities, AASHTO's Guide for the Planning, Design and Operation of Pedestrian Facilities, the Manual of Uniform Traffic Control Devices and other standards, as related.
- 7) The provision of bicycle improvements on local, County and State roadways will be compatible with the Cherry Hill Township Bicycle & Pedestrian Master Plan.
- 8) Provisions shall be made for pedestrians and bicyclists when closing roads, bridges or sidewalks for construction projects as outlined in NJDOT Policy #705 – Accommodating Pedestrian and Bicycle Traffic During Construction.
- 9) Improvements shall also consider connections for Safe Routes to Schools, Safe Routes to Transit, Transit Villages, trail crossings and areas or populations groups with limited transportation options.
- 10) Improvements shall comply with Title VII Environmental Justice, Americans with Disabilities Act (ADA) and complement the context of the surrounding community.

The Township, through the Complete Streets Policy, has developed a Complete Streets Technical Advisory Committee comprised of a representative from each of the following Departments: the Department of Engineering & Public Works; the Department of Community Development; the Mayor's Office; and the Cherry Hill Township Police Department – Traffic Safety Unit. This Technical Advisory Committee will assess all applicable projects in conjunction with the Complete Streets Checklist and provide recommendations on the integration of pedestrian and bicycle facilities to the appropriate jurisdictional agency.

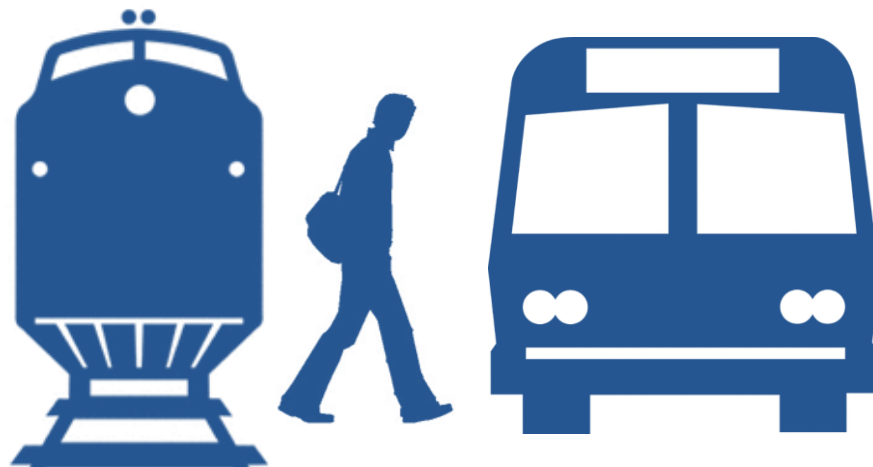
The Complete Streets Policy and Advisory Committee are intended to be advisory in nature and understand that the determinations of the Committee and guidelines set forth in this policy manual are not binding upon determinations made by the Township, its Departments, Divisions, Agencies, or professionals but should be used as a tool in guiding the determinations of the Township, its affiliates, and agents. As such, the failure of anybody to abide by the recommendation of the Committee or guidelines set forth in this Policy shall not be cause to invalidate the actions of that body.

USERS & MODES

USER *noun* \ 'yü-zər\ is defined as any pedestrian, bicyclist, transit rider, freight and goods movement purveyor, emergency responder, and motorist of all ages and abilities.

MODE *noun* \ 'mōd\ is defined as motorized (i.e. — automobile, truck, bus, rail, etc.) and non-motorized (i.e. — bike, walk, etc.).

A true Complete Streets policy must apply to everyone traveling along the road. A sidewalk without curb ramps is useless to someone traveling in a wheelchair. A street with an awkwardly placed public transportation stop without safe crossings is dangerous for riders. A fast-moving road with no safe space for cyclists will discourage those who depend on bicycles for transportation. A road with heavy freight traffic must be planned with those vehicles in mind. Accommodations for older adults and children must be considered, as they face particular challenges with mobility. Automobiles are an important part of a 'complete' street as well, as any change made to better accommodate other modes will have an effect on personal vehicles too. In some cases, like the installation of curb bulb-outs, these changes can improve traffic flow and the driving experience.



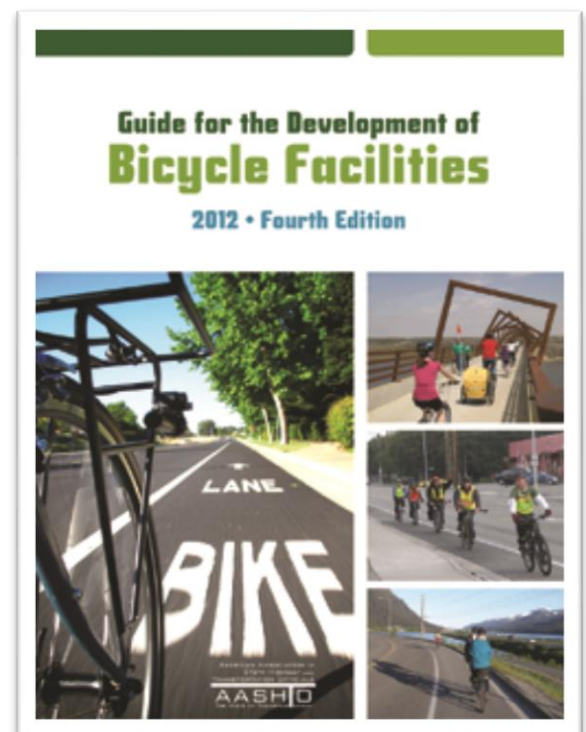
TYPES OF IMPROVEMENTS

A strong Complete Streets policy will integrate Complete Streets planning into all types of projects, including new construction, reconstruction, rehabilitation, resurfacing, maintenance and operations. In addition to these types of improvements, this policy shall be implemented, where feasible, to public projects, private developments, and to public-private partnerships. Accommodations for pedestrian and bicyclists, where feasible and permitted, shall be made during construction, as outlined in *NJDOT Policy #705 – Accommodating Pedestrian and Bicycle Traffic During Construction*.



DESIGN STANDARDS

The needs of pedestrians, bicyclists and transit users must be considered in designing all roadway projects. Sidewalk networks should be well connected with opportunities for regular, safe street crossings. On collector and arterial roadways, bike lanes or wide curb lanes can encourage people to bike rather than drive for short and moderate distance trips. If a roadway is designed to discourage vehicular speeding, it can be comfortably used by pedestrians and bicyclists alike. Transit friendly design should support a high level of transit activity. By encouraging alternative transportation, communities can break the pattern of sprawling suburbs with rapidly multiplying vehicular trips and congestion.



Designs shall address the need for bicyclists and pedestrians to cross corridors, as well as travel along them, in a safe, accessible and convenient manner; therefore, the design of intersections, interchanges and bridges shall anticipate use by bicyclists and pedestrians.

Bicycle and pedestrian facilities shall be designed and contracted to the best currently available standards and practices including the New Jersey Roadway

Design Manual, the AASHTO Guide for the Development of Bicycle Facilities, AASHTO's Guide for the Planning, Design and Operation of Pedestrian Facilities, the Manual of Uniform Traffic Control Devices and other standards, as related.

EXEMPTIONS

Exemptions to the Complete Streets Policy shall be determined by the Complete Streets Technical Advisory Committee, where feasibility and exemptions are determined at the sole discretion of the Technical Advisory Committee, and documented with supporting data that indicates the reason for the decision and are limited to the following:

- 1) Non-motorized users are prohibited by law from using the roadway.
- 2) The cost of accommodations is excessively disproportionate to the cost of the project, as defined at more than fifteen percent (15%) of the total cost.
- 3) Scarcity of population, travel and visitors, 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 or timing of a project is compromised by the inclusion of Complete Streets.
- 6) An exemption other than those listed above must be documented with supporting data and must be approved by the Complete Streets Technical Advisory Committee.



PRIORITY ACTION AGENDA

The Complete Streets Priority Action Plan is an accompaniment to Cherry Hill Township's Complete Streets Policy and has been developed to identify priority actions and improvement areas for decision-makers, and municipal engineering and planning staff to focus their attention and propose Complete Street alternatives in adherence to the policy. The Action Plan is intended to be a working document, with additional actions and policy recommendations to be identified by the municipality in an annual assessment.

- 1) Coordinate with the Technical Advisory Committee to evaluate the safety of the Township's streets and walkways for school-aged children, including high school students and identify potential safe-routes to school for those school-aged children that walk or bike to school. Develop a draft walking and bicycling to school policy for school-aged children.
- 2) Facilitate the creation of long-term mobility plans and policy documents as may be prepared by the Township's Engineering and Community Development Departments. This will include, but is not limited to the identification of roadway segments/intersections with particularly challenging bicycle, pedestrian and motor vehicle circulation and facilitate redesign concepts or processes that support Complete Streets, and is in compliance with the Township's Bicycle & Pedestrian Master Plan.
- 3) Identify and collaborate with Township staff in pursuit of grants and outside funding programs that may facilitate development of Complete Streets infrastructure throughout the Township.



COMPLETE STREETS PROJECT CHECKLIST

Appendix A: Complete Streets Project Checklist(s) are an accompaniment to the Township's Complete Streets Policy and has been developed to assist in project planning, design and development of proposed alternatives, as well as construction and maintenance of publicly funded projects in adherence to the Policy. The Checklist also includes provisions for evaluation of Planning Board, Zoning Board of Adjustment and redevelopment/development applications.

Being in compliance with the policy means that project managers and designers plan for, design, and construct all transportation projects to provide appropriate accommodation for bicyclists, pedestrians, and transit users on Cherry Hill's roadways, including local, County and State roads, and includes people of all ages and abilities. The checklist applies to all roadway and development projects that include public funds, and is intended for use on projects during the earliest stages of the concept development or preliminary engineering phase so that any pedestrian or bicycle considerations are included in the project budget. Evaluation of privately funded transportation and land use projects should consider the incorporation of complete streets facilities, though strict adherence to the policy is not required.

The Technical Advisory Committee is responsible for completing the checklist and must work with the jurisdictional agency of each development project to ensure that the checklist has been completed prior to advancement of a project to final design. The performance of this program will be examined by the Technical Advisory Committee on an annual basis.

Appendix A: Complete Streets Project Checklist(s)

USING THE COMPLETE STREETS CHECKLIST

The Complete Streets Checklist is a tool to be used by Project Managers and designers throughout Concept Development and Preliminary Engineering to ensure that all developed alternatives reflect compliance with the Policy. When completing the checklist, a brief description is required for each **“Item to be Addressed”** as a means to document that the item has been considered and can include supporting documentation. The Checklist shall be applied to all new publicly funded transportation and land use projects with the exception of:

- 1) Sidewalk repairs
- 2) Bicycle facility roadway markings, striping or signage
- 3) Installation of bike racks or street furniture
- 4) Installation ADA curb ramps
- 5) Micro-surfacing programs
- 6) Isolated maintenance projects
- 7) Any project deemed unnecessary by the Technical Advisory Committee

CONCEPT DEVELOPMENT CHECKLIST

Instructions:

For each box checked, please provide a brief description for how the item is addressed, not addressed or not applicable and include documentation to support your answer.

Item to be Addressed	Checklist Consideration	YES	NO	N/A	Required Description
Existing Bicycle, Pedestrian and Transit Accommodations	Are there accommodations for bicyclists, pedestrians (including ADA compliance) and transit users included on or crossing the current facility?	☐	☐	☐	
	Examples include (but are not limited to): Sidewalks, public seating, bike racks, and transit shelters				
Existing Bicycle and Pedestrian Operations	Has the existing bicycle and pedestrian suitability or level of service on the current transportation facility been identified?	☐	☐	☐	
	Have the bicycle and pedestrian conditions within the study area, including pedestrian and/or bicyclist treatments, volumes, important connections and lighting been identified?	☐	☐	☐	
	Do bicyclists/pedestrians regularly use the transportation facility for commuting or recreation?	☐	☐	☐	
	Are there physical or perceived impediments to bicyclist or pedestrian use of the transportation facility?	☐	☐	☐	
	Is there a higher than normal incidence of bicyclist/pedestrian crashes within the study area?	☐	☐	☐	
	Have the existing volumes of pedestrian and/or bicyclist crossing activity at intersections including midblock and nighttime crossing been collected/provided?	☐	☐	☐	

Existing Transit Operations	Are there existing transit facilities within the study area, including bus and train stops/stations?	☐	☐	☐
	Is the transportation facility on a transit route?	☐	☐	☐
	Is the transportation facility within two miles of "park and ride" or "kiss and go" lots?	☐	☐	☐
	Are there existing or proposed bicycle racks, shelters, or parking available at these lots or transit stations? Are there bike racks on buses that travel along the facility?	☐	☐	☐
Existing Motor Vehicle Operations	Are there existing concerns within the study area, regarding motor vehicle safety, traffic volumes/congestion or access?	☐	☐	☐
Existing Truck/Freight Operations	Are there existing concerns within the study area, regarding truck/freight safety, volumes, or access?	☐	☐	☐
Existing Access and Mobility	Are there any existing access or mobility considerations, including ADA compliance?	☐	☐	☐
	Are there any schools, hospitals, senior care facilities, educational buildings, community centers, residences or businesses of persons with disabilities within or proximate to the study area?	☐	☐	☐
Land Usage	Have you identified the predominant land uses and densities within the study area, including any historic districts or special zoning districts?	☐	☐	☐
	Is the transportation facility in a high-density land use area that has pedestrian/bicycle/motor vehicle and transit traffic?	☐	☐	☐
Major Sites	Have you identified the major sites, destinations, and trip generators within or proximate to the study area, including prominent landmarks, employment centers, recreation, commercial, cultural and civic institutions, and public spaces?	☐	☐	☐
Existing Streetscape	Are there existing street trees, planters, buffer strips, or other	☐	☐	☐

environmental enhancements
such as drainage swales within the
study area?

Existing Plans

Are there any comprehensive
planning documents that address
bicyclist, pedestrian or transit user
conditions within or proximate to
the study area?

**Examples include (but are not
limited to):**

- SRTS Travel Plans
- Municipal or County Master or
Redevelopment Plan
- Local, County and Statewide
Bicycle and Pedestrian Plans
- Sidewalk Inventories
- MPO Transportation Plan
- NJDOT Designated Transit
Village

☐

☐

☐

TECHNICAL ADVISORY COMMITTEE SIGN-OFF

Statement of Compliance	YES	NO	If NO, Please Describe Why (refer to Exemptions Clause)
The Preliminary Preferred Alternative (PPA) accommodates bicyclists and pedestrians as set forth in the New Jersey Department of Transportation's Complete Streets Policy.	☐	☐	

PRELIMINARY ENGINEERING CHECKLIST

Instructions:

For each box checked, please provide a brief description for how the item is addressed, not addressed or not applicable and include documentation to support your answer.

Item to be Addressed	Checklist Consideration	YES	NO	N/A	Required Description
Bicyclist, Pedestrian, and Transit Accommodations	Does the proposed project design include accommodations for bicyclists? Examples include (but are not limited to): Bicycle facilities: bicycle path; bicycle lane; bicycle route; bicycle boulevard; wide outside lanes or improved shoulders; bicycle actuation at signals (loop detectors and stencil or other means); signs, signals and pavement markings specifically related to bicycle operation on roadways or shared-use facilities; bicycle safe inlet grates	☐	☐	☐	
	Does the proposed project design address accommodations for pedestrians? Examples include (but are not limited to): Pedestrian facilities: Sidewalks (preferably on both sides of the street); mid-block crosswalks; striped crosswalks; geometric modifications to reduce crossing distances such as curb extensions (bulb-outs); pedestrian-actuated traffic signals such as High Intensity Activated Crosswalk Beacons, Rapid Rectangular Flashing Beacons; dedicated pedestrian phase; pedestrian signal heads and pushbuttons; pedestrian signs	☐	☐	☐	

	for crossing and wayfinding, lead pedestrian intervals; high visibility crosswalks (e.g., ladder or zebra); pedestrian-level lighting; in-road warning lights; pedestrian safety fencing; pedestrian detection system; pedestrian overpass/underpass; and median safety islands for roadways with (two or more traffic lanes in each direction). Pedestrian amenities: Shade trees; public seating; drinking fountains			
	Have you coordinated with the corresponding transit authority to accommodate transit users in the project design? Transit facilities: Transit shelters, bus turnouts Transit amenities: public seating, signage, maps, schedules, trash and recycling receptacles	☐	☐	☐
Bicyclist and Pedestrian Operations	Does the proposed design consider the desired future bicyclist and walking conditions within the project area including safety, volumes, comfort and convenience of movement, important walking and/or bicycling connections, and the quality of the walking environment and/or availability of bicycle parking?	☐	☐	☐
Transit Operations	Does the proposed design address the desired/anticipated future transit conditions within the project area, including bus routes and operations and transit station access support transit usage and users?	☐	☐	☐
Motor Vehicle Operations	Does the proposed design address the desired future motor vehicle conditions within the project area, including volumes, access, important motor vehicle connections, appropriateness of motor vehicle traffic to the particular street (e.g., local versus through traffic) and the reduction of the negative impacts of motor vehicle traffic?	☐	☐	☐

Truck/Freight Operations	Does the proposed design address the desired future truck conditions within the project area, including truck routes, volumes, access, mobility and the reduction of the negative impacts of truck traffic?	☐	☐	☐
Access and Mobility	Does the proposed design address accommodations for those with access or mobility challenges such as the disabled, elderly, and children, including ADA compliance? Examples include (but are not limited to): Curb ramps, including detectable warning surface; accessible signal actuation; adequate sidewalk or paved path (length & width or linear feet); acceptable slope and cross-slope (particularly for driveway ramps over sidewalks, over crossings and trails); and adequate green signal crossing time	☐	☐	☐
Land Usage	Is the proposed design compatible with the predominant land uses and densities within the project area, including any historic districts or special zoning districts?	☐	☐	☐
Major Sites	Can the proposed design support the major sites, destinations, and trip generators within or proximate to the project area, including prominent landmarks, commercial, cultural and civic institutions, and public spaces?	☐	☐	☐
Streetscape	Does the proposed design include landscaping, street trees, planters, buffer strips, or other environmental enhancements such as drainage swales?	☐	☐	☐

**Design Standards
or Guidelines**

Does the proposed design follow all applicable design standards or guidelines appropriate for bicycle and/or pedestrian facilities?

Examples include (but are not limited to):

American Association of State Highway and Transportation Officials (AASHTO) - *A Policy on Geometric Design of Highway and Streets, Guide for the Development of Bicycle Facilities, Guide for the Planning, Design, and Operation of Pedestrian Facilities; Public Right-of-Way Accessibility Guide (PROWAG); Manual on Uniform Traffic Control Devices (MUTCD); Americans with Disabilities Act Accessibility Guidelines (ADAAG); National Association of City Transportation Officials (NACTO) - Urban Bikeway Design Guide; New Jersey Department of Transportation (NJDOT) - Bicycle Compatible Roadways & Bikeways Planning and Design Guidelines, Pedestrian Planning and Design Guidelines.*

☐ ☐ ☐

TECHNICAL ADVISORY COMMITTEE SIGN-OFF

Statement of Compliance	YES	NO	If NO, Please Describe Why (refer to Exemptions Clause)
The Approved Project Plan (APP) accommodates bicyclists and pedestrians as set forth in the New Jersey Department of Transportation's Complete Streets Policy.	☐	☐	

Appendix B: Complete Streets Policy Resolution

RESOLUTION 2014-3-9

RESOLUTION TO ESTABLISH AND ADOPT A COMPLETE STREETS POLICY AND TECHNICAL ADVISORY COMMITTEE

WHEREAS, Complete Streets describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, transit riders, emergency responders, motorists, and people of all ages and abilities; and

WHEREAS, the Township of Cherry Hill is committed to creating safe corridors that accommodate all users of the public right-of-way; 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, significant accomplishments have already been achieved by incorporating pedestrian safety and traffic calming measures when public streets are improved; and

WHEREAS, the implementation of a Complete Streets policy fulfills the goals, vision, and recommendations outlined in the Township's Master Plan but more specifically, the Township's Bicycle & Pedestrian Master Plan; and

NOW, THEREFORE BE IT RESOLVED, that the Township of Cherry Hill affirms that Complete Streets policies, which address the needs of all users of all abilities and all trips, shall be considered in all planning, design, approval, and implementation processes, where feasible and not exempted, for any construction, reconstruction, retrofit, maintenance, alteration, or repair of streets, bridges, or other portions of the transportation network, including pavement resurfacing, restriping, and signalization operations if the safety and convenience of users can be improved within the scope of work; and

BE IT FURTHER RESOLVED, that during the development, amendment, and/or adoption of any future plan, ordinance, law, procedures, rule or regulation, the Township, including its Departments, Divisions, Boards, and/or affiliated agencies, will consider integration and/or reference to the Complete Streets Policy as to provide for internal consistency amongst those policies and regulations; and

BE IT FURTHER RESOLVED, that the Township shall establish a Complete Streets Technical Advisory Committee comprised of a representative from each of the following Departments: the Department of Engineering & Public Works; the Department of Community Development; the Mayor's Office; and the Cherry Hill Township Police Department – Traffic Safety Unit, for the purpose of assessing

applicable projects utilizing the Complete Streets Checklist and provide recommendations on the integration of pedestrian and bicycle facilities to the appropriate jurisdictional agency, where feasible and not exempted; and

BE IT FURTHER RESOLVED, that roadways, and bicycle and pedestrian facilities, shall be designed and constructed, where feasible and not exempted, to the best currently available standards and practices includes the New Jersey Roadway Design Manual, the AASHTO Guide for the Development of Bicycle Facilities, AASHTO's Guide for the Planning, Design and Operation of Pedestrian Facilities, the Manual of Uniform Traffic Control Devices and others, as deemed applicable by the respective jurisdictional agency and/or its professional consultants; and

BE IT FURTHER RESOLVED, that feasibility and exemptions are determined at the sole discretion of the Technical Advisory Committee; and

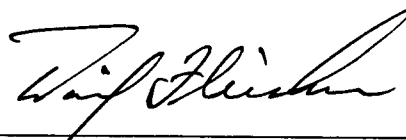
BE IT FURTHER RESOLVED, that the Township shall annually assess the impact of the Complete Streets Policy using performance standards; and

BE IT FURTHER RESOLVED, bicycle and pedestrian facilities shall be established in applicable projects unless one or more of the following conditions apply:

- 1) Non-motorized users are prohibited by law from using the roadway.
- 2) The cost of accommodations is excessively disproportionate to the cost of the project, as defined at more than fifteen percent (15%) of the total cost.
- 3) Scarcity of population, travel and visitors, 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 or timing of the project is compromised by the inclusion of Complete Streets.

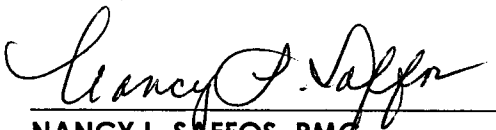
BE IT FURTHER RESOLVED, by the Mayor and Township Council of the Township of Cherry Hill, County of Camden, State of New Jersey, hereby adopts the Complete Streets Policy as outlined in this resolution and Attachment A: Cherry Hill Township Complete Streets Policy.

ADOPTED: MARCH 24, 2014



COUNCIL PRESIDENT

ATTEST:



NANCY L. SAFFOS, RMC
TOWNSHIP CLERK