
COMPLETE STREETS IMPLEMENTATION

Ewing Township

1) Describe the way the policy has been (or will be) further institutionalized within the municipality (e.g., incorporated into the Master Plan, bidding procedures, existing and future development ordinances).

Unfortunately, as articulated previously, because much of the Township's road system is under State and County control, the Township cannot act unilaterally in many instances. Rather, the Township actively advocates for inclusion of these principles within discussions with State and County decision makers. Examples of Township success in this regard includes the 'road dieting' that occurred on Parkway Avenue near the GM Redevelopment site as well as the area between Rte. 31 and Parkway Avenue on Olden Avenue. Future road improvement bidding specifications will include the component as appropriate.

For areas within Township control, the GM Redevelopment Zone is an example of how the Township has actively included the principles of Complete Streets planning in its redevelopment planning documents. This is also true of the Olden Avenue Redevelopment Zone.

The Township's efforts regarding new projects is always to ensure they are fully sidewalked with streetscape these days. Where sidewalk isn't necessary, we ensure the requisite amount of sidewalk is constructed in places where sidewalk segments are missing. This is accomplished through the planning and zoning process. Some recent examples;

- Birmingham Plaza, a 48 unit affordable housing development is designed to fit within the greater context of the new Town Center being developed across the street at General Motors site. In-fill development will connect the new neighborhood's sidewalk network to the street and trail network being designed through the redevelopment process.
- Riverlinks will be establishing a sidewalk along the entirety of the south side of Scenic Dr., and the Township is contributing funds from its sidewalk fund to extend the project past the parcel's boundary to the Bus stop a few more hundred feet away. The interior of the 180 unit complex will have a walking trail with pedestrian crossings within the development and a mid-block crossing with calming devices across Scenic Dr., a Township Street.
- The new 310 units Greene 750 @ Bear Tavern will include sidewalks and a trail through the site. The Township is working with the County on redesign needs for Bear Tavern Road itself.

During the development review process, and even during the permit process, we work to ensure the pedestrian environment is improved to the extent practical. For instance, some examples;

- Ricky's Auto on Stokes Avenue was missing sidewalk upon applying for a change of use, we made him submit a site survey and install the segment of missing sidewalk in from of the property he was looking for a Certificate of Occupancy for (with street trees).
- 102 Walters Avenue needed 350' of sidewalk per the Township ordinance. The small industrial park does not have sidewalks, so we made approval contingent upon that same amount of sidewalk to be placed along a 500'

stretch of Olden Avenue and the Township (through its sidewalk fund) will be paying the difference to complete the missing segment on Township property near Incarnation Church property.

2) Describe the methods that have been or will be used to train municipal officials, including planners, engineers, planning and zoning board members, on the new procedures to help institutionalize the policy throughout municipal agencies and departments.

Ewing's Redevelopment, Zoning and Planning Board Members and professionals were provided a copy of the resolution encouraging consideration of the policy in any future development by the Township as appropriate. Board members are also made aware of the inclusion of the principles within Ewing's GM Redevelopment Zone and Olden Avenue Redevelopment Zone plans.

- A memorandum outlining the Township's Complete Streets new policy will be distributed to all department heads within 90 days and at least one training about complete streets will be conducted for appropriate staff within 180 days. NJDOT's "Complete Streets Implementation Checklist" will be reviewed and used to assist in project planning, design and development of proposed alternatives, as well as construction and maintenance of publicly funded projects. The Public Works Director and members of the Ewing Green Team will coordinate advanced complete streets training, implementation and sharing of best practices.
- Township Planner Charles Latini has taken part in at least several Complete Streets training seminar as a trainer and professional who participated in the creation of the original NJDOT policy initiatives. His expertise has been utilized by the Township in helping shape its Complete Streets policies, and he also has been a champion on the implementation side ensuring projects meet the Township's goals of integrating land use with transportation design principles.

3) Give an overview of the data that will be collected to track how well the streets, sidewalks and trails are serving all travelers. Refer to the Measuring Progress section for examples.

Ewing's Green Team, as an outgrowth of the Community Visioning process conducted in 2014, conducted a bike / pedestrian audit of discrete neighborhoods within the township. This was coupled with a Ewing Bike Advocacy Committee (formed in 2014) that is tasked with advocating for biking and pedestrian mobility.

- The Township is working on a comprehensive pedestrian plan that will inventory where existing impediments exist, (missing sidewalk, crosswalks, etc.) and where opportunities to create a more robust system exist. Currently, the Township is working with the DRJTBC on a tree replacement program that identifies the need to replace 600+/- trees as part of the Scudder's Fall Bridge replacement. Those trees will be placed in parks and also the bike/ped paths within them, as well as along roadways where streetscape amenities are missing or devoid.
- The Township's Redevelopment Agency has a facade and landscaping improvement program designed to rid the business district of tall pylon signs and replace with ground mounted signs as well as landscape/streetscape improvements. This initiative is design to compliment the Agency's work to try to diet Olden Avenue and the program with help implement known design measures to calm traffic.