

# RUTGERS

Edward J. Bloustein School  
of Planning and Public Policy



## New Jersey Complete Streets Policy Compilation

*Last Updated June 20, 2013*

### SUBMITTED TO:

STATE OF NEW JERSEY  
Department of Transportation (NJDOT)  
Trenton, New Jersey  
1035 Parkway Avenue  
P.O. Box 600  
Trenton, NJ 08635-0600



### SUBMITTED BY:

ALAN M. VOORHEES TRANSPORTATION  
CENTER  
Edward J. Bloustein School of Planning and  
Public Policy  
Rutgers, The State University of New Jersey  
33 Livingston Avenue  
New Brunswick, NJ 08901



*New Jersey Bicycle and Pedestrian Resource Center*



## **State Policy**

### **New Jersey Department of Transportation**

*Adopted: December 3, 2009*..... 1

## **County Policies**

### **Middlesex County**

*Adopted: July 19, 2012*..... 4

### **Essex County**

*Adopted: April 11, 2012*..... 6

### **Hudson County**

*Adopted: May 24, 2012*..... 8

### **Monmouth County**

*Adopted: July 22, 2010*..... 11

### **Mercer County**

*Adopted: April 26, 2012*..... 15

## **Municipal Policies (with a population of 50,000 or more)**

### **City of Newark**

*Adopted: September 6, 2012*..... 19

### **City of Jersey City**

*Adopted: May 25, 2011*..... 22





|   |    |
|---|----|
| Township of Woodbridge                  | 24 |
| <i>Adopted: July 7, 2011.....</i>       |    |
| Township of Toms River                  | 27 |
| <i>Adopted: July 24, 2012.....</i>      |    |
| City of Trenton                         | 30 |
| <i>Adopted: March 1, 2012.....</i>      |    |
| Camden City                             | 33 |
| <i>Adopted: July 13, 2013.....</i>      |    |
| Gloucester Township                     | 36 |
| <i>Adopted: July 9, 2012.....</i>       |    |
| City of Vineland                        | 37 |
| <i>Adopted: September 27, 2011.....</i> |    |
| City of New Brunswick                   | 43 |
| <i>Adopted: May 16, 2012.....</i>       |    |
| Township of Irvington                   | 46 |
| <i>Adopted: September 11, 2012.....</i> |    |
| City of Hoboken                         | 48 |
| <i>Adopted: November 15, 2010.....</i>  |    |







## **Municipal Policies** *(with a population between 22,000 and 49,999)*

|  |    |
|--|----|
| <b>Township of Bloomfield</b>                                  | 50 |
| <i>Adopted: March 7, 2011.....</i>                             |    |
| <b>City of Hackensack</b>                                      | 52 |
| <i>Adopted: March 11, 2012.....</i>                            |    |
| <b>City of Atlantic City</b>                                   | 53 |
| <i>Adopted: December 7, 2011.....</i>                          |    |
| <b>Township of Montclair</b>                                   | 56 |
| <i>Adopted: October 6, 2009 Revised: December 6, 2011.....</i> |    |
| <b>Township of Lawrence (Mercer County)</b>                    | 59 |
| <i>Adopted: September 21, 2010.....</i>                        |    |
| <b>Princeton</b>   | 60 |
| <i>Adopted: March 12/13, 2012.....</i>                         |    |
| <b>Township of Lacey</b>                                       | 62 |
| <i>Adopted: September 13, 2012.....</i>                        |    |
| <b>Township of West Windsor</b>                                | 65 |
| <i>Adopted: July 19, 2010.....</i>                             |    |
| <b>Village of Ridgewood</b>                                    | 66 |
| <i>Adopted: June 8, 2011.....</i>                              |    |
| <b>Township of Maplewood</b>                                   | 67 |
| <i>Adopted: February 21, 2012.....</i>                         |    |







|                                       |    |
|---------------------------------------|----|
| Township of Medford                   | 69 |
| <i>Adopted: October 16, 2012.....</i> |    |

|                                      |    |
|--------------------------------------|----|
| Township of Montgomery               | 70 |
| <i>Adopted: October 4, 2012.....</i> |    |

|                                       |    |
|---------------------------------------|----|
| Township of Raritan                   | 71 |
| <i>Adopted: February 5, 2013.....</i> |    |

**Municipal Policies** *(with a population between 2,500 and 21,199)*

|  |    |
|--|----|
| City of Pleasantville                  | 75 |
| <i>Adopted: November 21, 2011.....</i> |    |

|                                       |    |
|---------------------------------------|----|
| Township of Middle                    | 78 |
| <i>Adopted: October 15, 2012.....</i> |    |

|  |    |
|--|----|
| Town of Morristown <i>(Includes Checklist)</i> | 79 |
| <i>Adopted: July 17, 2012.....</i>             |    |

|                                    |    |
|------------------------------------|----|
| Borough of Point Pleasant          | 95 |
| <i>Adopted: June 21, 2011.....</i> |    |

|                                     |    |
|-------------------------------------|----|
| Town of Dover                       | 98 |
| <i>Adopted: March 27, 2012.....</i> |    |

|  |     |
|--|-----|
| Township of Denville                   | 100 |
| <i>Adopted: November 24, 2010.....</i> |     |





|   |     |
|---|-----|
| <b>South Orange Township</b>            | 103 |
| <i>Adopted: September 24, 2012.....</i> |     |
| <b>Township of Mantua</b>               | 106 |
| <i>Adopted: September 17, 2012.....</i> |     |
| <b>Borough of Hopatcong</b>             | 108 |
| <i>Adopted: May 16, 2012.....</i>       |     |
| <b>Borough of Red Bank</b>              | 110 |
| <i>Adopted: August 9, 2010.....</i>     |     |
| <b>Borough of New Providence</b>        | 112 |
| <i>Adopted: January 28, 2013.....</i>   |     |
| <b>Borough of Freehold</b>              | 116 |
| <i>Adopted: March 22, 2012.....</i>     |     |
| <b>City of Ocean City</b>               | 118 |
| <i>Adopted: December 2, 2011.....</i>   |     |
| <b>Township of Woolwich</b>             | 120 |
| <i>Adopted: May 20, 2013.....</i>       |     |
| <b>City of Woodbury</b>                 | 122 |
| <i>Adopted: December 27, 2012.....</i>  |     |
| <b>Town of Hackettstown</b>             | 124 |
| <i>Adopted: July 12, 2012.....</i>      |     |
| <b>Borough of Maywood</b>               | 125 |
| <i>Adopted: June 16, 2011.....</i>      |     |





|   |     |
|---|-----|
| <b>Borough of Chatham</b>               | 128 |
| <i>Adopted: March 21, 2012.....</i>     |     |
| <b>Borough of Montvale</b>              | 130 |
| <i>Adopted: January 29, 2013.....</i>   |     |
| <b>Borough of Glen Ridge</b>            | 131 |
| <i>Adopted: September 10, 2012.....</i> |     |
| <b>Borough of Emerson</b>               | 132 |
| <i>Adopted: August 17, 2010.....</i>    |     |
| <b>City of Linwood</b>                  | 134 |
| <i>Adopted: February 24, 2011.....</i>  |     |
| <b>Borough of Raritan</b>               | 138 |
| <i>Adopted: June 27, 2011.....</i>      |     |
| <b>Borough of Fair Haven</b>            | 140 |
| <i>Adopted: July 12, 2012.....</i>      |     |
| <b>City of Wildwood</b>                 | 142 |
| <i>Adopted: March 1, 2013.....</i>      |     |
| <b>City of North Wildwood</b>           | 144 |
| <i>Adopted: October 2, 2012.....</i>    |     |
| <b>City of Lambertville</b>             | 147 |
| <i>Adopted: May 21, 2012.....</i>       |     |







|                                      |     |
|--------------------------------------|-----|
| City of Cape May                     | 148 |
| <i>Adopted: August 7, 2012.....</i>  |     |
| Borough of Netcong                   | 152 |
| <i>Adopted: August 12, 2010.....</i> |     |

**Municipal Policies** *(with a population less than 2,500)*

|                                       |     |
|---------------------------------------|-----|
| Borough of Woodbine                   | 153 |
| <i>Adopted: December 6, 2012.....</i> |     |
| Borough of Hopewell                   | 155 |
| <i>Adopted: March 5, 2012.....</i>    |     |
| Borough of Frenchtown                 | 156 |
| <i>Adopted: March 2, 2011.....</i>    |     |
| Borough of Califon                    | 158 |
| <i>Adopted: December 3, 2012.....</i> |     |
| Borough of Harvey Cedars              | 161 |
| <i>Adopted: December 2, 2011.....</i> |     |





For more information and to access NJDOT's 3 timed Complete Streets presentations, please visit the NJ Bicycle and Pedestrian Resource Center at [www.njbikeped.org](http://www.njbikeped.org)

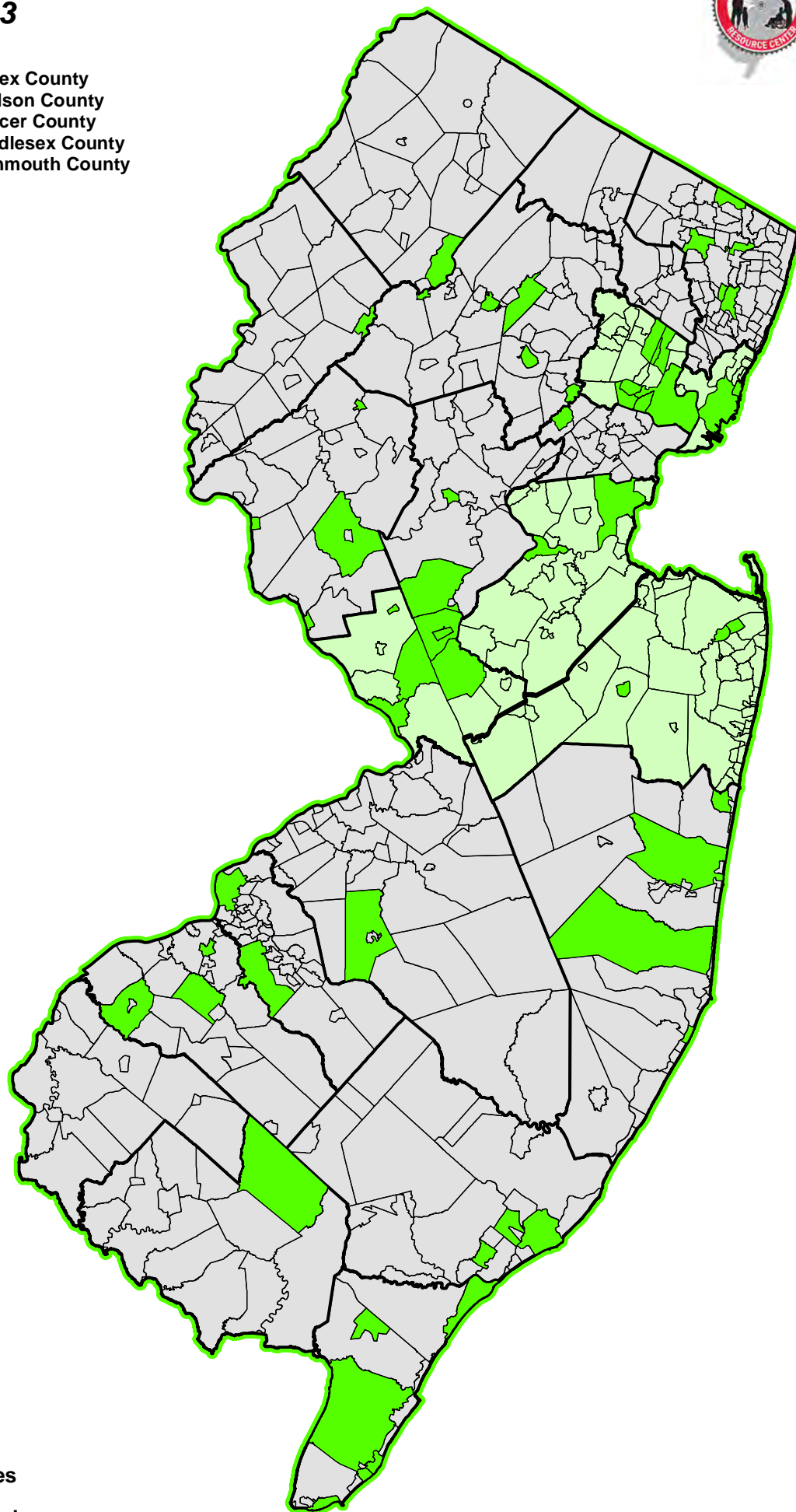







# New Jersey Complete Streets Policies as of June 20, 2013



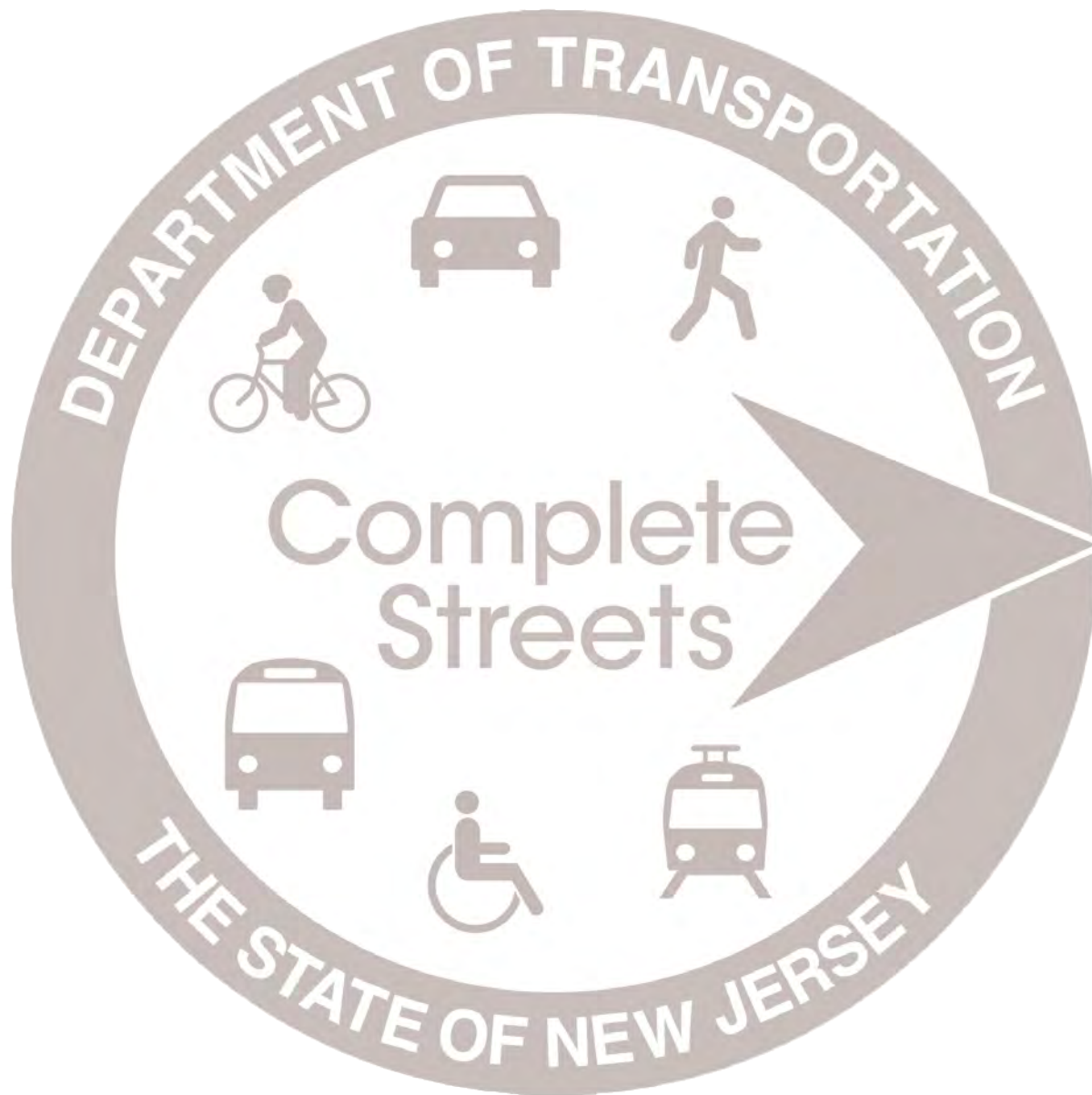
- |                           |                     |
|---------------------------|---------------------|
| 1. City of Atlantic City  | 1. Essex County     |
| 2. Township of Bloomfield | 2. Hudson County    |
| 3. Borough of Califon     | 3. Mercer County    |
| 4. City of Camden         | 4. Middlesex County |
| 5. City of Cape May       | 5. Monmouth County  |



-  NJDOT Complete Streets Policy
-  County Complete Streets Policies
-  Municipal Complete Streets Policies

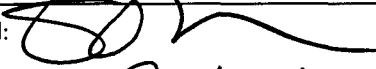



# New Jersey Department of Transportation Internal Policy



# DEPARTMENT OF TRANSPORTATION POLICY

Policy No. 703  
Supersedes: 703 dated  
8/7/89  
Page 1 of 3

|                                  |                                   |  |
|----------------------------------|-----------------------------------|--|
| SUBJECT: Complete Streets Policy | Effective Date:<br><br>12/03/2009 | Commissioner Approval: <br>Sponsor Approval: Robert Miller <br>Contact Telephone #: 530-3855 |
|----------------------------------|-----------------------------------|--|

## I. PURPOSE

To create and implement a Complete Streets Policy in New Jersey through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities within public rights of way that are federally or state funded, including projects processed or administered through the Department's Capital Program.

## II. DEFINITIONS

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

## III. BACKGROUND

The benefits of Complete Streets are many and varied:

- Complete Streets improve 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.
- Provide connections to bicycling and walking trip generators such as employment, education, residential, recreation, retail centers and public facilities.
- Promote healthy lifestyles.
- Create more livable communities.
- Reduce traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions.
- Complete Streets make fiscal sense by incorporating sidewalks, bike lanes, safe crossings and transit amenities into the initial design of a project, thus sparing the expense of retrofits later.

## IV. POLICY

The New Jersey Department of Transportation shall implement a Complete Streets policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities. This includes all projects funded through the Department's Capital Program. The Department strongly encourages the adoption of similar policies by regional and local jurisdictions who apply for funding through Local Aid programs.

**DEPARTMENT OF TRANSPORTATION  
POLICY**

Policy No. 703

Page 2 of 3

SUBJECT: NJDOT Complete Streets Policy

Effective Date:  
12/03/2009

1. Create a comprehensive, integrated, connected multi-modal network by providing connections to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers.
2. Provide safe and accessible accommodations for existing and future pedestrian, bicycle and transit facilities.
3. Establish a checklist of pedestrian, bicycle and transit accommodations such as accessible sidewalks curb ramps, crosswalks, countdown pedestrian signals, signs, median refuges, curb extensions, pedestrian scale lighting, bike lanes, shoulders and bus shelters with the presumption that they shall be included in each project unless supporting documentation against inclusion is provided and found to be justifiable.
4. Additionally, in rural areas, paved shoulders or a multi-use path shall be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. Paved shoulders provide safety and operational advantages for all road users. Shoulder rumble strips are not recommended when used by bicyclists, unless there is a minimum clear path of four feet in which a bicycle may safely operate. If there is evidence of heavy pedestrian usage then sidewalks shall be considered in the project.
5. Establish a procedure to evaluate resurfacing projects for complete streets inclusion according to length of project, local support, environmental constraints, right-of-way limitations, funding resources and bicycle and/or pedestrian compatibility.
6. Transportation facilities are long-term investments that shall anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.
7. Address the need for bicyclists and pedestrians to cross corridors as well as travel along them. Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections, interchanges and bridges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
8. Design bicycle and pedestrian facilities 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 others as related.



## DEPARTMENT OF TRANSPORTATION POLICY

Policy No. 703

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SUBJECT: NJDOT Complete Streets Policy

Effective Date:  
12/03/2009

9. Research, develop and support new technologies in improving safety and mobility.
10. Make provisions 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.
11. Improvements should also consider connections for Safe Routes to Schools, Safe Routes to Transit, Transit Villages, trail crossings and areas or population groups with limited transportation options.
12. Establish an incentive within the Local Aid Program for municipalities and counties to develop and implement a Complete Streets policy.
13. Improvements must comply with Title VI/Environmental Justice, Americans with Disabilities Act (ADA) and should complement the context of the surrounding community.
14. Implement training for Engineers and Planners on Bicycle/Pedestrian/Transit policies and integration of non-motorized travel options into transportation systems.
15. Establish Performance Measures to gauge success.

### V. EXEMPTIONS

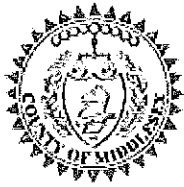
Exemptions to the Complete Streets policy must be presented for final decision to the Capital Program Screening Committee in writing by the appropriate Assistant Commissioner and documented with supporting data that indicates the reason for the decision and are limited to the following:

- 1) Non-motorized users are prohibited on the roadway.
- 2) Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
- 3) Detrimental environmental or social impacts outweigh the need for these accommodations.
- 4) Cost of accommodations is excessively disproportionate to cost of project, more than twenty percent (20%) of total cost.
- 5) The safety or timing of a project is compromised by the inclusion of Complete Streets.

An exemption other than those listed above must be documented with supporting data and must be approved by the Capital Program Committee along with written approval by the Commissioner of Transportation.

### VI. AUTHORITY

N.J.S.A. Title 27



# Middlesex County

Administration Building  
75 Bayard Street  
New Brunswick, NJ  
08901

## Signature Copy

Resolution: 12-1316-R

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**File Number: 12-1316-R**

### Resolution to Support the Middlesex County "Complete Streets" Program

WHEREAS, the County of Middlesex is supportive of roadways that safely and comfortably accommodate all road users including motorists, bicyclists, pedestrians and transit riders of all ages and abilities; and

WHEREAS, on December 10, 2009 the Commissioner of the New Jersey Department of Transportation (NJDOT) signed a new internal policy called "Complete Streets" to ensure that transportation planners and engineers consistently design, construct and maintain State or Federally funded roadways to provide safe access for pedestrians, bicyclists and transit users of all ages and abilities; and

WHEREAS, the adoption of the "Complete Streets" policy by the NJDOT was prompted in part to address a significant increase in pedestrian fatalities; and

WHEREAS, the NJDOT Complete Streets Policy Fact Sheet which is included as Attachment A describes in more detail the components of this new NJDOT policy; and

WHEREAS, the Middlesex County Transportation Coordinating Committee passed a resolution on March 23, 2010 recommending the evaluation of a County Complete Streets Program to help promote and enhance improved traffic safety conditions by ensuring that no user is omitted from the design process of a road improvement project; and

WHEREAS, the Board of Chosen Freeholders acknowledges the merits of a Complete Streets design in County projects, thereby promoting traffic safety and encouraging Middlesex County municipalities to adopt similar municipal level complete streets design goals in municipal projects;

NOW, THEREFORE, BE IT RESOLVED, that the Middlesex County Board of Chosen Freeholders does hereby support Complete Streets Design for consideration that acknowledges the needs of all users including pedestrians, bicyclists, motorists, and transit users of all ages and abilities in the design, construction and maintenance of Middlesex County roadways.

BE IT FURTHER RESOLVED, that copies of this resolution be sent to the New Jersey Department of Transportation and the North Jersey Transportation Planning Authority.

At a meeting of the Board of Chosen Freeholders on 7/19/2012, a motion was made by Ronald G. Rios, seconded by Blanquita B. Valenti, that this Resolution be Adopted. The motion passed. The above is a true copy, as certified by the Clerk of the Board.

Aye: 5 Freeholder Barrett Bellante, Freeholder Deputy Director Rios, Freeholder Tomaro, Freeholder Valenti and Freeholder Director Rafano

Approved as to form \_\_\_\_\_  
and legality: County Counsel

\_\_\_\_\_  
Carol Barrett Bellante

Certified by: \_\_\_\_\_  
Margaret E. Pemberton



RESOLUTION OF THE BOARD OF CHOSEN FREEHOLDERS  
COUNTY OF ESSEX

RESOLUTION NO. \_\_\_\_\_  
PROPOSED BY: FREEHOLDER GILL

AUTHORITY FOR RESOLUTION N.J.S.A. 40:41A-38(g)  
AUTHORITY FOR ACTION C.C.E. 3:2-29(B)

SUBJECT:

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**RESOLUTION ESTABLISHING AND ADOPTING AN ESSEX COUNTY COMPLETE STREETS POLICY**

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**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, 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 project, thus sparing the expense of retrofits later; and

**WHEREAS**, the Essex County Board of Chosen Freeholders wishes to establish a Complete Streets policy though the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility; and

**WHEREAS**, it is the intent of the Board of Chosen Freeholders that to the extent practicable, the Essex County Complete Streets policy shall include all road, bridge, and building projects.

**NOW, THEREFORE**, be it resolved that the Essex County Board of Chosen Freeholders establish the following Complete Streets Policy with the following goals and objectives:

1. Provide safe and accessible accommodations for existing and future pedestrian, bicycle and transit facilities.
2. Establish a checklist of pedestrian, bicycle and transit accommodations such as accessible sidewalks curb ramps, crosswalks, countdown pedestrian signals, signs, curb extensions, pedestrian scale lighting, bike lanes, and shoulders for consideration in each project where county jurisdiction applies.
3. Additionally, in rural areas, paved shoulders or a multi-use path shall be in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. Paved shoulders provide safety and operational advantages for all road users. Exemptions shall be considered for County and State designated routes such as Scenic Roads, and Historic or Cultural Byways. If there is evidence of heavy pedestrian usage then sidewalks shall be considered in the project.
4. Establishment of a procedure to evaluate resurfacing projects for Complete Streets inclusion according to length of project, local support, environmental constraints, right-of-way limitations, funding resources, and bicycle and/or pedestrian compatibility.
5. 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.
6. 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.

7. Bicycle and pedestrian facilities shall be designed and constructed 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 others as related.

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 population 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.

11. Exemptions to the Complete Streets policy shall be presented for final decision to the County Engineer in writing and documented with supporting data that indicates the reason for the decision and are limited to the following:

- a) Non-motorized users are prohibited on the roadway.
- b) Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
- c) Detrimental environmental or social impacts outweigh the need for these accommodations.
- d) Cost of accommodations is excessively disproportionate to cost of project.
- e) The safety or timing of a project is compromised by the inclusion of Complete Streets.
- f) An exemption other than those listed above must be documented with supporting data and must be approved by the County Engineer.

**BE IT FURTHER RESOLVED**, that a certified copy of this Resolution shall be sent to the Office of the County Administrator, Office of County Counsel and Department of Public Works.

278-5-2012  
278-5-2012

**BOARD OF CHOSEN FREEHOLDER  
COUNTY OF HUDSON  
RESOLUTION**

No. 278-5-2012

On Motion of Freeholder Liggio  
Seconded by Freeholder Dublin

**ESTABLISHING AND ADOPTING A HUDSON COUNTY  
COMPLETE STREETS POLICY**

**WHEREAS**, a Complete Street is defined as a means to provide safe and convenient access for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods and public transit 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 and mobility for pedestrians, bicyclists, children, older citizens, non-drivers and the mobility challenged providing multi-modal connections to trip generators such as employers, schools, 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 project, thus sparing the expense of retrofits later; and

**WHEREAS**, the Hudson County Board of Chosen Freeholders wishes to implement a Complete Streets policy through the planning, design, construction, maintenance and operation of new and existing transportation facilities, to safely accommodate the access and mobility of pedestrians, bicyclists, public transit users of all ages and abilities; motorized vehicles and their passengers or cargo with special priority given to public safety and;

**WHEREAS**, it is the intent of the Board of Chosen Freeholders that to the extent practicable, the Hudson County Complete Streets policy shall include all roads, bridges, parks, and building projects funded through Hudson County's Capital Program.

**NOW THEREFORE, BE IT RESOLVED**, by the Board of Chosen Freeholders  
County of Hudson

1. The above recitals are incorporated herein as though fully set forth at length.
2. The Board consents to the establishment and adoption of the following as the "Hudson County Complete Streets Policy," and those goals and objectives contained therein:

**HUDSON COUNTY  
COMPLETE STREETS POLICY**

- A. Provide safe and accessible accommodations for existing and future pedestrian, bicycle and public transit facilities.
- B. Provide improvements as necessary for pedestrian, bicycle and public transit accommodations such as accessible sidewalk curb ramps, crosswalks, countdown pedestrian signals, signs, curb extensions, pedestrian scale lighting, bike lanes, or bicycle markings, and shoulders for consideration in each project where county jurisdiction applies.
- C. All County transportation projects shall be evaluated for Complete Streets inclusion with consideration of local support, environmental constraints, right-of-way availability, funding resources, and bicycle and/or pedestrian compatibility.
- D. Complete Streets policies shall support the goals of the Hudson County Master Plan.

**BOARD OF CHOSEN FREEHOLDER  
COUNTY OF HUDSON  
R E S O L U T I O N**

No. \_\_\_\_\_ On Motion of Freeholder \_\_\_\_\_  
Seconded by Freeholder \_\_\_\_\_

- E. 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.
- F. Bicycle and pedestrian facilities shall be designed and constructed to the best currently available guides, standards and practices from the New Jersey Department of Transportation & American Association of State Highway and Transportation Officials, the Manual of Uniform Traffic Control Devices, American Disability Act and others as related.
- G. Provisions shall be made for pedestrians and bicyclists when closing roads, bridges or sidewalks for construction projects consistent with NJDOT policy.
- H. Improvements shall also consider connections for Safe Routes to Schools, Safe Routes to Transit, Transit Villages, Parks and areas or population groups with limited transportation options.
- I. Improvements shall be "complete" for all mobile participants; not severely affect the operations of a mode of transportation for the benefit of another; and complement the context of the surrounding community.
- J. All municipalities, private developers and other entities must obtain prior approval from the County Engineer of any complete streets related construction on its County roadways.
- K. Exemptions to the Complete Streets policy shall be presented for final decision to the County Engineer in writing and documented with supporting data that indicates the reason for the decision and are limited to the following:
- 1). Pedestrian and/or bicycle facilities shall not be required where prohibited by law.
  - 2). Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations. Public transit facilities shall not be required on streets not serving as transit routes and its need will be determined on a project basis.
  - 3). Detrimental project scheduling, environmental or social impacts outweigh the positive effects of accommodations
  - 4). Cost of accommodations is excessively disproportionate to cost of project.
  - 5). An exemption other than those listed above must be documented with supporting data and must be approved by the County Engineer.

**BOARD OF CHOSEN FREEHOLDER  
COUNTY OF HUDSON  
RESOLUTION**

No. \_\_\_\_\_

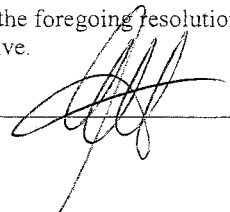
On Motion of Freeholder \_\_\_\_\_  
Seconded by Freeholder \_\_\_\_\_

3. The Clerk shall send a certified copy of this Resolution to all Hudson County Municipalities and New Jersey Department of Transportation.
4. This Resolution shall take effect immediately.

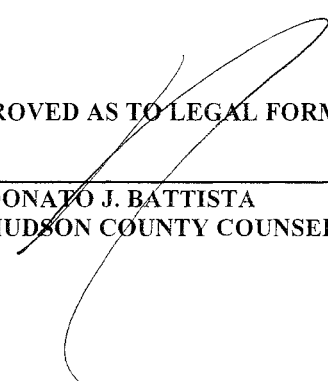
| Freeholder | Aye | Nay | Abst | N.P. | Freeholder            | Aye | Nay | Abst | N.P. |
|------------|-----|-----|------|------|-----------------------|-----|-----|------|------|
| Cifelli    | ✓   |     |      |      | O'Dea                 | ✓   |     |      |      |
| DiDomenico | ✓   |     |      |      | Rivas                 | ✓   |     |      |      |
| Dublin     | ✓   |     |      |      | Romano                | ✓   |     |      |      |
| Liggio     | ✓   |     |      |      | Chairperson<br>Rivera |     |     |      | ✓    |
| Munoz      |     |     |      | ✓    |                       |     |     |      |      |

SOURCE:  
Roads and Public  
Property  
MEM/up

It is hereby certified that at a regular meeting of the Board of Freeholders of the County of Hudson held on the 24 day of May A.D. 2012, the foregoing resolution was adopted with 7 members voting in the affirmative and 0 in the negative.

  
\_\_\_\_\_, Clerk

**APPROVED AS TO LEGAL FORM**

BY:   
**DONATO J. BATTISTA**  
**HUDSON COUNTY COUNSEL**



**RESOLUTION ESTABLISHING AND ADOPTING A MONMOUTH COUNTY  
COMPLETE STREETS POLICY**

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, 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 project, thus sparing the expense of retrofits later; and

WHEREAS, the Monmouth County Board of Chosen Freeholders wishes to implement a Complete Streets policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities; and

WHEREAS, it is the intent of the Board of Chosen Freeholders that to the extent practicable, the Monmouth County Complete Streets policy shall include all road, bridge, and building projects funded through Monmouth County's Capital Program.

NOW, THEREFORE, be it resolved that the Monmouth County Board of Chosen Freeholders adopts the following Complete Streets Policy with the following goals and objectives:

1. Create a comprehensive, integrated, connected multi-modal network by facilitating connections to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers.

2. Provide safe and accessible accommodations for existing and future pedestrian, bicycle and transit facilities.

3. Establish a checklist of pedestrian, bicycle and transit accommodations such as accessible sidewalks curb ramps, crosswalks, countdown pedestrian signals, signs, curb extensions, pedestrian scale lighting, bike lanes, and shoulders for consideration in each project where county jurisdiction applies.

4. Additionally, in rural areas, paved shoulders or a multi-use path shall be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. Paved shoulders provide safety and operational advantages for all road users. Exemptions shall be considered for County and State designated routes such as Scenic Roads, and Historic or Cultural Byways. If there is evidence of heavy pedestrian usage then sidewalks shall be considered in the project.

5. Establishment of a procedure to evaluate resurfacing projects for Complete Streets inclusion according to length of project, local support, environmental constraints, right-of-way limitations, funding resources, and bicycle and/or pedestrian compatibility.

6. 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.

7. 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.

8. Bicycle and pedestrian facilities shall be designed and constructed 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 others as related.

9. 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.

10. Improvements shall also consider connections for Safe Routes to Schools, Safe Routes to Transit, Transit Villages, trail crossings and areas or population groups with limited transportation options.

11. Improvements shall comply with Title VII Environmental Justice, Americans with Disabilities Act (ADA) and complement the context of the surrounding community.

12. Exemptions to the Complete Streets policy shall be presented for final decision to the County Engineer in writing and documented with supporting data that indicates the reason for the decision and are limited to the following:

- a) Non-motorized users are prohibited on the roadway.
- b) Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
- c) Detrimental environmental or social impacts outweigh the need for these accommodations.
- d) Cost of accommodations is excessively disproportionate to cost of project.
- e) The safety or timing of a project is compromised by the inclusion of Complete Streets.
- f) An exemption other than those listed above must be documented with supporting data and must be approved by the County Engineer.

BE IT FURTHER RESOLVED, that a certified copy of this Resolution shall be sent to all Departments and Agencies having a responsibility for or connection with projects covered by the Monmouth County Complete Streets Policy.

| RECORD OF VOTE |     |    |         |        |       |        |
|----------------|-----|----|---------|--------|-------|--------|
| FREEHOLDERS    | YES | NO | ABSTAIN | ABSENT | MOVED | SECOND |
| Mr. Curley     | ✓   |    |         |        | ✓     |        |
| Mrs. Mallet    | ✓   |    |         |        |       |        |
| Mr. D'Amico    | ✓   |    |         |        |       | ✓      |
| Mr. Clifton    | ✓   |    |         |        |       |        |
| Mrs. Burry     | ✓   |    |         |        |       |        |

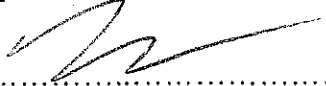
CERTIFICATION

I HEREBY CERTIFY THE ABOVE TO BE A TRUE COPY OF A RESOLUTION ADOPTED BY THE BOARD OF CHOSEN FREEHOLDERS OF THE COUNTY OF MONMOUTH AT A MEETING HELD July 22 20 10

John Seery  
CLERK

Approved as to Form and Legality

Date



April 26, 2012

Board Counsel

MERCER COUNTY BOARD OF CHOSEN  
FREEHOLDERS SUPPORTS A MERCER COUNTY  
"COMPLETE STREETS" POLICY

WHEREAS, the Mercer County Board of Chosen Freeholders is committed to creating street corridors that accommodate all road users of all ages and abilities for all trips; and,

WHEREAS, a "Complete Street" is defined by the New Jersey Department of Transportation under Policy No. 703, 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, as part of the aforementioned policy, the New Jersey Department of Transportation strongly encourages the adoption of similar policies by regional and local jurisdictions who apply for funding through Local Aid programs; and,

Clerk to the Board

| RECORD OF VOTE |     |     |      |      |      |      |            |     |     |      |      |      |      |
|----------------|-----|-----|------|------|------|------|------------|-----|-----|------|------|------|------|
| FREEHOLDER     | Aye | Nay | N.V. | Abs. | Res. | Sec. | FREEHOLDER | Aye | Nay | N.V. | Abs. | Res. | Sec. |
| Cannon         | X   |     |      |      |      |      | Frisby     | X   |     |      |      |      |      |
| Carabelli      | X   |     |      |      | ✓    |      | Koontz     | X   |     |      |      |      |      |
| Cimino         | X   |     |      |      |      |      | Walter     | X   |     |      |      |      |      |
| Colavita       | X   |     |      |      |      | ✓    |            |     |     |      |      |      |      |

X—Indicates Vote      Abs.—Absent      N.V.—Not Voting  
Res.—Resolution Moved      Sec.—Resolution Seconded

- 2 -

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 project, thus sparing the expense of retrofits later; and,

WHEREAS, the Mercer County Board of Chosen Freeholders wishes to support a "Complete Streets" policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, and transit users of all ages and abilities; and,

WHEREAS, the Mercer County Board of Chosen Freeholders supports to the extent practicable, the application of a Mercer County "Complete Streets" policy that shall apply to all road, bridge, and building projects undertaken by Mercer County; now, therefore,

BE IT RESOLVED, that the Mercer County Board of Chosen Freeholders supports a "Complete Streets" policy with the following goals and objectives as stated in New Jersey Department of Transportation Policy 703, adopted December 3, 2009:

1. Create a comprehensive, integrated, connected multi-modal network by facilitating connections to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers.
2. Provide safe and accessible accommodations for existing and future pedestrian, bicycling and transit facilities.
3. Establish a checklist of pedestrian, bicycle and transit accommodations such as accessible sidewalks curb ramps, crosswalks, countdown pedestrian signals, signs, curb extensions, pedestrian scale lighting, bike lanes, and shoulders for consideration in each project where county jurisdiction applies.

.....  
***Clerk to the Board***



- 3 -

4. Additionally, in rural areas, paved shoulders or a multi-use path shall be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. Paved shoulders provide safety and operation advantages for all road users. Exemptions shall be considered for County and State designated routes such as Scenic Roads, and Historic or Cultural Byways. If there is evidence of heavy pedestrian usage then sidewalks shall be considered in the project.
5. Establishment of a procedure to evaluate resurfacing projects for Compete Streets inclusion according to length of project, local support, environmental constraints, right-of-way limitations, funding resources, and bicycle and/or pedestrian compatibility.
6. 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.
7. 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.
8. Bicycle and pedestrian facilities shall be designed and constructed to the best currently available standards and practices including the New Jersey Roadway Design Manual, New Jersey Department of Transportation's Smart Transportation Guidebook, 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 related.
9. Provisions shall be made for pedestrians and bicyclists when closing roads, bridges or sidewalks for construction projects as outlined in NJDOT Policy No. 705 – Accommodating Pedestrian and Bicycle Traffic During Construction.
10. Improvements shall also consider connections for Safe Routes to School, Safe Routes to Transit, Transit Villages, trail crossings and areas or population groups with limited transportation options.

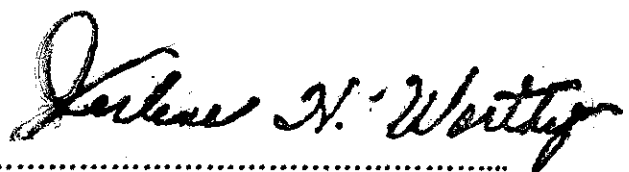
.....  
**Clerk to the Board**

- 4 -

11. Improvements shall comply with Title VII Environmental Justice, Americans with Disabilities Act (ADA) and complement the context of the surrounding community.
12. Exemptions to the Complete Streets policy shall be presented for final decision to the County Engineer in writing and documented with supporting data that indicates the reason for the decision and shall be limited to the following:
  - a. Non-motorized users are prohibited on the roadway.
  - b. Scarcity of population, travel and attractors, both existing and future, indicated an absence of need for such accommodations.
  - c. Detrimental environmental or social impacts outweigh the need for these accommodations.
  - d. Cost of accommodations is disproportionate to cost of project.
  - e. The safety or timing of a project is compromised by the inclusion of Complete Streets.
  - f. An exemption other than those listed above must be documented with supporting data and must be approved by the County Engineer.

and,

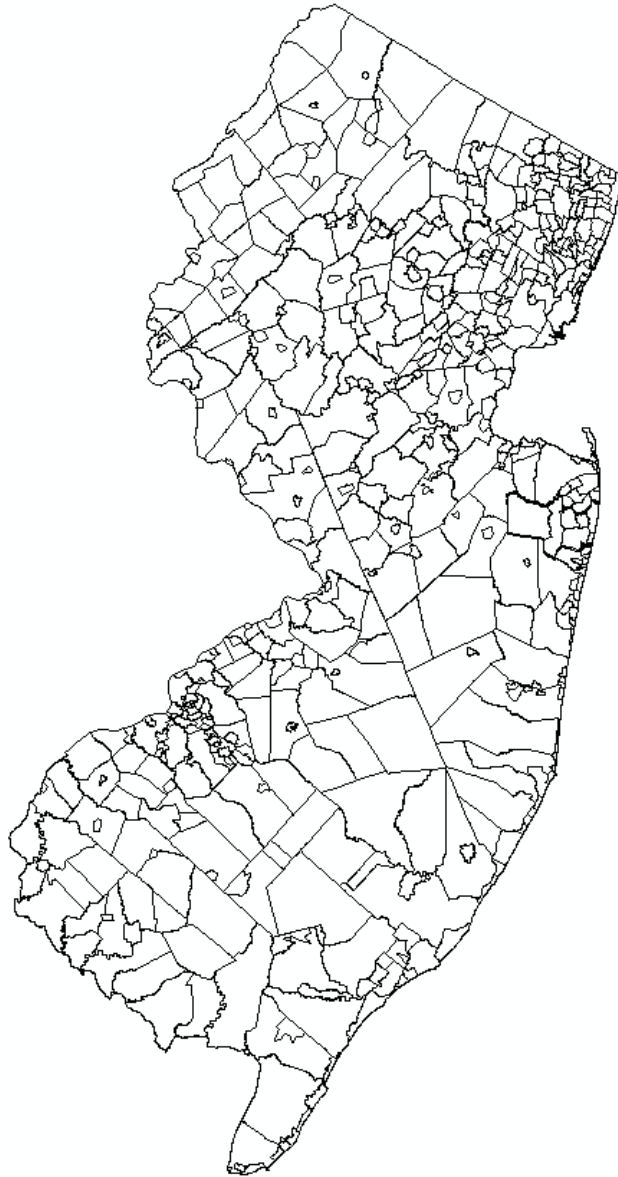
BE IT FURTHER RESOLVED, that the Clerk to the Board shall forward a certified copy of this Resolution to the County Administration and all thirteen (13) municipalities of Mercer County.



.....  
Clerk to the Board

# Municipal Policies

## Populations of 50,000 or More



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

**WHEREAS**, the State Department of Transportation adopted a Complete Streets Policy (Policy No. 703), effective December 3, 2009, for all projects funded through the Department's Capital Program and strongly encouraged the adoption of similar policies by local jurisdictions, such as the City of Newark, that apply for funding through Local Aid Programs; 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 the following:

- Improve 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;
- Provide connections to bicycling and walking trip generators such as employment, education, residential, recreation, retail centers and public facilities;
- Promoting healthy lifestyles;
- Create more livable communities;
- Reduce traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions;
- Improving fiscal economy, by incorporating sidewalks, bike lanes, safe crossings and transit amenities into the initial design of a project, thus sparing the expense of retrofits later; and

**WHEREAS**, the City of Newark wishes to implement the Complete Streets Policy though the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities; and

**WHEREAS**, it is the intent of the City of Newark, to the extent practicable and not otherwise exempted, to apply the City of Newark Complete Streets Policy to include all public () roadways,, bridges and building projects in the City of Newark.

**NOW, THEREFORE, BE IT RESOLVED BY THE MUNICIPAL COUNCIL OF THE CITY OF NEWARK, NEW JERSEY, THAT:**

The Municipal Council of the City of Newark formally adopts the Complete Streets Policy with the following goals and objectives:

1. All City of Newark public street projects, both new construction and reconstruction, shall be designed and constructed as "Complete Streets." The "Complete Street" accommodates all modes of transportation, including but not limited to, travel by pedestrians, bicyclists, public transit, and other motorized vehicles and their passengers.

2. Create a comprehensive, integrated, connected multi-modal network by facilitating connections to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers.
3. Provide safe and accessible accommodations for existing and future pedestrian, bicycle and transit facilities.
4. Establish a checklist of pedestrian, bicycle and transit accommodations such as accessible sidewalks curb ramps, crosswalks, countdown pedestrian signals, signs, curb extensions, pedestrian scale lighting, bike lanes, and shoulders for consideration in each project where City jurisdiction applies.
5. 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.
6. 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.
7. Bicycle and pedestrian facilities shall be designed and constructed 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, NACTO Urban Bikeway Design Guide and the Manual of Uniform Traffic Control Devices.
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 comply with Title VII Environmental Justice, Americans with Disabilities Act (ADA) and complement the context of the surrounding community.
10. Exemptions to the Complete Streets Policy shall be presented for final decision to the Director of Engineering in writing and documented with supporting data that indicates the reason for the decision and are limited to the following:
  - a) Non-motorized users are prohibited on the roadway.
  - b) Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
  - c) Cost of accommodations is excessively disproportionate to cost of project, more than twenty (20%) percent of total costs.
  - d) The safety or timing of a project is compromised by the inclusion of Complete Streets.

- e) Detrimental environmental or social impacts outweigh the need for these accommodations.

An exemption other than those listed above must be documented with supporting data and must be approved by the Director of the Department of Engineering.

- 11. A fully executed copy of the Complete Streets Policy shall be filed with the Office of the City Clerk by the Director, Department of Engineering or his designee.

### **STATEMENT**

The City of Newark formally adopts a Complete Streets Policy, which will require that all City of Newark public street projects, both new construction and reconstruction (not including maintenance), shall be designed and constructed as "Complete Streets." The "Complete Street" accommodates travel by pedestrians, bicyclists, public transit and other motorized vehicles and their passengers. ]



# 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.

City Clerk File No. Res. 11-317  
 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 Gaspich  
 APPROVED: [Signature]  
 Business Administrator

APPROVED AS TO LEGAL FORM

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.

Peter M. Brennan  
 Peter M. Brennan, President of Council

Robert Byrne  
 Robert Byrne, City Clerk

## **RESOLUTION OF TOWNSHIP OF WOODBRIDGE TO ADOPT A COMPLETE STREETS POLICY**

**WHEREAS**, the Township of Woodbridge has been actively promoting environmental sustainability for the health, safety, and welfare of Township residents, and the betterment of the natural environment of the Township, and the environment of the planet; and

**WHEREAS**, transportation, especially the design of streets, is an important element of environmental sustainability; and

**WHEREAS**, the Township desires to adopt a Complete Streets Policy that takes into consideration all users of the public right-of-way, including pedestrians, bicyclists, transit riders, and motorists, of all ages and abilities; and

**WHEREAS**, Complete Streets improve 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; and

**WHEREAS**, Complete Streets provide connections to bicycling and walking trip generators such as employment, education, residential, recreation, retail centers and public facilities; and

**WHEREAS**, Complete Streets promote healthy lifestyles; and

**WHEREAS**, Complete Streets create more livable communities; and

**WHEREAS**, Complete Streets reduce traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions; and

**WHEREAS**, Complete Streets make fiscal sense 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 BY THE MUNICIPAL COUNCIL OF THE TOWNSHIP OF WOODBRIDGE**, that the Township does hereby support and promote a Complete Streets by adopting the following policy:

### **COMPLETE STREETS POLICY**

#### **I. Purpose**

To plan, design, build, and maintain all roads, where feasible, to meet the needs of all users, including enabling safe access and mobility of pedestrians, bicyclists, transit vehicle users, and motorists of all ages and abilities.

## II. Definition

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.

## III. Policy

1. Create a comprehensive, integrated, connected multi-modal network of streets by providing proper connections to bicycling and walking trip generators, such as employment, education, residential, recreational and public facilities, as well as retail and transit centers within the community, where feasible.
2. Provide safe and accessible accommodations for existing and future pedestrian, bicycle and transit facilities.
3. As all streets are different, establish a procedure to evaluate new streets and resurfacing projects for complete streets inclusion according to length of project, local community support, environmental constraints, right-of-way limitations, funding resources and bicycle and/or pedestrian compatibility.
4. Transportation facilities are long-term investments that shall anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.
5. Address the need for bicyclists and pedestrians to cross corridors. Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections, interchanges and bridges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
8. Design bicycle and pedestrian facilities 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 others as related.
9. 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.
10. Improvements shall also consider connections for Safe Routes to Schools, Safe Routes to Transit, Transit Villages, trail crossings and areas or population groups with limited transportation options.

11. Improvements shall comply with Title VII Environmental Justice, Americans with Disabilities Act (ADA) and complement the context of the surrounding community.

12. Exemptions to the Complete Streets policy shall be presented for final decision to the Municipal Engineer in writing and documented with supporting data that indicates the reason for the decision and are limited to the following:

- a) Non-motorized users are prohibited on the roadway.
- b) Insufficient space in an existing right-of-way to design a Complete Street.
- c) Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
- d) Detrimental environmental or social impacts outweigh the need for these accommodations.
- e) Cost of accommodations is excessively disproportionate to cost of project.
- f) The safety or timing of a project is compromised by the inclusion of Complete Streets.
- g) An exemption other than those listed above must be documented with supporting data and must be approved by the Municipal Engineer.

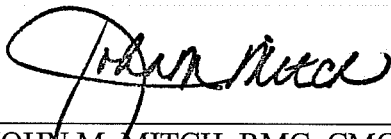
13. This policy shall be incorporated into the next Master Plan Reexamination report and the adoption

**ADOPTED:** JULY 12, 2011

I hereby certify that the above is a true and exact copy of the Resolution adopted by the Municipal Council of the Township of Woodbridge at their Regular Meeting held on

JULY 12, 2011

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\_\_\_\_\_  
JOHN M. MITCH, RMC, CMC, CMR  
MUNICIPAL CLERK

RESOLUTION OF THE TOWNSHIP COUNCIL OF THE TOWNSHIP  
OF TOMS RIVER, COUNTY OF OCEAN, STATE OF NEW JERSEY,  
RECOGNIZING THE ADOPTION OF A COMPLETE STREETS  
POLICY

JULY 24, 2012

**WHEREAS**, the Township Council of the Township of Toms River recognizes the need to accommodate all modes of travel on Township streets, including pedestrians, cyclists, motorists and mass transit riders; and

**WHEREAS**, the Township of Toms River seeks to meet the transportation needs of all its citizens by providing road networks that are safer, more livable and welcoming to everyone, regardless of age and ability; and

**WHEREAS**, complete streets are typically designed to include wider sidewalks, pedestrian intersection treatments, bicycle facilities, and transit accommodations; and

**WHEREAS**, a Complete Streets Policy is consistent with the Township Master Plan; and

**WHEREAS**, the Township's Complete Streets Policy does not include street lights and street beautification items such as street furniture, planters, and landscaping; and

**WHEREAS**, the Township Engineer and Township Planner may waive the implementation of the Complete Streets Policy for projects where the cost to provide said improvements are disproportionate to need, and represent more than twenty percent ( 20%) of total cost; and

**WHEREAS**, total project costs shall be defined as the cost of the street improvements without the Complete Streets improvements; and



**WHEREAS**, the Township Council proposes that the Environmental Commission in partnership with the Planning Board undertake a pedestrian and bicycle plan study to identify priority areas for implementation of Complete Streets, and the Township Planning Board hear and adopt the plan; and

**WHEREAS**, Township funds may only be utilized for complete street implementation as the required match for state and federal funding until the Planning Board adopts a Pedestrian and Bicycle Plan subsection of the Master Plan Circulation Element;

**NOW, THEREFORE, BE IT RESOLVED BY THE TOWNSHIP COUNCIL OF THE TOWNSHIP OF TOMS RIVER, IN THE COUNTY OF OCEAN, AND STATE OF NEW JERSEY**, as follows:

1. All public street projects, both new construction and reconstruction (excluding maintenance) undertaken by the Township of Toms River 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, and subject to the following conditions:
  - a. Pedestrian and bicycle facilities shall not be required where they are prohibited by law.
  - b. Public transit facilities shall not be required on streets not serving as transit routes.
  - c. In any project, should the cost of pedestrian, public transit, and/or bicycle facilities account for more than 20% of total project costs, as determined by engineering estimates, then, and in that event, the Complete Streets Policy may be waived.
  - d. Township funds may only be utilized for priority sites identified in the Pedestrian and Bicycle subsection of the Circulation Element of the Master Plan, when no state or federal match is available.

e. In any project funded only with Township funds, should the cost of pedestrian, public, transit, and/or bicycle facilities account for more than 15% of total project cost, as determined by engineering estimates, then, and in that event, the Township Engineer or Township Planner may waive the Complete Streets Policy or obtain approval by the Township Council for same prior to bidding the project.

2. A certified copy of this resolution shall be provided by the Office of the Township Clerk to each of the following:

- a) Mayor Thomas Kelaher
  - b) Township Council
  - c) Business Administrator
  - d) Township Attorney
  - e) Chief Financial Officer
  - f) Jay Lynch, Township Planner
  - g) Erika Stahl, Assistant Township Planner
  - h) Robert J. Chankalian, Township Engineer
  - i) Lorraine Adams, Grant Coordinator
  - j) Debbie Kingsland
- New Jersey Department of Transportation  
1035 Parkway Ave.  
P.O. Box 600  
Trenton, N.J. 08625

July 24, 2012-06

Approved as to  
Legal Form  
*Kenneth B. Fitzsimmons*  
Kenneth B. Fitzsimmons  
Township Attorney



I, ALISON CARLISLE, DEPUTY MUNICIPAL CLERK OF THE TOWNSHIP OF TOMS RIVER, IN THE COUNTY OF OCEAN, HEREBY CERTIFY THAT THIS IS A TRUE AND EXACT COPY OF A RESOLUTION APPROVED BY THE TOWNSHIP COUNCIL AT THEIR REGULAR MEETING OF JULY 24, 2012.

*Alison Carlisle*  
Alison Carlisle, Deputy Municipal Clerk

# RESOLUTION

No. \_\_\_\_\_

12-121

Date of Adoption MAR 01 2012

Approved as to Form and Legality

Factual content certified by

Walter Denson  
Walter Denson, Acting City Attorney

Anthony Roberts  
Anthony Roberts, Acting Business Administrator

Councilman /woman Valerie Spalding

presents the following Resolution:

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

**WHEREAS**, the City of Trenton is committed to creating street corridors that accommodate all road users of all ages and abilities for all trips; and

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

**WHEREAS**, the City Council fully supports these initiatives and wishes to reinforce its commitment to creating a comprehensive, integrated, connected street network that accommodates all road users of all abilities and for all trips; and

**NOW THEREFORE BE IT RESOLVED** that all public street projects, both new construction and reconstruction (not including maintenance) in the City of Trenton shall be designed and constructed as complete streets. The "complete street" accommodates travel by pedestrians, bicyclists, public transit, and other motorized vehicles and their passengers. 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 street grid, the City of Trenton will work with Mercer County, the Delaware River Joint Toll Bridge Commission, Traffic Consultant AECOM and state agencies through existing planning efforts to ensure complete streets principles are incorporated in a context sensitive manner.
3. While complete streets principles are context sensitive, it would be appropriate to consider these features during the design, planning, maintenance and operations phases and incorporate changes into some retrofit and reconstruction projects. Departments shall reference New Jersey Roadway Design Manual; the AASHTO Guide for the

# RESOLUTION

Development of Bicycle Facilities; AASHTO Guide for the Planning, Design and Operation of Pedestrian Facilities; the Manual of Uniform Traffic Control Devices; the NACTO Urban Bikeway Design Guide and other design criteria as necessary, striving to balance all needs, when repaving or reconstructing streets.

4. 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. At least one training about complete streets will be conducted for appropriate staff within 180 days of this resolution.
  - c. The Train Station Linkage Plan, prepared for the city by Nelson/Nygaard in 2006 shall be revisited, with a specific focus on designating appropriate routes for pedestrians, dedicated bike lanes and preferred bicycle routes (shoulders or shared travel lanes with appropriate signage and/or pavement markings). The City Engineer (or other designee as determined by Council) shall coordinate this effort in collaboration with the Traffic Analyst and update City Council within 180 days of this resolution.
  - d. Oversight of the new complete streets policy will be handled by the Principle Planner, or other appropriate cabinet officials approved by City Council.
5. 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. Public transit facilities are not required on streets not serving as transit routes, The desirability of transit facilities will be determined on a project specific basis.
  - c. When the cost of incorporating 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

# RESOLUTION

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 for formal approval.

**NOW, THEREFORE, BE IT RESOLVED**, that the City Council of the City of Trenton that the City hereby consents to all public street projects, both new construction and reconstruction (not including maintenance) in the City of Trenton 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.

|                 | Aye | Nay | Abstain | Absent |                  | Aye | Nay | Abstain | Absent |         | Aye | Nay | Abstain | Absent |
|-----------------|-----|-----|---------|--------|------------------|-----|-----|---------|--------|---------|-----|-----|---------|--------|
| BETHEA          | ✓   |     |         |        | HOLLY WARD       | ✓   |     |         |        | MUSCHAL | ✓   |     |         |        |
| CALDWELL WILSON | ✓   |     |         |        | MCBRIDE          | ✓   |     |         |        |         |     |     |         |        |
| CHESTER         | ✓   |     |         |        | REYNOLDS JACKSON | ✓   |     |         |        |         |     |     |         |        |

This Resolution was adopted at a Meeting of the City Council of the City of Trenton on MAR 01 2012

Kathy McBruch  
President of Council

32 Leonas Baylor  
City Clerk

## **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 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, the New Jersey Department of Transportation 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.*

**NOW, THEREFORE, BE IT 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.



**R-12:07-155 RESOLUTION OF THE TOWNSHIP COUNCIL OF THE TOWNSHIP OF  
GLOUCESTER, COUNTY OF CAMDEN, STATE OF NEW JERSEY TO  
ESTABLISH A COMPLETE STREETS POLICY**

**WHEREAS**, the Township of Gloucester recognizes the need for a Complete Streets Policy to plan, design, build, and maintain streets to accommodate all users of all ages and abilities, including pedestrians, bicyclists, motorists, and transit vehicle users; and

**WHEREAS**, the Township of Gloucester defines complete streets as new and retrofitted roadways that are planned, designed, and maintained to enable safe access across and along the entire right-of-way for all users of all ages, abilities, and mode of transportation to improve quality of life and to preserve Gloucester Township as a great place to live, work and play; and

**WHEREAS**, the Township of Gloucester commits to creating a comprehensive and integrated transportation network that accommodates all users of all ages and abilities; and

**WHEREAS**, the Township of Gloucester recognizes there is a hierarchy of streets and a variety of land uses that require the need for flexibility in planning, designing, building, and maintaining streets to balance and complement the needs of all users of all ages and abilities of the community; and

**WHEREAS**, the Township of Gloucester shall incorporate the Complete Streets Policy within the next required re-examination, amendment, or adoption of the master plan; and

**WHEREAS**, the Township of Gloucester shall consider an exception to the Complete Streets Policy upon submission of support documents on the reasons for the exception, which must be approved by resolution of Township Council.

**NOW, THEREFORE, BE IT RESOLVED** by the Township Council of the Township of Gloucester, County of Camden, State of New Jersey that all new and retrofitted roadways (excluding general maintenance) shall be planned, designed and built as a “Complete Street” as defined herein in order to maintain streets to accommodate all users of all ages and abilities, including pedestrians, bicyclists, motorists, and transit vehicle users.

Adopted: July 9, 2012

ATTEST:

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President of Council

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Township Clerk

## CITY OF VINELAND, NJ

RESOLUTION NO. 2011- 389A RESOLUTION FOR THE ESTABLISHMENT OF A  
COMPLETE STREETS POLICY

WHEREAS, Complete Streets means a comprehensive, integrated, connected, multi-modal street network that safely accommodates all road users of all abilities for all trips; and

WHEREAS, there is a high incidence of pedestrian and bicyclist accidents in New Jersey, frequently resulting in serious injury or death, indicating the need for a Complete Streets Policy; and

WHEREAS, fiscal constraints have necessitated the elimination of school courtesy busing, resulting in more children walking and bicycling to school, indicating the need for a Complete Streets Policy; and

WHEREAS, confronted with the obesity epidemic, more people are walking and bicycling as a no cost exercise alternative, indicating the need for a Complete Streets Policy; and

WHEREAS, while transit opportunities are limited in the City, what is available is heavily utilized, indicating the need for a Complete Streets Policy; and

WHEREAS, the benefits of Complete Streets are many and varied, including, but not limited to:

- improving safety for pedestrians, bicyclists and transit riders -groups that include children, older citizens, special needs populations and groups with limited transportation options;
- providing connections to walking and bicycling trip generators such as transit routes, employment and retail centers, and educational, recreational, and public facilities, in addition to residential concentrations;
- 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 design elements, including, but not limited to, sidewalks, bicycle lanes, safe crossings and transit amenities, into the initial design of a project, thus sparing the expense of retrofits later; and

WHEREAS, a Complete Streets Policy would advance the City's Sustainable Jersey Resolution, Safe Routes to Schools Program, County Open Space Study, County Rails to Trails Plan and Downtown Parking, Circulation and Landscaping Study; and

WHEREAS, the City is committed to creating a street network that makes walking, bicycling and transit usage viable alternatives to driving; and

WHEREAS, the City is committed to creating a street network that improves the safety of pedestrians, bicyclists and transit riders; and

WHEREAS, the City wishes to implement a Complete Streets Policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities within public right-of-ways; and

WHEREAS, it is the intent of the City, to the extent practicable, to apply the Complete Streets Policy to all road, bridge, and building projects funded through the City's Capital Program and Federal and State grants.

NOW, THEREFORE, be it resolved that the City adopts a Complete Streets Policy with the following goals and objectives:

1. Develop a Complete Streets Plan, which shall be adopted by City Council, to guide the development of a comprehensive, integrated, connected, multi-modal street network that safely accommodates all road users of all abilities for all trips. This plan will determine what design elements are needed where, factoring in the following:

## RESOLUTION NO. 2011-389

## CITY OF VINELAND, NJ

- Master Plan Land Use and Transportation Elements;
  - walking and bicycling trip generators such as transit routes, employment and retail centers, and educational, recreational, and public facilities; in addition to residential concentrations;
  - traffic conditions;
  - availability and condition of right-of-ways;
  - environmental constraints;
  - social impacts;
  - scenic routes; and
  - special needs populations and groups with limited transportation options.
2. Establish a checklist of pedestrian, bicycle and transit design elements, including, but not limited to, accessible sidewalk curb ramps, crosswalks, countdown pedestrian signals, signs, median refuges, curb extensions, pedestrian scale lighting, bicycle lanes, bicycle racks/lockers, shoulders and bus shelters, for consideration in all road, bridge, and building projects funded through the City's Capital Program and Federal and State grants.
3. Evaluate pedestrian, bicycle and transit design elements from the checklist for all road, bridge, and building projects, giving consideration to the following:
- guidance provided by the Complete Streets Plan;
  - existing and future need for pedestrian, bicycle and transit improvements, since transportation facilities are long term investments constructed for long-term use that need to anticipate both existing and future demand for walking, bicycling and transit usage so as not to preclude the provision of these improvements;
  - project size, local support, environmental constraints, right-of-way limitations, funding resources, and walking and/or bicycling compatibility;
  - need for pedestrians and bicyclists to cross corridors, as well as travel along them, in a safe, accessible and convenient manner, which impacts the design of intersections, interchanges and bridges;
  - safe, accessible and convenient accommodation of pedestrians, cyclists and transit riders;
  - pedestrian and bicycle design standards contained in 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;
  - provisions for pedestrians, bicyclists and transit riders when closing roads, bridges or sidewalks for construction projects, as outlined in NJDOT Policy #705 - Accommodating Pedestrian and Bicycle Traffic During Construction;
  - compliance with Title VI Environmental Justice, Americans with Disabilities Act (ADA) and principles of context sensitive design;
  - establishment of safe routes to schools, transit facilities and recreational facilities; and
  - special needs populations and groups with limited transportation options.
4. Develop guidelines and process for approval of exemptions to the Complete Streets Policy, giving consideration to the following:
- roadway prohibitions for non-motorized users;
  - lack of public transit facilities;
  - absence of walking and bicycling trip generators;
  - low population density;
  - detrimental environmental or social impacts that outweigh the benefits of pedestrian, bicycle and transit improvements;
  - cost of pedestrian, bicycle and transit improvements is excessively disproportionate to cost of project (cost of pedestrian, bicycle and transit improvements, as determined by engineering estimates, increases total project cost in excess of 5%, or as otherwise dictated by funding authority); and

- cost of project (cost of pedestrian, bicycle and transit improvements, as determined by engineering estimates, increases total project cost in excess of 5%, or as otherwise dictated by funding authority); and [2]
- safety or timing of a project is compromised by the inclusion of pedestrian, bicycle and transit improvements.

## RESOLUTION NO. 2011-389

CITY OF VINELAND, NJ

BE IT FURTHER RESOLVED, that this policy and resultant plan shall be used as guidance for planned road, bridge and building projects, but shall not be viewed as an obligation to initiate any projects.

BE IT FURTHER RESOLVED, that a certified copy of this Resolution shall be sent to all departments and agencies having a responsibility for or connection with projects covered by the Complete Streets Policy.

Adopted: September 27, 2011

  
\_\_\_\_\_  
President of Council pfc, III

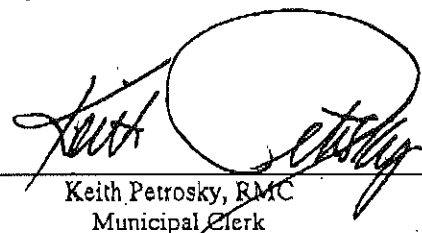
ATTEST:

  
\_\_\_\_\_  
City Clerk kp

CERTIFICATION

I, Keith Petrosky, RMC, Municipal Clerk of the City of Vineland, Cumberland County, New Jersey, do hereby certify that the foregoing Resolution is a true and correct copy of a Resolution adopted by the Council of the City of Vineland, at a meeting conducted on September 27, 2011 at City Hall, Vineland, New Jersey.

(SEAL)



Keith Petrosky, RMC  
Municipal Clerk

## **City of New Brunswick Complete Streets Policy**

WHEREAS, the City Council of the City of New Brunswick supports the development of “complete streets” and wishes to reinforce its commitment to creating a comprehensive, integrated, connected street network that safely accommodates all road users of all abilities and for all trips;

NOW THEREFORE BE IT RESOLVED as follows:

### **I. PURPOSE**

To create and implement a Complete Streets Policy in New Brunswick through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities within public rights of way, including projects processed or administered through the City’s Capital Program.

### **II. DEFINITIONS**

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

### **III. BACKGROUND**

The benefits of Complete Streets are many and varied:

- Complete Streets improve 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.
- Provide connections to bicycling and walking trip generators such as employment, education, residential, recreation, retail centers and public facilities.
- Promote healthy lifestyles.
- Create more livable communities.
- Reduce traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions.
- Complete Streets make fiscal sense by incorporating sidewalks, bike lanes, safe crossings and transit amenities into the initial design of a project, thus sparing the expense of retrofits later.

### **IV. POLICY**

The New Brunswick Department of Engineering shall implement a Complete Streets policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities. This includes all projects funded through the Department’s Capital Program. The Department strongly encourages the adoption of similar policies by the County and State when they are funding or undertaking the retrofit or construction of transportation facilities in New Brunswick.



1. Create a comprehensive, integrated, connected multi-modal network by providing connections to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers.
2. Provide safe and accessible accommodations for existing and future pedestrian, bicycle and transit facilities.
3. Establish a checklist of pedestrian, bicycle and transit accommodations such as accessible sidewalks curb ramps, crosswalks, countdown pedestrian signals, signs, median refuges, curb extensions, pedestrian scale lighting, bike lanes, shoulders and bus shelters with the presumption that they shall be included in each project unless supporting documentation against inclusion is provided and found to be justifiable.
4. Establish a procedure to evaluate resurfacing projects for complete streets inclusion according to length of project, local support, environmental constraints, right-of-way limitations, funding resources and bicycle and/or pedestrian compatibility.
5. Transportation facilities are long-term investments that shall anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.
6. Address the need for bicyclists and pedestrians to cross corridors as well as travel along them. Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections, interchanges and bridges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
7. Design bicycle and pedestrian facilities 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 others as related.
8. Stay abreast of and support new technologies in improving safety and mobility.
9. Make provisions 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.
10. Improvements should also consider connections for Safe Routes to Schools, Safe Routes to Transit, Transit Villages, trail crossings and areas or population groups with limited transportation options.
11. Improvements must comply with Title VI/Environmental Justice, Americans with Disabilities Act (ADA) and should complement the context of the surrounding community.
12. A memorandum from the Mayor and Business Administrator outlining the Complete Streets policy shall be distributed to all Department Heads within 30 days of adoption of this resolution. Additionally, the Director of Public Works, City Engineer, Director of Police, Director of Planning, Community and Economic Development, Business Administrator, Water Utility Director and Director of Social Services, along with other appropriate staff, shall attend a Complete Streets training program within 180 days of adoption of this resolution.
13. Establish Performance Measures to gauge success.

14. Update the City's Engineering Standards for to provide guidance for private developers to follow when private development affects elements of a complete street, such as sidewalks, crosswalks, handicapped ramps, street furniture, street lighting, street landscaping and roadway surfaces.

#### V. EXEMPTIONS

Exemptions to the Complete Streets policy must be presented for final decision to the Mayor in writing by the Department of Engineering and documented with supporting data that indicates the reason for the decision and are limited to the following:

- 1) Non-motorized users are prohibited on the roadway.
- 2) Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
- 3) Detrimental environmental or social impacts outweigh the need for these accommodations.
- 4) Cost of accommodations is excessively disproportionate to cost of project, more than twenty percent (20%) of total cost.
- 5) The safety or timing of a project is compromised by the inclusion of Complete Streets.

An exemption other than those listed above must be documented with supporting data and must be approved by the Mayor along with approval by the City Council.

**BE IT FURTHER RESOLVED**, that a certified copy of this Resolution shall be sent to the Middlesex County Board of Chosen Freeholders and all Departments and Agencies having a responsibility for or connection with projections covered by the City of New Brunswick Complete Streets Policy.



**TOWNSHIP OF IRVINGTON**  
**Division of Engineering**  
**IRVINGTON MUNICIPAL BUILDING**  
**CIVIC SQUARE, IRVINGTON, NJ 07111**

**WAYNE SMITH**  
**MAYOR**

**TEL: (973) 399-6690**  
**FAX: (973) 399-6798**  
**www.irvington.net**

**JOHN A. WIGGINS, P.E.**  
**TOWNSHIP ENGINEER**

September 17, 2012

The New Jersey Bicycle and Pedestrian Resource Center  
Edward J. Bloustein School of Planning and Public Policy  
Rutgers, The State University of New Jersey  
33 Livingston Avenue, Fourth Floor  
New Brunswick, New Jersey 0890

RE: Adoption of Complete Streets Policy

Gentlemen:

Please be advised that the Municipal Council of the Township of Irvington adopted a policy on Complete Streets at their meeting of September 11, 2012.

A copy of that resolution is attached.

Should you have any questions or comments with respect to the above please advise.

Yours truly,

John A. Wiggins, P.E., P.P.  
Township Engineer

/jaw

Incl.

# RESOLUTION OF THE TOWNSHIP OF IRVINGTON, NJ

No. **DPW 12-0911-10**

Date of Adoption **SEP 11 2012**

APPROVED AS TO FORM AND LEGALITY ON THE BASIS OF FACTS SET FORTH BY

**S. JONES**

*Legislative Research Officer*  
**INMAN**

PRESENTED BY COUNCIL MEMBER

SECONDED BY

WHEREAS, the Township of Irvington is committed to creating street corridors that safety accommodate all road users of all 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, children, older citizens, non-drivers and mobility challenged, providing connections to connection to bicycling and walking trip generators such as employment, education, residential, recreation, retain centers and public facilities creating healthy lifestyles; creating more livable communities and reducing traffic congestion; and

WHEREAS, the Municipal Council of the Township of Irvington wishes to implement a Complete Streets policy through the planning, design, construction, maintenance and operation of new and retrofitted transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, motorist and transit users of all ages and abilities.

NOW, THEREFORE, BE IT RESOLVED by the Municipal Council of the Township of Irvington that the Township of Irvington adopts a Complete Streets policy and directs that the Township Engineer and the Township Administrator create a document that encompasses a set of regulations enumerated in such a policy that meets the following goals and objectives:

1. Provide safe and accessible accommodations for the existing and future pedestrian, bicycle and transit facilitates.
2. Provide the potential for connections to multi-modals transportation options for employment, education, residential, recreation, retail center and public facilities.
3. Promote healthy lifestyles for residents.
4. Create a more livable community.
5. Reduce traffic congestion.
6. Establish a checklist of pedestrian, bicycle and transit accommodations which also includes handicapped accessible accommodations.
7. Establish a procedure to evaluate development plans, both public and private, to address the above stated goals and objectives.

## RECORD OF COUNCIL VOTE

X = Indicates Vote N.V. = No Vote A.B. = Absent

| COUNCIL MEMBER                           | YES | NO | N.V. | A.B. | COUNCIL MEMBER                         | YES | NO | N.V. | A.B. |
|--|-----|----|------|------|--|-----|----|------|------|
| FREDERIC                                 | X   |    |      |      | LYONS                                  | X   |    |      |      |
| INMAN                                    | X   |    |      |      | MCELROY, 1 <sup>st</sup> VICEPRESIDENT | X   |    |      |      |
| JONES, L.C.                              | X   |    |      |      | BEASLEY, PRESIDENT                     | X   |    |      |      |
| JONES, S., 2 <sup>nd</sup> VICEPRESIDENT | X   |    |      |      |  | X   |    |      |      |

PRESIDENT OF COUNCIL *Bilal Beasley* MUNICIPAL CLERK *David E. Jones* DATE **SEP 11 2012**

I hereby certify that the foregoing is a true copy of a Resolution duly adopted by the Municipal Council. In witness whereof I have hereunto set my hand and the Corporate Seal of the Township of Irvington.

MUNICIPAL CLERK *David E. Jones* DATE **SEP 11 20**

BA ☐ BLDG ☐ CFO ☐ COURT ☐ DHS ☐ DHW ☐ DNS ☒ ENG ☒ FIRE ☐ INIC ☐ JUDGE ☐ LIBR ☐ LICEN ☐ LEGAL ☐ MAYOR ☐ OCDP~DIR ☐  
OCDP~AD ☐ P&R ☐ PAYROLL ☐ POL~DIR ☒ POL~CFO ☐ PURCH ☐ SEC~PB/BA ☐ TA ☐ TAX~AS ☐ TAX~COL ☐ TRAFFIC ☐ UEZ ☐  
ZONING~OFF ☐ DLGS ☐ GNCD ☐ OTHER(S):

Introduced by: \_\_\_\_\_

Seconded by: \_\_\_\_\_

**CITY OF HOBOKEN  
RESOLUTION NO. : \_\_\_\_\_**

**CITY OF HOBOKEN**

**A RESOLUTION TO ESTABLISH A COMPLETE STREETS POLICY**

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

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

**WHEREAS**, the New Jersey Department of Transportation supports complete streets policies and adopted its own such policy on 3 December, 2009; and,

**WHEREAS**, Complete Streets are supported by the Institute of Traffic Engineers, the American Planning Association, Hudson County Division of Planning, and many other transportation, planning, and public health officials; and,

**WHEREAS**, Complete Streets policies support the goals of the City of Hoboken Master Plan; and,

**WHEREAS**, promoting pedestrian, bicycle, and public transportation travel as an alternative to the automobile reduces negative environmental impacts, promotes healthy living, and is less costly to the commuter; and

**WHEREAS**, the design and construction of new roads and facilities should anticipate future demand for biking, walking, and other alternative transportation facilities and not preclude the provision of future improvements; 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.

**NOW, THEREFORE, BE IT RESOLVED**, by the City Council of the City of Hoboken that all public street projects, both new construction and reconstruction (excluding maintenance) undertaken by the City of Hoboken 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, and subject to the following conditions:

- a. Pedestrian and bicycle facilities shall not be required where they are prohibited by law.
- b. Public transit facilities shall not be required on streets not serving as transit routes and the desirability of transit facilities will be determined on a project specific basis.
- c. In any project, should the cost of pedestrian, public transit, and/or bicycle facilities cause an increase in project costs in excess of 15%, as determined by engineering estimates, that would have to be funded with local tax dollars, then and in that event approval by Council must be obtained prior to bidding of the project.
- d. Significant adverse environmental impacts outweigh the positive effects of the infrastructure

**Meeting Date: November 15, 2010**

**Reviewed by:**

---

**Arch Liston**  
**Business Administrator**

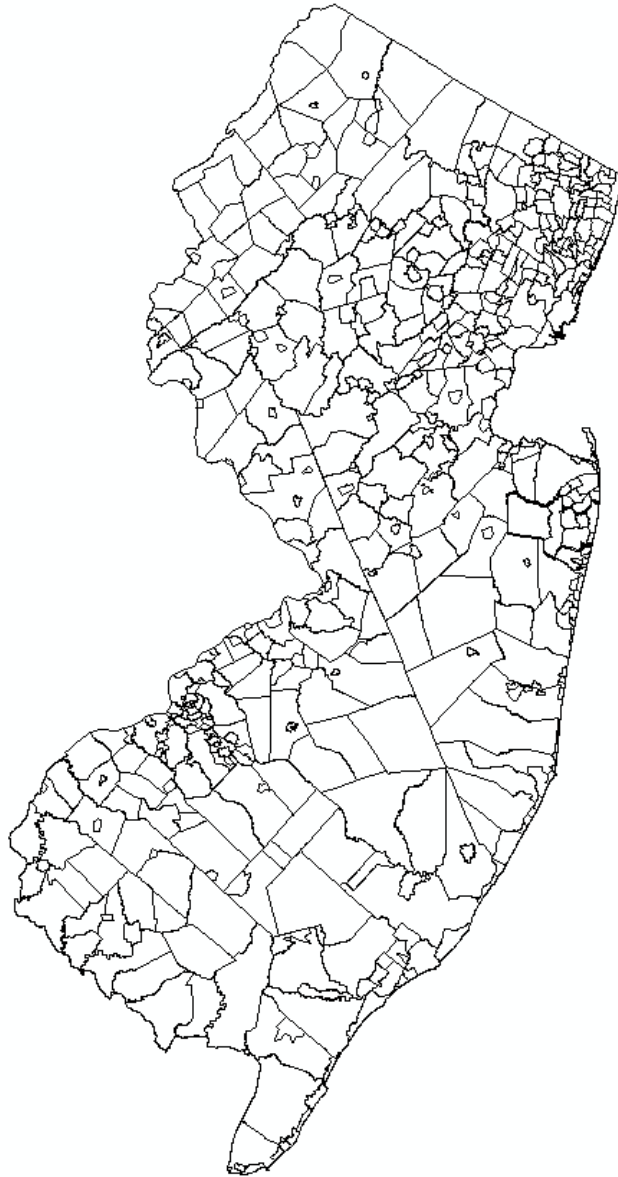
**Approved as to Form:**

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**Mark A. Tabakin, Esq.**  
**Corporation Counsel**

# Municipal Policies

Populations of 22,000 – 49,999



## **2011 RESOLUTION – ESTABLISHING A COMPLETE STREETS POLICY**

**WHEREAS**, the Township of Bloomfield is committed to creating street corridors that safely accommodate all road users of all abilities; and

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

**WHEREAS**, the Mayor and Council supports this “complete streets” initiative and wishes to reinforce its commitment to creating a comprehensive, integrated, connected street network that safely accommodates all road users of all abilities and for all trips; and

**WHEREAS**, that all public streets projects, both new construction and reconstruction (excluding maintenance) undertaken by the Township of Bloomfield 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, and subject to the following conditions:

- a. Pedestrian and bicycle facilities shall not be required where they are prohibited by law; and
- b. Public transit facilities shall not be required on streets not serving as transit routes and the desirability of transit facilities will be determined on a project basis; and
- c. In any project, should the cost of pedestrian, public transit, and/or bicycle facilities cause an increase in project costs in excess of 5%, as determined by engineering estimates, that would have to be funded with local tax dollars, then approval by the Mayor and Council must be obtained prior to bidding of the project.



**NOW, THEREFORE, BE IT RESOLVED**, by the Mayor and Council of the Township of Bloomfield, County of Essex, State of New Jersey hereby adopts this “Complete Streets” policy as outlined in the resolutions.

\* \* \*

I hereby certify that the above resolution was duly adopted by the Mayor and Council of the Township of Bloomfield at a meeting of said Township Council held on March 7, 2011.

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Municipal Clerk of the Township of Bloomfield

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Mayor of the Township of Bloomfield

**ROLL CALL VOTE**

| <b>MAYOR &amp; COUNCIL</b>  | <b>YES</b> | <b>NO</b> | <b>ABSTAIN</b> | <b>ABSENT</b> |
|-----------------------------|------------|-----------|----------------|---------------|
|                             |            |           |                |               |
| <b>COUNCILWOMAN MALY</b>    |            |           |                |               |
| <b>COUNCILMAN JOANOW</b>    |            |           |                |               |
| <b>COUNCILMAN RUANE</b>     |            |           |                |               |
| <b>COUNCILMAN VENEZIA</b>   |            |           |                |               |
| <b>COUNCILWOMAN DUNIGAN</b> |            |           |                |               |
| <b>COUNCILMAN HAMILTON</b>  |            |           |                |               |
| <b>MAYOR McCARTHY</b>       |            |           |                |               |

O:\Resolutions\2011 Resolutions\Complete Streets.doc

OFFERED BY: SASSO

SECONDED BY: TOWNES

---

**WHEREAS**, the City of Hackensack is committed to creating street corridors that safely accommodate all road users of all abilities; and

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

**WHEREAS**, the Mayor and Council supports this “complete streets” initiative and wishes to reinforce its commitment to creating a comprehensive, integrated, connected street network that safely accommodates all road users of all abilities and for all trips; and

**WHEREAS**, that all public streets projects, both new construction and reconstruction (excluding maintenance) undertaken by the City of Hackensack 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, and subject to the following conditions:

- a. Pedestrian and bicycle facilities shall not be required where they are prohibited by law; and
- b. Public transit facilities shall not be required on streets not serving as transit routes and the desirability of transit facilities will be determined on a project basis; and
- c. In any project, should the cost of pedestrian, public transit, and/or bicycle facilities causes an increase in project costs in excess of 5%, as determined by engineering estimates, that would have to be funded with local tax dollars, then approval by the Mayor and Council must be obtained prior to bidding of the project.

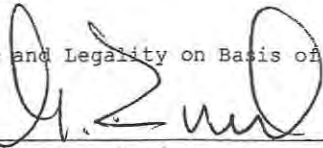
**NOW, THEREFORE, BE IT RESOLVED**, by the Mayor and Council of the City of Hackensack, County of Bergen, State of New Jersey, hereby adopts the “Complete Streets” policy as outlined in the resolution.

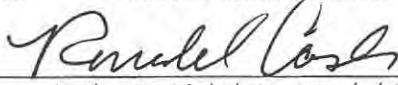
# Resolution of the City of Atlantic City

No. 917

Approved as to Form and Legality on Basis of Facts Set Forth

Factual contents certified to by

  
City Solicitor /s/ G. Bruce Ward

  
Business Administrator /s/ Michael A. Scott

Revised 12/6/2011 Prepared by City Solicitor's

Office

Council Member Small & GILLIAM presents the following Resolution:

## RESOLUTION ESTABLISHING AND ADOPTING A CITY OF ATLANTIC CITY COMPLETE STREETS POLICY

**WHEREAS**, the City of Atlantic City is committed to creating a pedestrian and bikeway system that makes walking and cycling a viable alternative to driving, and which improves bicyclist and pedestrian safety; 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, 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 project, thus sparing the expense of retrofits later; and

**WHEREAS**, the City Council of the City of Atlantic City wishes to implement a Complete Streets policy though the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities; and

**NOW, THEREFORE**, be it resolved that the City Council of the City of Atlantic City adopts the following Complete Streets Policy:

Purpose: To adopt a Complete Streets Policy that acknowledges and implements the concept that streets should be designed, built and retrofitted for all users: motor vehicles, pedestrians, bicyclists, transit users and people with disabilities. The City recognizes that this policy must be flexibly and that all streets are different and user needs must be balanced and fit into the context of the community. Implementation of this policy will integrate the needs of all users into everyday transportation and land use decision making, and will take place through the following methods:

1. Bicycle and pedestrian ways shall be established in new construction and reconstruction projects unless one or more of the following conditions are met:

- Bicyclists and pedestrians are prohibited by law from using the roadway.
- The cost of accommodations is excessively disproportionate to cost of project, at more than twenty percent (20%) of total cost.

- Where sparse population, travel or other factors indicate an absence of need as defined by any street with a paved roadway width greater than 28 feet and less than 100 vehicles per day.
  - Detrimental environmental or social impacts outweigh the need for these accommodations
  - The safety or timing of a project is compromised by the inclusion of Complete Streets.
2. Paved shoulders should be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day consistent with NJDOT Complete Streets policy.
3. Sidewalks, shared use paths, street crossings, pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways shall be designed, constructed, operated and maintained so that all pedestrians, including people with disabilities, can travel safely and independently.
4. The design and development of the transportation infrastructure shall improve conditions for bicycling and walking through the following additional steps:
- Planning projects for the long-term. The design and construction of new facilities that meet the criteria in Item 1 above should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.
  - Addressing the need for bicyclists and pedestrians to cross corridors as well as travel along them. The design of intersections and interchanges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
  - Getting exceptions approved at a senior level. Exceptions for the non-inclusion of bikeways and walkways shall be approved by a senior manager and be documented with supporting data that indicates the basis for the decision.
  - Designing facilities to the best currently available standards and guidelines. The design of facilities for bicyclists and pedestrians should follow design guidelines and standards that are commonly used, such as the AASHTO Guide for the Development of Bicycle Facilities, AASHTO's A Policy on Geometric Design of Highways and Streets, and the ITE Recommended Practice "Design and Safety of Pedestrian Facilities".
5. Exceptions to this policy are permitted and are contingent upon the presence of specific safety concerns and approval by the City Engineer prior to granting exceptions.
6. This Complete Streets Policy shall be incorporated into the next Reexamination, update, revision, amendment or adoption of the Master Plan.


**BE IT FURTHER RESOLVED**, that a certified copy of this Resolution shall be sent to all Departments and Agencies having a responsibility for or connection with projects covered by the City of Atlantic City Complete Streets Policy.

tc December 6, 2011 11:00 AM

| DO NOT USE SPACE BELOW THIS LINE                               |     |     |      |      |      |      |                |     |     |      |      |      |      |
|--|-----|-----|------|------|------|------|----------------|-----|-----|------|------|------|------|
| RECORD OF COUNCIL VOTE ON FINAL PASSAGE                        |     |     |      |      |      |      |                |     |     |      |      |      |      |
| COUNCIL MEMBER   | AYE | NAY | N.V. | A.B. | MOT. | SEC. | COUNCIL MEMBER | AYE | NAY | N.V. | A.B. | MOT. | SEC. |
| DELGADO  | /   |     |      |      |      |      | MOORE          | /   |     |      |      |      |      |
| GILLIAM  | /   |     |      |      |      |      | RANDOLPH       | /   |     |      |      |      |      |
| MANCUSO  | /   |     |      |      |      |      | SMALL          | /   |     |      |      | /    |      |
| MASON  |     |     |      | /    |      |      | TIBBITT        | /   |     |      |      |      |      |
| MARSH, PRESIDENT   |     |     |      |      |      |      |                |     |     |      | /    |      |      |
| X-Indicates Vote NV-Not Voting AB-Absent MOT-Motion SEC-Second |     |     |      |      |      |      |                |     |     |      |      |      |      |

This is a Certified True copy of the Original Resolution on file in the City Clerk's Office.

DATE OF ADOPTION: DECEMBER 7, 2011

  
/s/ Rhonda Williams, City Clerk

**TOWNSHIP OF MONTCLAIR****A RESOLUTION AMENDING RESOLUTION TO ESTABLISH A COMPLETE STREETS  
POLICY**

December 6, 2011

WHEREAS, by resolution adopted October 6, 2009 the Township of Montclair established a Complete Streets Policy resolving that all public street projects, both new construction and reconstruction (excluding maintenance) undertaken by the Township of Montclair 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 is committed to creating street corridors that safely accommodate all road users of all abilities with special priority given to pedestrian safety and establishing conditions; now therefore

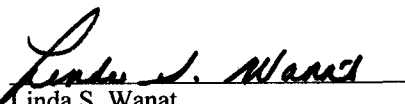
BE IT RESOLVED by the Council of the Township of Montclair, in the County of Essex, that said resolution be amended by amending subsection c of said conditions to read as follows:

- c. In any project, should the proportion of the project costs applicable to pedestrian, public transit, and/or bicycle facilities exceed **20%** as determined by engineering estimates that would have to be funded with local tax dollars, then and in that event, approval by Council must be obtained for same prior to bidding of the project.

**RECORD OF COUNCIL VOTE**

|  | YES | NO | ABS | N.V. | AB |                             | YES | NO | ABS | N.V. | AB |
|--|-----|----|-----|------|----|-----------------------------|-----|----|-----|------|----|
| Councilor Africk   |     | ✓  |     |      |    | Councilor Murnick           | ✓   |    |     |      |    |
| Councilor Baskerville  | ✓   |    |     |      |    | Councilor Terry             | ✓   |    |     |      |    |
| Mayor Fried  | ✓   |    |     |      |    | Deputy Mayor Weller-Demming | ✓   |    |     |      |    |
| Councilor Lewis  | ✓   |    |     |      |    |                             |     |    |     |      |    |
| X - Indicate Vote    ABS - Abstain    N.V. - Not Voting    AB - Absent |     |    |     |      |    |                             |     |    |     |      |    |

I HEREBY CERTIFY the foregoing to be a true copy of a resolution adopted by the Council of the Township of Montclair, in the County of Essex, at its meeting held on December 6, 2011.

  
Linda S. Wanat  
Clerk of the Township of Montclair, N.J.

## **TOWNSHIP OF MONTCLAIR**

### **A RESOLUTION TO ESTABLISH A COMPLETE STREETS POLICY**

---

October 6, 2009

WHEREAS, the Township of Montclair is committed to creating street corridors that safely accommodate all road users of all abilities; and

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

WHEREAS, the Township Council supports this “complete streets” initiative and wishes to reinforce its commitment to creating a comprehensive, integrated, connected street network that safely accommodates all road users of all abilities and for all trips; now therefore

BE IT RESOLVED that all public street projects, both new construction and reconstruction (excluding maintenance) undertaken by the Township of Montclair 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, and subject to the following conditions:

- a. Pedestrian and bicycle facilities shall not be required where they are prohibited by law.
- b. Public transit facilities shall not be required on streets not serving as transit routes and the desirability of transit facilities will be determined on a project specific basis.
- c. In any project, should the cost of pedestrian, public transit, and/or bicycle facilities cause an increase in project costs in excess of 5%, as determined by engineering estimates, that would have to be funded with local tax dollars, then and in that event approval by Council must be obtained prior to bidding of the project.

## **TOWNSHIP OF MONTCLAIR**

### **A RESOLUTION TO ESTABLISH A COMPLETE STREETS POLICY**

---

October 6, 2009

WHEREAS, the Township of Montclair is committed to creating street corridors that safely accommodate all road users of all abilities; and

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

WHEREAS, the Township Council supports this “complete streets” initiative and wishes to reinforce its commitment to creating a comprehensive, integrated, connected street network that safely accommodates all road users of all abilities and for all trips; now therefore

BE IT RESOLVED that all public street projects, both new construction and reconstruction (excluding maintenance) undertaken by the Township of Montclair 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, and subject to the following conditions:

- a. Pedestrian and bicycle facilities shall not be required where they are prohibited by law.
- b. Public transit facilities shall not be required on streets not serving as transit routes and the desirability of transit facilities will be determined on a project specific basis.
- c. In any project, should the cost of pedestrian, public transit, and/or bicycle facilities cause an increase in project costs in excess of 5%, as determined by engineering estimates, that would have to be funded with local tax dollars, then and in that event approval by Council must be obtained prior to bidding of the project.



**Resolution No. 336-10**

**WHEREAS, the Township of Lawrence is committed to creating a pedestrian and bikeway system that makes walking and cycling a viable alternative to driving and which improves bicyclist and pedestrian safety by creating street corridors that safely accommodate all road users of all abilities and disabilities; and**

**WHEREAS, the New Jersey Department of Transportation's Complete Streets policy states, "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, significant accomplishments have already been achieved by incorporating pedestrian safety and traffic calming measures when public streets are improved; and**

**WHEREAS, the Township Council supports this "complete streets" initiative and wishes to reinforce its commitment to creating a comprehensive, integrated, connected street network that safely accommodates all road users of all abilities and disabilities and for all trips;**

**NOW, THEREFORE, BE IT RESOLVED by the Township Council of the Township of Lawrence, County of Mercer, State of New Jersey, that all public street projects, both new construction and reconstruction (excluding maintenance) undertaken by the Township 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 bicyclist and pedestrian safety subject to the following conditions:**

- 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 and the desirability of transit facilities will be determined on a project specific basis.**

**Adopted: September 21, 2010**

**CERTIFIED TO BE A TRUE COPY OF**  
Resolution No. 336-10

**Adopted on** September 21, 2010

*Kathleen S. Norcia*  
**Kathleen S. Norcia, Municipal Clerk**

**Date** October 12, 2010

**RECORD OF VOTE**

| COUNCIL      | AYE | NAY | PRESENT | ABSENT | ABSTAIN | MOVE | SECOND |
|--------------|-----|-----|---------|--------|---------|------|--------|
| Mr. Bostock  | ✓   |     |         |        |         |      | ✓      |
| Mr. Kownacki | ✓   |     |         |        |         |      |        |
| Ms. Mount    | ✓   |     |         |        |         |      |        |
| Mr. Puliti   | ✓   |     |         |        |         | ✓    |        |
| Mayor Powers | ✓   |     |         |        |         |      |        |

## **A RESOLUTION TO ESTABLISH A COMPLETE STREETS POLICY**

**WHEREAS**, the New Jersey Department of Transportation's Complete Streets Policy states, "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**, significant accomplishments have already been achieved by incorporating pedestrian safety and traffic calming measures when public streets are improved; and,

**WHEREAS**, Complete Streets policies support the goals of the Princeton Community Master Plan; and

**WHEREAS**, the benefits of Complete Streets include improving safety for pedestrians, bicyclists, children, older citizens, non-drivers and the mobility challenged; 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 project, thus sparing the expense of retrofits later; and

**WHEREAS**, the governing body of Princeton Borough wishes to implement a Complete Streets policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists and transit users of all ages and abilities.

**NOW, THEREFORE, BE IT RESOLVED**, by the Princeton Borough Council that all public street projects, both new construction and reconstruction (excluding maintenance) undertaken by the Borough of Princeton 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, and subject to the following conditions:

- a. Pedestrian and bicycle facilities shall not be required where they are prohibited by law.
- b. Public transit facilities shall not be required on streets not serving as transit routes.
- c. In any project, should the cost of pedestrian, public transit, and/or bicycle facilities cause an increase in project costs in excess of 15%, as determined by engineering estimates, that would have to be funded with local tax dollars, then and in that event, approval by Borough Council must be obtained for same prior to bidding of the project.

## **A RESOLUTION TO ESTABLISH A COMPLETE STREETS POLICY**

**WHEREAS**, the New Jersey Department of Transportation's Complete Streets Policy states, "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**, significant accomplishments have already been achieved by incorporating pedestrian safety and traffic calming measures when public streets are improved; and,

**WHEREAS**, Complete Streets policies support the goals of the Princeton Community Master Plan; and

**WHEREAS**, the benefits of Complete Streets include improving safety for pedestrians, bicyclists, children, older citizens, non-drivers and the mobility challenged; 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 project, thus sparing the expense of retrofits later; and

**WHEREAS**, the governing body of Princeton Township wishes to implement a Complete Streets policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists and transit users of all ages and abilities.

**NOW, THEREFORE, BE IT RESOLVED**, by the Princeton Township Committee that all public street projects, both new construction and reconstruction (excluding maintenance) undertaken by the Township of Princeton 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, and subject to the following conditions:

- a. Pedestrian and bicycle facilities shall not be required where they are prohibited by law.
- b. Public transit facilities shall not be required on streets not serving as transit routes.
- c. In any project, should the cost of pedestrian, public transit, and/or bicycle facilities cause an increase in project costs in excess of 15%, as determined by engineering estimates, that would have to be funded with local tax dollars, then and in that event, approval by Township Committee must be obtained for same prior to bidding of the project.

**RESOLUTION #2012- 223**

**RESOLUTION OF THE TOWNSHIP OF LACEY, COUNTY OF OCEAN, STATE OF NEW JERSEY ESTABLISHING AND ADOPTING A COMPLETE STREETS POLICY FOR THE TOWNSHIP OF LACEY IN ACCORDANCE WITH THE REGULATION OF THE NEW JERSEY DEPARTMENT OF TRANSPORTATION**

**WHEREAS** the Township of Lacey is committed to creating street corridors that safely accommodate all road users of all abilities; and

**WHEREAS** the New Jersey Department of Transportation's Complete Streets policy states, "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 Mayor and Township Committee of the Township of Lacey supports the Complete Streets initiative and wish to implement a Complete Streets policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, and enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities.

**NOW, THEREFORE, BE IT RESOLVED** by the Mayor and Township committee of the Township of Lacey, County of Ocean, State of New Jersey, as follows:

The Purpose: To adopt a Complete Streets Policy that acknowledges and implements the concept that streets should be designed, built and retrofitted for all users: motor vehicles, pedestrians, bicyclists, transit users and people with disabilities. The Township recognizes that this policy must be flexible and that all streets are different and user needs must be balanced and fit into the context of the community. Implementation of this policy will integrate that needs of all users into everyday transportation and land use decision making , and will take place through the following methods:

1. Bicycle and pedestrian ways shall be established in new construction and reconstruction projects unless one or more of the following conditions are met:
  - a. Bicycle and pedestrians are prohibited by law from using the roadway.

b. The cost of the accommodations is excessively disproportionate to the cost of the project, at more than twenty percent (20%) of the total cost.

c. Where sparse population, travel or other factors indicate an absence of need as defined by any street with a paved roadway width greater than 28 feet and less than 100 vehicles per day.

d. Detrimental environmental or social impacts outweigh the need of these accommodations.

e. The safety or timing of a project is compromised by the inclusion of Complete Streets.

2. Paved shoulders should be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day consistent with the NJDOT Complete Streets Policy.

3. Sidewalks, shared use paths, street closings, pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways shall be designed, constructed, operated and maintained so that all pedestrians, including people with disabilities, can travel safely and independently.

4. The design and development of the transportation infrastructure shall improve conditions for bicycling and walking through the following additional steps:

a. Planning projects for the long-term. The design and construction of new facilities that meet the criteria in item 1 above should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.

b. Addressing the need for bicyclists and pedestrians to cross corridors as well as travel along them. The design of intersections and interchanges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.

c. Getting exceptions approved. Exceptions for the non-inclusion of bikeways and walkways shall be approved by the appropriate Board of the Township of Lacey and be documented with supporting data that indicates the basis for the decision.

d. Designing facilities to the best currently available standards and guidelines. The design of facilities for bicyclists and pedestrians should follow design guidelines and standards that are commonly used such as AASHTO (American

Association of State Highway and Transportation Officials) Guide for the Development of Bicycle Facilities, AASHTO's A Policy on Geometric Design of Highways and Streets and the ITE (Institute of Transportation Engineers) Recommended Practice "Design and Safety of Pedestrian Facilities".

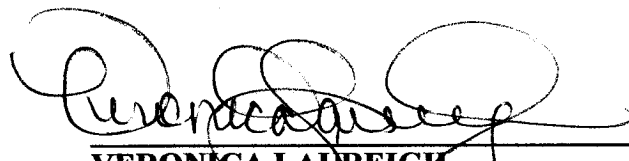
3. Exceptions to this policy are permitted and are contingent upon the presence of specific safety concerns and approval by the appropriate Township Board and Board Engineer prior to granting exceptions.

4. This complete Streets Policy shall be incorporated into the next Re-examination, update, revision, amendment or adoption of the Master Plan and placed in the Circulation Element.

**BE IT FURTHER RESOLVED** that a certified copy of this resolution shall be sent to the Lacey Township Planning Board, Lacey Township Board of Adjustment, the Township Engineer, Ocean County Board of Chosen Freeholders, Ocean County Engineering, State of New Jersey Department of Transportation, and the New Jersey Bicycle and Pedestrian Resource Center at Rutgers University.

#### **CERTIFICATION**

**I, VERONICA LAUREIGH**, do hereby certify that I, the undersigned, am the Township Clerk of the Township of Lacey and am duly authorized to certify resolutions adopted by the Township Committee held at a regular meeting on the **13th** day of **September, 2012**.

A handwritten signature in black ink, appearing to read 'Veronica Laureigh', is written over a horizontal line.

**VERONICA LAUREIGH**  
Municipal Clerk/Administrator

## RESOLUTION

WHEREAS, the Township of West Windsor is committed to creating a pedestrian and bikeway system that makes walking and cycling a viable alternative to driving, and which improves bicyclist and pedestrian safety, by creating street corridors that safely accommodate all road users of all abilities and disabilities; and

WHEREAS, the New Jersey Department of Transportation's Complete Streets policy states "A Complete Street is defined as means to provide safe access for all users by designing and operating a comprehensive, integrated, connected multi-modal network of transportation options."; and

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

WHEREAS, the Township Council supports this "complete streets" initiative and wishes to reinforce its commitment to creating a comprehensive, integrated, connected street network that safely accommodates all road users of all abilities and disabilities and for all trips; now therefore

NOW, THEREFORE, BE IT RESOLVED that all public street projects, both new construction and reconstruction (excluding maintenance) undertaken by the Township of West Windsor 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 bicyclist and pedestrian safety, and subject to the following conditions:

- a. Pedestrian and bicycle facilities shall not be required where they are prohibited by law.
- b. Public transit facilities shall not be required on streets not serving as transit routes and the desirability of transit facilities will be determined on a project specific basis.

Adopted: July 19, 2010

I hereby certify that the above resolution was adopted by the West Windsor Township Council at their meeting held on the 19<sup>th</sup> day of July 2010.

---

Sharon L. Young  
Township Clerk  
West Windsor Township

## RESOLUTION NO. 11-135

WHEREAS, the Village Council of the Village of Ridgewood is committed to creating street corridors that can safely accommodate all users of the Village's roadways regardless of abilities, disabilities, or transportation modals, be they pedestrians, bicyclists, etc.; and

WHEREAS, the New Jersey Department of Transportation's Complete Streets policy states "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 Village of Ridgewood Planning Board was presented a proposed Complete Streets policy at its meeting held May 3, 2011, for consideration to be incorporated as an element in the Village's Master Plan during the next re-examination period, and unanimously endorsed it; and,

WHEREAS, the Village of Ridgewood has already achieved significant accomplishments by incorporating pedestrian safety and traffic calming measures when public streets have been improved; and,

WHEREAS, the Village Council supports this "Complete Streets" initiative and wishes to reinforce its commitment to creating a comprehensive, integrated, connected street network that safely accommodates all road users of all abilities and disabilities and for all trips; and,

NOW, THEREFORE, BE IT RESOLVED, by The Village Council of the Village of Ridgewood, Bergen County, New Jersey, that all public street projects undertaken by the Village shall be designed and constructed as "Complete Streets" whenever it is 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 bicyclist and pedestrian safety subject to the following conditions:


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 and the desirability of transit facilities will be determined on a project specific basis.

I hereby certify that this resolution, consisting of 1 page, was adopted at a meeting of the Village Council of the Village of Ridgewood, held this 8th day of June, 2011.

Moved Second Ayes Nays Absent Abstain

|              |   |   |   |  |  |  |
|--------------|---|---|---|--|--|--|
| Aronsohn     |   | X | X |  |  |  |
| Riche        | X |   | X |  |  |  |
| Walsh        |   |   | X |  |  |  |
| Wellinghorst |   |   | X |  |  |  |
| Killion      |   |   | X |  |  |  |

  
Keith D. Killion,  
Mayor

  
Heather A. Mailander  
Village Clerk



## TOWNSHIP OF MAPLEWOOD



### RESOLUTION NO. 51-12

#### RESOLUTION ESTABLISHING A COMPLETE STREETS POLICY

WHEREAS, the Township of Maplewood (the "Township") is committed to creating street corridors that safely accommodate all road users of all abilities and for all trips; and

WHEREAS, the Township has committed to improve bicycle transportation by having prepared and accepted the Maplewood Bikeway Network Plan; 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, the New Jersey Department of Transportation supports Complete Streets policies and adopted its own policy on December 3, 2009, and

WHEREAS, Complete Streets are supported by the Institute of Traffic Engineers, the American Planning Association and other transportation, planning and health officials, and

WHEREAS, significant accomplishments have already been achieved in the Township by incorporating pedestrian safety and traffic calming measures when public streets are improved; and

WHEREAS, the Township is committed to continuing its commitment; and

WHEREAS, the Township Committee supports this Complete Streets initiative and wishes to reinforce its commitment to creating a comprehensive, integrated, connected street network that safely accommodates all road users of all abilities and for all trips.

NOW, THEREFORE, BE IT RESOLVED, by the Township Committee of the Township of Maplewood, County of Essex, State of New Jersey that:

All public street projects, both new construction and reconstruction (excluding maintenance) undertaken by the Township of Maplewood shall be designed and constructed as Complete Streets whenever feasible to do so, in order to safely accommodate travel by pedestrians, bicyclists, other forms of alternate transportation, public transit, and motorized vehicles and their passengers, with special priority given to pedestrian safety, and subject to the following conditions:

- a. Pedestrian and bicycle facilities shall not be required where they are prohibited by law.
- b. Public transit facilities shall not be required on streets not serving as transit routes. The desirability of transit facilities will be determined on a project specific basis.
- c. In any project, should the cost of pedestrian, public transit, bicycle facilities and/or other alternate forms of transportation cause an increase in project costs in excess of 20%, as determined by engineering estimates, that would need to be funded with local tax dollars, then and in that event approval by Township Committee must be obtained for same prior to bidding of the project.
- d. The detrimental environmental or social impacts shall not outweigh the need for these accommodations.
- e. The safety or timing of a project shall not be compromised by the inclusion of Complete Streets.

I, Elizabeth J. Fritzen, Township Clerk of the Township of Maplewood, in the County of Essex and State of New Jersey, do hereby certify that the foregoing is a true and correct copy of a Resolution adopted by the Township Committee of the Township of Maplewood, County of Essex, State of New Jersey, at a regular meeting of said Committee held on February 21, 2012.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the Township of Maplewood in the County of Essex and State of New Jersey, on this 21st day of February 2012.

---

**ELIZABETH J. FRITZEN, R.M.C.**  
Township Clerk

**October 16, 2012**

**TOWNSHIP OF MEDFORD**

**RESOLUTION 132-2012**

**Establishing a Complete Streets Policy**

**WHEREAS**, the Township of Medford is committed to creating street and roadway corridors that safely accommodate all street and road users of all abilities; and

**WHEREAS**, the Township Council supports this “complete streets” initiative and desires to reinforce its commitment to creating a comprehensive, integrated, connected street and road network that safely accommodates all street and road users of all abilities for all trips; and

**NOW, THEREFORE, BE IT RESOLVED** by the Township Council of the Township of Medford that the Township hereby supports the “complete streets” initiative by making it Township policy that all public street and road projects, both new construction and reconstruction (excluding maintenance) undertaken by the Township of Medford shall be designed whenever feasible and subject to Council approval 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, subject to the following conditions:

- A. Pedestrian and bicycle facilities shall not be required where they are prohibited by law.
- B. Public transit facilities shall not be required on streets or roads not serving transit routes and the desirability of transit facilities will be determined on a project specific basis.
- C. In any project, should the cost of pedestrian, bicycle, and/or public transit facilities cause an increase in project cost exceeding 5% as determined by engineering estimates, that would have to be funded with local tax dollars, then, and in that event, approval by Council shall be obtained for the same prior to bidding the project.

I hereby certify that the foregoing is a true copy of a Resolution adopted by the Township Council of the Township of Medford, at a meeting held on the 16<sup>th</sup> day of October, 2012.

---

Kathy Burger, Township Clerk

**RESOLUTION #12-- - RESOLUTION RECOGNIZING THE ADOPTION OF A COMPLETE STREETS POLICY**

---

WHEREAS, the Township Committee of the Township of Montgomery recognizes the need to accommodate all modes of travel within the Township, including pedestrians, bicyclists, motorists and mass transit riders; and

WHEREAS, the Township Committee of the Township of Montgomery seeks to meet the transportation needs of all its citizens by providing integrated, connected multi-modal travel networks that are safer, healthier, more livable and welcoming to everyone, regardless of age and ability; and

WHEREAS, the Township Committee of the Township of Montgomery defines complete streets as roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users. Pedestrians, bicyclists, motorists and public transport users of all ages and abilities are able to safely and comfortably move along and across a complete street; and

WHEREAS, Complete streets may include sidewalks, pedestrian intersection treatments, bicycle facilities, and transit accommodations; and

WHEREAS, a complete streets policy is consistent with the Township of Montgomery's long standing efforts to provide an extensive pedestrian-bikeway corridor system throughout the Township as well as its Master Plan, specifically, the "Pedestrian-Bikeway Corridor Plan" within the Conservation Plan Element, and Montgomery Township Code 16-5.14c., which requires developers to construct onsite and offsite sidewalks, pathways and linkages; and

WHEREAS, The Township Committee of the Township of Montgomery deems that the "Pedestrian-Bikeway Corridor Plan" as updated, from time to time, depicts a township wide plan for pedestrian and bikeway corridors both on-street and off-street; and

WHEREAS, the Township Committee of the Township of Montgomery commits to incorporating the complete streets policy into the next Traffic Circulation Plan update of the Master Plan.

NOW THEREFORE BE IT RESOLVED By the Township Committee of the Township of Montgomery hereby establishes a complete streets policy, which directs Township staff to accommodate all modes of travel, including pedestrians, bicyclists and transit riders, to the highest degree possible in any roadway improvement project, as follows:

1. The "Pedestrian-Bikeway Corridor Plan" as updated from time to time, shall be used as guidance for the construction of any sidewalks, pedestrian intersection treatments, bicycle facilities, and transit accommodations as part of any roadway improvement project.
2. Mass transit accommodations shall be provided as part of any roadway improvement project in areas served by existing bus lines.
3. Will apply to both new and retrofitted projects, including design, planning, construction and reconstruction for the entire right-of-way.
4. Exceptions to applying this complete streets policy to a specific roadway project will be granted upon consideration of excessive costs, or environmental impacts or impacts to historical sites due to the application of the complete streets policy.
5. Be flexible and recognize that all streets and different, and user needs must be balanced and fit into the context of the community.

A copy of this Resolution shall be placed on file in the Office of the Township Clerk, and shall be available for public inspection.

**CERTIFICATION**  
**I HEREBY CERTIFY THE ABOVE TO BE A**  
**TRUE COPY OF A RESOLUTION ADOPTED BY THE**  
**TOWNSHIP COMMITTEE OF THE TOWNSHIP OF**  
**MONTGOMERY AT A MEETING HELD**

October , 2012

---

Township Clerk

**TOWNSHIP OF RARITAN**  
**COUNTY OF HUNTERDON, NEW JERSEY**

**RESOLUTION #13-30**

**TO ESTABLISH A COMPLETE STREETS POLICY  
REVISED**

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

**WHEREAS**, the Township of Raritan is committed to creating a pedestrian and bikeway system that makes walking and cycling a viable alternative to driving, and which improves bicyclist and pedestrian safety, by creating street corridors that safely accommodate all road users of all abilities and disabilities; and,

**WHEREAS**, significant accomplishments have already been achieved in the Township of Raritan by incorporating pedestrian safety and traffic calming measures when township streets are improved; and,

**WHEREAS**, the New Jersey Department of Transportation supports complete streets policies and adopted its own such policy on December 3, 2009; and,

**WHEREAS**, Complete Streets policies supports the goals of the Township of Raritan's 2008 Master Plan; and, 2012 Raritan Township Bicycle and Pedestrian Circulation Study, and

**WHEREAS**, promoting pedestrian, bicycle, and public transportation travel as an alternative to the automobile reduces negative environmental impacts, promotes healthy living, and is less costly to the commuter; and,

**WHEREAS**, the design and construction of new township roads and facilities should anticipate existing and future demand for biking, walking, and other alternative transportation facilities and not preclude the provision of existing and future improvements; and,

**RECEIVED**

**FEB 06 2013**

**RARITAN TWP  
PLANNING DEPT.**

**Resolution #13-30**

**Page 2**

**WHEREAS**, the full integration of all modes of travel in the design of the township 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 in Raritan Township and the region.

**NOW, THEREFORE, BE IT RESOLVED**, by the Mayor and Committee of the Township of Raritan that all township street projects, both new construction and reconstruction (replace the entire pavement section) undertaken by the Township of Raritan 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, and subject to the following conditions:

- a. Pedestrian and bicycle facilities shall not be required where they are prohibited by law.
- b. Public transit facilities shall not be required on streets not serving as transit routes and the desirability of transit facilities will be determined on a project specific basis.
- c. In any project, should the cost of pedestrian, public transit, and/or bicycle facilities cause an increase in project costs in excess of 15% as determined by engineering estimates, or the cost would be excessively disproportionate to the need or probable future use over the long term;
- d. Significant adverse environmental impacts outweigh the positive effects of the infrastructure.
- e. Character of the road shall be considered in the implementation of Township policy.

**BE IT FURTHER RESOLVED**, The implementation of this resolution does not supersede the ordinances or policies related to bicyclists and pedestrians including sidewalks in place at the adoption of this policy.

**BE IT FURTHER RESOLVED**, that the Planning, Engineering and Public Works Departments should make Complete Streets practices a routine part of everyday operations, should approach every transportation project and program as an opportunity to improve public streets and the transportation network for all users, and should work in coordination with other departments, agencies and jurisdictions to achieve Complete Streets.

**BE IT FURTHER RESOLVED**, that the advisory committee shall work to incorporate the goals and objectives of the Complete Streets Policy into the Raritan Township Master Plan which is proposed to integrate the local land use development goals and regulations with the transportation policies and investment strategies.

**BE IT FURTHER RESOLVED**, that one or more of the following implementation tools may be used in support of this Complete Streets policy:

- a. Coordination between departments and provision of training to municipal employees, including public works, maintenance, planning and engineering.
- b. Establishment of a checklist for project review
- c. Institution of performance measures and data collection to evaluate on how well the streets are serving all users.
- d. Address the specific needs of bicyclists and pedestrians on local roadways.
- e. Direct the use of the latest and best design and engineering standards, including paving shoulders and/or narrowing travel lanes to provide striped shoulders on roads for bicycle, pedestrian, farm equipment and emergency use. Avoiding placement of rumble strips that could interfere with the safe operation of bicycles.
- f. Anticipate future bicycle, pedestrian and transit demand, even on bridges and in and around train stations.
- g. Identification of capital improvements that expand the opportunities for safe roadway use by all users.

Resolution #13-30

Page 4

ATTEST:



Rose Sollena, RMC/CMC  
Township Clerk

TOWNSHIP COMMITTEE OF THE  
TOWNSHIP OF RARITAN



Michael Mangin  
Mayor

I, Rose Sollena, do hereby certify that the foregoing resolution is a true, complete and accurate copy of a resolution adopted by the Township Committee of the Township of Raritan at a meeting held on February 5, 2013.

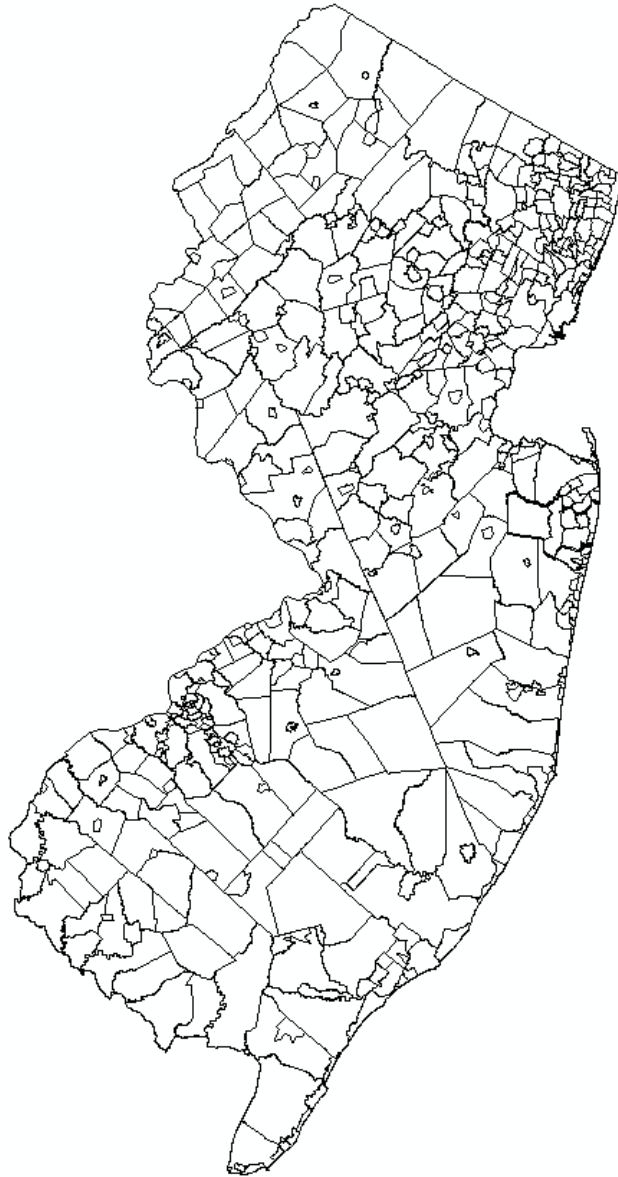


Rose Sollena, RMC/CMC  
Township Clerk



# Municipal Policies

## Populations of 2,500 – 21,999



CITY OF PLEASANTVILLE  
RESOLUTION NO. 161- 2011

"A RESOLUTION ESTABLISHING AND ADOPTING A  
CITY OF PLEASANTVILLE COMPLETE STREET POLICY"

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, 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 project, thus sparing the expense of retrofits later; and

WHEREAS, the City Council of the City of Pleasantville wishes to implement a Complete Streets policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities; and

NOW, THEREFORE, be it resolved that the City Council of the City of Pleasantville adopts the following Complete Streets Policy:

Purpose: To adopt a Complete Streets Policy that acknowledges and implements the concept that streets should be designed, built and retrofitted for all users: motor vehicles, pedestrians, bicyclists, transit users and people with disabilities. Implementation of this policy will integrate the needs of all users into everyday transportation and land use decision making, and will take place through the following methods:

1. Bicycle and pedestrian ways shall be established in new construction and reconstruction projects unless one or more of the following conditions are met:

- Bicyclists and pedestrians are prohibited by law from using the roadway.
- The cost of accommodations is excessively disproportionate to cost of project, at more than twenty percent (20%) of total cost.
- Where sparse population, travel or other factors indicate an absence of need as defined by any street with a paved roadway width greater than 28 feet and less than 100 vehicles per day.
- Detrimental environmental or social impacts outweigh the need for these accommodations
- The safety or timing of a project is compromised by the inclusion of Complete Streets.

2. Paved shoulders should be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day consistent with NJDOT Complete Streets policy.

3. Sidewalks, shared use paths, street crossings, pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways shall be designed, constructed, operated and maintained so that all pedestrians, including people with disabilities, can travel safely and independently.

4. The design and development of the transportation infrastructure shall improve conditions for bicycling and walking through the following additional steps:

- Planning projects for the long-term. The design and construction of new facilities that meet the criteria in Item 1 above should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.
- Addressing the need for bicyclists and pedestrians to cross corridors as well as travel along them. The design of intersections and interchanges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
- Getting exceptions approved at a senior level. Exceptions for the non-inclusion of bikeways and walkways shall be approved by a senior manager and be documented with supporting data that indicates the basis for the decision.
- Designing facilities to the best currently available standards and guidelines. The design of facilities for bicyclists and pedestrians should follow design guidelines

and standards that are commonly used, such as the AASHTO Guide for the Development of Bicycle Facilities, AASHTO's A Policy on Geometric Design of Highways and Streets, and the ITE Recommended Practice "Design and Safety of Pedestrian Facilities".

5. This Complete Streets Policy shall be incorporated into the next Reexamination, update, revision, amendment or adoption of the Master Plan.

BE IT FURTHER RESOLVED, that a certified copy of this Resolution shall be sent to all Departments and Agencies having a responsibility for or connection with projects covered by the City of Pleasantville Complete Streets Policy.

Dated: November 21, 2011

CERTIFIED AS A TRUE COPY OF  
A RESOLUTION ADOPTED BY COUNCIL  
OF THE CITY OF PLEASANTVILLE,  
ATLANTIC COUNTY, NEW JERSEY.

November 21, 2011  
CLERK Alvin V. Ruff

October 15, 2012

21. RESOLUTION 509-12 – COMPLETE STREETS POLICY – On motion by seconded by and passed on roll call, the following resolution was adopted.

*WHEREAS, a resolution is being created relating to complete streets policy for the Township of Middle, stating guiding principles and practices so that transportation improvements are planned, designed and constructed to encourage walking, bicycling and transit use while promoting safe operations for all users; and*

*WHEREAS, implementing transportation improvements that are planned, designed and constructed to safely accommodate walking, bicycling, and transit use increase the general safety, health and overall welfare of the citizens of and visitors to the Township of Middle; and*

*WHEREAS, the Township of Middle will seek to enhance the safety, access, convenience and comfort of all users, including pedestrians, bicyclists, transit users and drivers, motorists and freight drivers, and people of all ages and abilities, including children, older adults, and persons with disabilities, through the design, operation and maintenance of the transportation network so as to create a connected network of facilities accommodating each mode of travel; and*

*WHEREAS, transportation improvements are to be planned and designed in a manner consistent with, and supportive of, the surrounding community, recognizing that all streets are different and that the needs of various users will need to be balanced in a flexible manner; and*

*WHEREAS, circulation element of the master plan recommends adoption of a complete streets policy, and the master plan itself states as a goal: “Provide a transportation network that is safe, provides efficient traffic flow, and is pedestrian and bicyclist-friendly, and multimodal.”; and*

*WHEREAS, a Complete Streets policy is consistent with the policy of the New Jersey Department of Transportation, and may assist the Township securing grant funding; and*

***NOW, THEREFORE, BE IT ORDAINED BY THE TOWNSHIP OF MIDDLE AS FOLLOWS:***

*Section 1. All roadway projects, including construction, re-construction, re-paving and rehabilitation, will provide appropriate accommodation for pedestrians, bicyclists, transit riders and drivers, motorists and freight drivers, and people of all ages and abilities, including children, older adults and persons with disabilities, except under one or more of the following conditions:*

- The roadway project is comprised of ordinary maintenance activities designed to keep assets in serviceable condition (e.g., mowing, cleaning, sweeping, spot repair and surface treatments such as chip seal);*
- Where use by non-motorized users is prohibited by law;*
- The cost would be excessively disproportionate to the need or probable future use over the long term;*
- There is an absence of current and future need*
- The safety, funding or timing of a project is compromised by the inclusion of Complete Streets.*

*Section 2. Appropriate accommodations include facilities and amenities that are recognized as contributing to complete streets, which may include sidewalks and pedestrian safety improvements such as median refuges, pedestrian signals, bulb outs and crosswalks; street and sidewalk lighting improvements that provide ADA (Americans with Disabilities Act) compliant accessibility; transit accommodations including improved pedestrian access to transit stops and bus shelters; bicycle accommodations including shared-use lanes, wide travel lanes or bike lanes as appropriate; paved shoulders; bicycle parking; landscaping, street furniture and adequate drainage facilities; and other facilities. All street improvements to be in accordance with NJDOT and AASHTO policies and standards.*

*Section 3. Complete streets principles will continue to be incorporated into planning documents, subdivision and land development ordinance, and other plans, manuals, regulations and programs as appropriate.*

**TOWN OF MORRISTOWN  
RESOLUTION NO. R- 105 -2012**

**RESOLUTION ESTABLISHING AND ADOPTING A COMPLETE STREETS POLICY FOR  
THE TOWN OF MORRISTOWN**

**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, 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, 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 Mayor and Council of the Town of Morristown wish to implement a Complete Streets policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, and transit users of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities.

**NOW, THEREFORE, BE IT RESOLVED** that the Mayor and Council of the Town of Morristown adopts the Morristown Complete Streets Policy.

**BE IT FURTHER RESOLVED** that the Planning and Engineering Divisions within the Departments of Public Works should make Complete Streets practices a routine part of everyday operations, should approach every transportation project and program as an opportunity to improve public streets and the transportation network for all users, and should work in coordination with other departments, agencies, and jurisdictions to achieve Complete Streets.

**BE IT FURTHER RESOLVED** that the Planning Board, the Zoning Board of Adjustment and the Redevelopment Entity, along with their respective planning and engineering professionals, shall incorporate this Complete Streets policy into its reviews of major site plan and redevelopment projects; that all initial planning and design studies, environmental reviews, and other project reviews for projects requiring funding or approval by the Town of Morristown 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.

**BE IT FURTHER RESOLVED** that an advisory committee is hereby created, and may be composed of appropriate local, county, state administrative officials and members of the public appointed by the Mayor to recommend a Priority Action Plan of short and long-term steps, planning, and policy adoption necessary to create a comprehensive and integrated transportation network serving the needs of all users; to assess

potential obstacles to implementing Complete Streets in the Town of Morristown; and to develop proposed revisions to all appropriate plans, zoning, laws, procedures, rules, regulations, guidelines, programs, templates, and design manuals, including the Morristown Master Plan, to integrate, accommodate, and balance the needs of all users in all projects.

**BE IT FURTHER RESOLVED** that the advisory committee shall work to incorporate the goals and objectives of the Complete Streets Policy into the Morristown Master Plan – the Unified Land Use and Mobility Plan for the Town of Morristown, which is proposed to integrate local land-use development goals and regulations with transportation policies and investment strategies.

**BE IT FURTHER RESOLVED** that the advisory committee should report on the matters within its purview to the Town Council within one year, and annually, following the date of adoption of this Resolution.

ATTEST:

ADOPTED:

\_\_\_\_\_  
MATTHEW K. STECHAUNER,  
TOWN CLERK

\_\_\_\_\_  
MICHELLE DUPREE HARRIS  
COUNCIL PRESIDENT

I do hereby certify the above to be a true and exact copy of a Resolution duly passed and adopted by the Town Council of the Town of Morristown at the Regular meeting of the Town Council held on July \_\_\_\_\_, 2012 in the Morristown Council Room, 200 South Street, Morristown, New Jersey, beginning at \_\_\_\_\_ P.M., prevailing time.

DATED: July \_\_\_\_\_, 2012

\_\_\_\_\_  
Matthew Stechauner, Town Clerk



# Morristown, NJ Complete Streets Policy

## Introduction

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. 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, on-street bike facilities, safe crossings and transit amenities into the initial design of a project, thus sparing the expense of retrofits later.

## Complete Streets Policy

Morristown's Complete Streets Policy promotes a comprehensive, integrated, connected multi-modal transportation network by providing connections to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers. The policy is built around ten (10) main goals and calls for the establishment of an Priority Action Plan 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 Town Council, Morristown's Complete Streets policy encompasses the following goals:

- 1) Create a comprehensive, integrated, connected multi-modal transportation network by facilitating connection to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers.
- 2) Provide safe and accessible accommodations for existing and future pedestrian, bicycle and transit facilities.
- 3) Develop an established procedure (the Checklist) for Town officials 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 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 others as related.
- 7) The provision of bicycle improvements on local, county and state roadways will be compatible with the Morristown Bicycle Plan Addendum, September 2010.
- 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.

### **Exemptions**

Exemptions to the Complete Streets Policy shall be presented for final decision to the Mayor and Council in writing and documented with supporting data that indicates the reason for the decision and are limited to the following:

- a) Non-motorized users are prohibited on the roadway.
- b) Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
- c) Detrimental environmental or social impacts outweigh the need for these accommodations.
- d) Cost of accommodations is excessively disproportionate to cost of project.
- e) The safety or timing of a project is compromised by the inclusion of Complete Streets.
- f) An exemption other than those listed above must be documented with supporting data and must be approved by the Mayor and Council.

### **Complete Streets Priority Action Plan**

The Complete Streets Priority Action Plan is an accompaniment to Morristown's Complete Streets Policy and has been developed to identify priority actions and improvement areas for decision-makers, and town engineering and planning managers 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 Complete Streets Committee in their annual report to the governing body.

1. Adopt the Morristown Bicycle Plan, dated September 2010 (Planning Board).
2. Coordinate with Morristown Police Department to evaluate the safety of Morristown streets and walkways for school-aged children, including high school students, to walk or ride to school. Develop a draft walking and bicycling to school policy for school-aged children and present to Morris School District.
3. Facilitate in creation of long-term mobility plans and policy documents as may be prepared by the Town of Morristown Planning & Engineering Divisions. 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.
4. Identify and collaborate with Town staff in pursuit of grants and outside funding programs that may facilitate development of complete streets infrastructure in Morristown.

## **Complete Streets Checklist**

The following checklist is an accompaniment to Morristown'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, Board of Adjustment and Redevelopment 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 Morristown's roadways, including local, county and state roads. It 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 Project Manager is responsible for completing the checklist and must work with the Designer to ensure that the checklist has been completed prior to advancement of a project to Final Design.

## **Using the Complete Streets Checklist**

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:

- Sidewalk repairs
- Bicycle facility roadway markings, striping or signage

- Installation of bike racks or street furniture
- Installation ADA curb ramps

## 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 |
|--|---|--------------------------|--------------------------|--------------------------|----------------------|
| <i>Existing Bicycle, Pedestrian and Transit Accommodations</i> | Are there accommodations for bicyclists, pedestrians (including ADA compliance) and transit users included on or crossing the current facility?<br><b>Examples include (but are not limited to):</b><br>Sidewalks, public seating, bike racks, and transit shelters | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |
| <i>Existing Bicycle and Pedestrian Operations</i>              | Has the existing bicycle and pedestrian suitability or level of service on the current transportation facility been identified?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |
|  | Have the bicycle and pedestrian conditions within the study area, including pedestrian and/or bicyclist treatments, volumes, important connections and lighting been identified?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |
|  | Do bicyclists/ pedestrians regularly use the transportation facility for commuting or recreation?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |
|  | Are there physical or perceived impediments to bicyclist or pedestrian use of the transportation facility?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |
|  | Is there a higher than normal incidence of bicyclist/ pedestrian crashes within the study area?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |
|  | Have the existing volumes of pedestrian and/or bicyclist crossing activity at intersections including midblock and nighttime  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |

| Item to be Addressed                     | Checklist Consideration  | YES                      | NO                       | N/A                      | Required Description |
|--|--|--------------------------|--------------------------|--------------------------|----------------------|
|  | crossing been collected/provided?  |                          |                          |                          |                      |
| <i>Existing Transit Operations</i>       | Are there existing transit facilities within the study area, including bus and train stops/stations?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |
|  | Is the transportation facility on a transit route?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |
|  | Are there existing or proposed bicycle racks, shelters, or parking available at this transit stations?<br>Are there bike racks on buses that travel along the facility?                          | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |
| <i>Traffic Calming Measures</i>          | What percentage of traffic exceeds the posted speed limit?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |
|  | Are there any existing traffic calming measures, including neck-downs, shoulder striping, midblock crosswalks, speed humps or tables, raised crosswalks, etc?                                    | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |
|  | Is the speed limit adequately signed?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |
| <i>Existing Motor Vehicle Operations</i> | Are there existing concerns within the study area, regarding motor vehicle safety, traffic volumes/congestion or access?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |
| <i>Existing Truck/Freight Operations</i> | Are there existing concerns within the study area, regarding truck/ freight safety, volumes, or access?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |
| <i>Existing Access and Mobility</i>      | Are there any existing access or mobility considerations, including ADA compliance?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |
|  | 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |

| Item to be Addressed        | Checklist Consideration  | YES                      | NO                       | N/A                      | Required Description |
|-----------------------------|--|--------------------------|--------------------------|--------------------------|----------------------|
| <i>Land Usage</i>           | Have you identified the predominant land uses and densities within the study area, including any historic districts or special zoning districts?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |
|                             | Is the transportation facility in a high-density land use area that has pedestrian/bicycle/motor vehicle and transit traffic?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |
| <i>Major Sites</i>          | 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?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |
| <i>Existing Streetscape</i> | Are there existing street trees, planters, buffer strips, or other environmental enhancements such as drainage swales within the study area?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |
| <i>Existing Plans</i>       | <p>Are there any comprehensive planning documents that address bicyclist, pedestrian or transit user conditions within or proximate to the study area?</p> <p><b>Examples include (but are not limited to):</b></p> <ul style="list-style-type: none"> <li>• SRTS Travel Plans</li> <li>• Municipal or County Master or Redevelopment Plan</li> <li>• Local, County and Statewide Bicycle and Pedestrian Plans</li> <li>• Sidewalk Inventories</li> <li>• MPO Transportation Plan</li> <li>• NJDOT Designated Transit Village</li> </ul> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |

## TOWN PLANNER SIGN-OFF

| Statement of Compliance   | YES                      | NO                       | If NO, Please Describe Why (refer to Exemptions Clause) |
|---|--------------------------|--------------------------|---|
| The plan or roadway improvement accommodates bicyclists and pedestrians as set forth in Morristown's Complete Streets Policy. | <input type="checkbox"/> | <input type="checkbox"/> |   |

## 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 |
|--|---|--------------------------|--------------------------|--------------------------|----------------------|
| <i>Bicyclist, Pedestrian, and Transit Accommodations</i> | <p>Does the proposed project design include accommodations for bicyclists?</p> <p><b>Examples include (but are not limited to):</b></p> <p><b>Bicycle facilities:</b> 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(Sharrows); bicycle safe inlet grates</p> <p><b>Bicycle amenities:</b> Call boxes (for trail or bridge projects); drinking fountains (also for trail projects); secure long term bicycle parking (e.g., for commuters and residents); and secure short term bicycle parking.</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |
|  | <p>Does the proposed project design address accommodations for pedestrians?</p> <p><b>Examples include (but are not limited to):</b></p> <p><b>Pedestrian facilities:</b> 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</p>  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |

| Item to be Addressed                       | Checklist Consideration  | YES                      | NO                       | N/A                      | Required Description |
|--|--|--------------------------|--------------------------|--------------------------|----------------------|
|  | <p>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).</p> <p><b>Pedestrian amenities:</b> Shade trees; public seating; drinking fountains</p> |                          |                          |                          |                      |
|  | <p>Have you coordinated with the corresponding transit authority to accommodate transit users in the project design?</p> <p><b>Transit facilities:</b> Transit shelters, bus turnouts</p> <p><b>Transit amenities:</b> public seating, signage, maps, schedules, trash and recycling receptacles</p>   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |
| <i>Bicyclist and Pedestrian Operations</i> | <p>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?</p>  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |
| <i>Transit Operations</i>                  | <p>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?</p>   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |



| Item to be Addressed            | Checklist Consideration  | YES                      | NO                       | N/A                      | Required Description |
|---------------------------------|--|--------------------------|--------------------------|--------------------------|----------------------|
| <i>Motor Vehicle Operations</i> | 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?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |
| <i>Neighborhood Traffic</i>     | Does the proposed design incorporate traffic calming measures to address excessive motor vehicle speeds and/or neighborhood cut through traffic?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |
| <i>Truck/Freight Operations</i> | 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?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |
| <i>Access and Mobility</i>      | <p>Does the proposed design address accommodations for those with access or mobility challenges such as the disabled, elderly, and children, including ADA compliance?</p> <p><b>Examples include (but are not limited to):</b></p> <p>Curb ramps, including detectable warning surface; accessible signal actuation; adequate sidewalk or paved path (length &amp; 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</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |
| <i>Land Usage</i>               | Is the proposed design compatible with the predominant land uses and densities within the project area, including any historic districts or special zoning districts?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |
| <i>Major Sites</i>              | Can the proposed design support the major sites, destinations, and trip generators within or   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |

| Item to be Addressed                  | Checklist Consideration  | YES                      | NO                       | N/A                      | Required Description |
|---------------------------------------|--|--------------------------|--------------------------|--------------------------|----------------------|
|                                       | proximate to the project area, including prominent landmarks, <i>commercial</i> , cultural and civic institutions, and public spaces?  |                          |                          |                          |                      |
| <i>Streetscape</i>                    | Does the proposed design include landscaping, street trees, planters, buffer strips, or other environmental enhancements such as drainage swales?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |
| <i>Design Standards or Guidelines</i> | <p>Does the proposed design follow all applicable design standards or guidelines appropriate for bicycle and/or pedestrian facilities?</p> <p><b>Examples include (but are not limited to):</b></p> <p>American Association of State Highway and Transportation Officials (AASHTO) – <i>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 &amp; Bikeways Planning and Design Guidelines, Pedestrian Planning and Design Guidelines.</i></p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |

## TOWN ENGINEER SIGN-OFF

| Statement of Compliance   | YES                      | NO                       | If NO, Please Describe Why (refer to Exemptions Clause) |
|---|--------------------------|--------------------------|---|
| The Approved Project Plan accommodates bicyclists and pedestrians as set forth in Morristown's Complete Streets Policy. | <input type="checkbox"/> | <input type="checkbox"/> |   |

## CONSTRUCTION CHECKLIST

The purpose of this section is to ensure that project sponsors are maintaining adequate access for all users during the construction of their project, which may be done via keeping some facilities open for traffic or via providing clear detour routes.

### 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 |
|-------------------------------|---|--------------------------|--------------------------|--------------------------|----------------------|
| <i>Maintenance of Traffic</i> | During construction, will safe access be maintained for all users, including pedestrians, bicyclists, transit users, and delivery vehicles? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |
| <i>Detours</i>                | Will detour routes for all users on site or nearby be provided and clearly marked, including advanced warning signs?                        | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |

## CONSTRUCTION OFFICIAL SIGN-OFF

| Statement of Compliance  | YES                      | NO                       | If NO, Please Describe Why (refer to Exemptions Clause) |
|--|--------------------------|--------------------------|---|
| The construction maintenance of traffic plan accommodates bicyclists and pedestrians as set forth in Morristown's Complete Streets Policy. | <input type="checkbox"/> | <input type="checkbox"/> |   |

## MAINTENANCE 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 |
|------------------------|--|--------------------------|--------------------------|--------------------------|----------------------|
| <i>Street Cleaning</i> | Does the street cleaning include the shoulder or roadway to the curb?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |
|                        | Are the sidewalks cleaned on a regular basis?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |
| <i>Snow Removal</i>    | Does snow plowing block push snow into crosswalks, blocking clear access?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |
|                        | Does the Town shovel out crosswalks or enforce residential requirements to clean snow from the crosswalk right of way? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |

## PUBLIC WORKS SIGN-OFF

| Statement of Compliance  | YES                      | NO                       | If NO, Please Describe Why (refer to Exemptions Clause) |
|--|--------------------------|--------------------------|---|
| The Town's roadway maintenance and snow removal plan accommodates bicyclists and pedestrians as set forth in Morristown's Complete Streets Policy. | <input type="checkbox"/> | <input type="checkbox"/> |   |

## PLANNING BOARD, BOARD OF ADJUSTMENT & REDEVELOPMENT CHECKLIST

### Instructions:

The Planning Board, Board of Adjustment & Redevelopment Checklist should be applied to all major applications and redevelopment projects that include commercial, retail, office and multi-family residential land uses. This checklist is intended to inform board members and professionals as to how well the proposed plans accommodate pedestrians, bicyclists and handicapped persons.

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 |
|---|---|--------------------------|--------------------------|--------------------------|----------------------|
| <i>Existing Bicycle and Pedestrian Accommodations</i> | Will bicyclists or pedestrians regularly access the property?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |
|   | Are there accommodations for bicyclists and pedestrians at or within close proximity to the site? Examples include: bicycle parking, changing rooms, sidewalks, ADA ramps, etc. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |
| <i>Handicap Accessible</i>                            | Does the property accommodate handicapped (including visually impaired) persons?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                      |

### TOWN/BOARD PLANNING CONSULTANT SIGN-OFF

| Statement of Compliance  | YES                      | NO                       | If NO, Please Describe Why (refer to Exemptions Clause) |
|--|--------------------------|--------------------------|---|
| The proposed site plan accommodates bicyclists and pedestrians as set forth in Morristown's Complete Streets Policy. | <input type="checkbox"/> | <input type="checkbox"/> |   |

**AN ORDINANCE ESTABLISHING AND  
ADOPTING A COMPLETE STREETS POLICY**

**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 all citizens, including pedestrians, bicyclists, children, children in carriages, mobility scooters, wheel chairs, 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 project, thus sparing the expense of retrofits later;
- and

**WHEREAS**, the Mayor and Council of the Borough of Point Pleasant wish to implement a Complete Streets policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities; and

**NOW, THEREFORE, BE IT RESOLVED** that the Mayor and Council of the Borough of Point Pleasant adopts that following Complete Streets Policy with the following goals and objectives:

- 1) Create a comprehensive, integrated, connected multi-modal network by facilitating connection to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers.
- 2) Provide safe and accessible accommodations for existing and future pedestrian, bicycle and transit facilities.

- 3) Establish a checklist of pedestrian, bicycle and transit accommodations such as accessible sidewalk curb ramps, crosswalks, countdown pedestrian signals, signs, curb extensions, pedestrian scale lighting, bike lanes and shoulders for consideration in each project.
- 4) Additionally sidewalks, dedicated bicycle paths, and/or a multi-use path shall be included in all new construction and reconstruction projects on “major roadways” and “safe routes” as defined by Ordinance and those used by more than 1,000 vehicles per day. Exemptions shall be considered for County and State designated routes such as Scenic Roads and Historic or Cultural Byways.
- 5) Establishment of a procedure to evaluate resurfacing projects for Complete Streets inclusion according to length of project, local support, environmental constraints, right-of-way limitations, funding resources and bicycle and/or pedestrian compatibility.
- 6) 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.
- 7) 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.
- 8) 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 others as related.
- 9) 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.
- 10) 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.

- 11) Improvements shall comply with Title VI Environmental Justice, Americans with Disabilities Act (ADA) and complement the context of the surrounding community.
- 12) Exemptions to the Complete Streets Policy shall be presented to the Municipal Engineer, with final decision by the Mayor and Council, in writing and documented with supporting data that indicates the reason for the decision and are limited to the following:
  - a) Non-motorized users are prohibited on the roadway
  - b) Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
  - c) Detrimental environmental or social impacts outweigh the need for these accommodations.
  - d) Cost of accommodations is excessively disproportionate to cost of the project, even after factoring in the long-term economic, social, environmental and quality of life benefits of the accommodations.
  - e) The safety or timing of a project is compromised by the inclusion of Complete Streets.
  - f) 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 certified copy of this Ordinance shall be sent to the Planning Board, Zoning Board, Ocean County Board of Chosen Freeholders, State of New Jersey Department of Transportation and all Departments and Agencies having a responsibility for or connection with projections covered by the Borough of Point Pleasant Complete Streets Policy.





# TOWN OF DOVER

## MAYOR AND BOARD OF ALDERMEN

RESOLUTION NO. 092-2012

### RESOLUTION ESTABLISHING "COMPLETE STREETS" POLICY FOR THE TOWN OF DOVER

**WHEREAS**, the Town of Dover is committed to creating street corridors that accommodate all road users of all ages and abilities for all trips; and

**WHEREAS**, "Complete Streets" refers to a balanced approach to transportation solutions that takes into account the needs of all roadway users: pedestrians, bicyclists, transit users and motorists.

**WHEREAS**, the Town of Dover has already completed extensive and detailed planning through the adoption of its new Land Use Element, Transportation Oriented Development Plan, Circulation Plan Element and Form Based Code, all of which promote "Complete Streets" principals; and

**WHEREAS**, significant accomplishments have already been achieved by incorporating pedestriansafety and traffic calming measures when public streets are improved; and

**WHEREAS**, the Mayor & Board of Aldermen fully supports these initiatives and wish to reinforce its commitment to creating a comprehensive, integrated, connected street network that accommodatesall road users of all abilities and for all trips; and

**NOW THEREFORE BE IT RESOLVED** that all public street projects, both new construction and reconstruction (not including maintenance) in the Town of Dover shall be designed and constructed as complete streets. The "complete street" accommodates travel by pedestrians, bicyclists, public transit, and other motorized vehicles and their passengers. This policy shall be implemented as follows:

1. All Town of Dover 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 street grid, the Town of Dover will work with the County of Morris, New Jersey Transit, New Jersey Department of Transportation and other state agencies through existing planning efforts to ensure complete streets principles are incorporated in a context sensitive manner.
3. While complete streets principles are context sensitive, it would be appropriate to consider these features during the design, planning, maintenance and operations phases and incorporate changes into some retrofit and reconstruction projects. Departments shall reference New Jersey Roadway Design Manual; the AASHTO Guide for the Traffic Control Devices; the NACTO Urban Bikeway Design Guide and other design criteria as necessary, striving to balance all needs, when repaving or reconstructing streets.
4. 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.



## TOWN OF DOVER

### MAYOR AND BOARD OF ALDERMEN

- b. At least one training about complete streets will be conducted for appropriate staff within 180 days of this resolution.
  - c. Oversight of the new complete streets policy will be handled by the Town Engineer, or other appropriate Department Heads as approved by the Governing Body.
5. 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. Public transit facilities are not required on streets not serving as transit routes. The desirability of transit facilities will be determined on a project specific basis.
  - c. When the cost of incorporating 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 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 the Mayor & Board of Aldermen for formal approval.

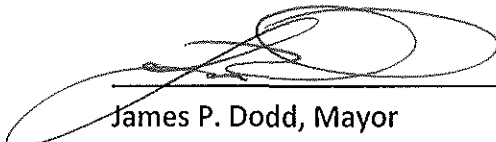
**NOW, THEREFORE, BE IT RESOLVED**, that the Mayor & Board of Aldermen of the Town of Dover that the Town of Dover hereby consents to all public street projects, both new construction and reconstruction (not including maintenance) in the Town of Dover shall be designed and **constructed** as complete streets; and

**BE IT FURTHER RESOLVED**, that this resolution shall remain on file in the Town Clerk's office and a copy be provided to the Morris County Freeholders, the New Jersey Department of Transportation and New Jersey Transit.

ATTEST:

TOWN OF DOVER

  
Margaret J. Verga, Municipal Clerk

  
James P. Dodd, Mayor

**ADOPTED: 03/27/12**

## TOWNSHIP OF DENVILLE

Mayor P. Ted Husa  
973-625-8300 Ext. 224

Marie A. Goble, CFO and  
Business Administrator  
(973) 625-8300 Ext. 222  
FAX: (973) 625-2491

E-mail: [Mayor@denvillenj.org](mailto:Mayor@denvillenj.org)  
Web site:  
<http://www.denvillenj.org>



ONE ST. MARY'S PLACE  
DENVILLE, NEW JERSEY 07834

THOMAS ANDES  
Council President

Council Members:  
GENE FITZPATRICK  
CHRISTOPHER GOLINSKI  
DONALD KUSER  
HOWARD SHAW  
DEBORAH SMITH  
NICHOLAS STECKY

DONNA I. COSTELLO, RMC/CMC  
Municipal Clerk  
973-625-8300 Ext. 232

TO: Sustainable New Jersey

FROM: Mayor P. Ted Husa

DATE: December 8, 2010

REF: Sustainable New Jersey - **Credit for Complete Streets Resolution**

Dear Program Administrator,

Transmitted herewith, please find our Complete Streets Resolution submission. Attached is a copy of said resolution passed by the Township Council and certified on November 24, 2010.

Thank you in advance for your consideration.

Very truly yours,

P. Ted Husa

RESOLUTION OF THE TOWNSHIP OF  
DENVER, COUNTY OF MORRIS AND  
STATE OF NEW JERSEY SUPPORTING A  
"COMPLETE STREETS POLICY" FOR THE  
TOWNSHIP OF DENVER

---

R-10-239

**WHEREAS**, increasing walking and bicycling offers the potential for cleaner air, greater health of the population, reduced traffic congestion, more livable communities, less reliance on fossil fuels and their foreign supply sources and more efficient use of road space and resources; and

**WHEREAS**, in its February 24, 1999 Policy Statement, "Guidance on the Bicycle and Pedestrian Provisions of the Federal-Aid Program", the Federal Highway Administration (FHWA) urged states to include bicycle and pedestrian accommodations routinely in their programmed highway projects; and

**WHEREAS**, in 2000, the US Department of Transportation advised states receiving federal funds that bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist; and

**WHEREAS**, bicycle and pedestrian projects and programs are eligible for funding from almost all of the major Federal-aid funding programs; and

**WHEREAS**, in 2009, the New Jersey Department of Transportation implemented Complete Streets Policy Number 703 through, "the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities including all projects funded through the Department's Capital Program"; and

**WHEREAS**, the New Jersey Department of Transportation has established incentives within the Local Aid Program for municipalities and counties to develop a Complete Streets policy; and

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

Improve safety for pedestrians, bicyclists, children, other citizens, non-drivers and the mobility challenged.

Provide connections to bicycling and walking trip generators such as employment, education, residential, recreation, retail centers and public facilities.

Create more livable communities.

Reduce traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions.

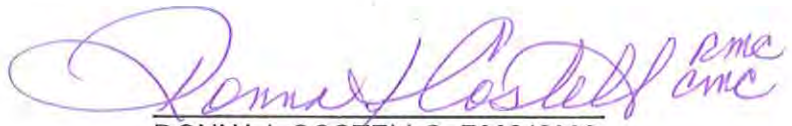


Make fiscal sense by incorporating sidewalks, bike lanes, safe crossings and transit amenities into the initial design of the project, thus sparing the expense of retrofits at a later date.

**NOW, THEREFORE, BE IT RESOLVED** by the Mayor and Township Council that a Complete Streets Policy **should** be created and implemented in the Township of Denville through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities within the public rights of way that are federally or state funded, including projects processed or administered through the Township's Capital Improvement Program.

I, DONNA I. COSTELLO, MUNICIPAL CLERK  
OF THE TOWNSHIP OF DENVILLE, DO HEREBY  
CERTIFY THE ABOVE TO BE A TRUE AND EXACT  
COPY OF THE RESOLUTION ADOPTED BY THE  
MUNICIPAL COUNCIL OF THE TOWNSHIP OF  
DENVILLE AT THEIR MEETING  
HELD ON 11-23-10.

11-24-10  
CERTIFICATION DATED:

  
DONNA I. COSTELLO, RMC/CMC  
MUNICIPAL CLERK

TOWNSHIP OF SOUTH ORANGE VILLAGE

RESOLUTION ESTABLISHING A COMPLETE STREETS POLICY IN  
THE TOWNSHIP OF SOUTH ORANGE VILLAGE

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

WHEREAS, the New Jersey Department of Transportation supports the Complete Streets policies and has adopted its own policy in December 9, 2009; and

WHEREAS, earlier this year, Essex County became one of the New Jersey counties to adopt the "Complete Streets" policy legislation as part of a broader transportation and road safety policy, and several Essex County municipalities have adopted similar "Complete Streets" policies; and

WHEREAS, the Township of South Orange Village (the "Village") is committed to creating street corridors that safely accommodate all road users of all abilities and for all traveling modes; and

WHEREAS, significant accomplishments have already been achieved in the Village by incorporating pedestrian and bicycle safety and traffic calming measures when public streets are improved; and

WHEREAS, the Board of Trustees supports this "complete streets" initiative and wishes to reinforce its commitment by creating a comprehensive, integrated, connected street network that safely accommodates all road users of all abilities and for all trips; and

THEREFORE, BE IT RESOLVED by the Board of Trustees of the Township of South Orange Village that all public street projects, both new construction and reconstruction (excluding maintenance) undertaken by the Village shall be designed and constructed as "Complete Streets" whenever feasible to do so in order to safely accommodate travel by pedestrians, bicyclists, public transportation, and motorized vehicles and their passengers, with special priority given to pedestrian safety, and subject to the attached Complete Streets Policy.

BE IT FURTHER RESOLVED the Township of South Orange Village Complete Streets Policy, attached and made part of this resolution, shall be adopted by the Village through the planning, design, construction, maintenance and operation of new and retrofit streets and other transportation facilities.

# # #

| Trustee Member | Motion | Second | Ayes | Nays | Abstain | Absent |
|----------------|--------|--------|------|------|---------|--------|
| Bauer          |        |        | X    |      |         |        |
| Davis Ford     |        |        | X    |      |         |        |
| Goldberg       |        |        | X    |      |         |        |
| Gould          |        |        | X    |      |         |        |
| Levison        |        | X      | X    |      |         |        |
| Rosner         | X      |        | X    |      |         |        |

CERTIFICATION

I, Robin R. Kline, Village Clerk of the Township of South Orange Village, County of Essex, State of New Jersey, do hereby certify that this is a true and correct copy of the Resolution adopted by the Board of Trustees at their Special Meeting held on September 24, 2012.

Robin R. Kline, MAS, RMC  
Village Clerk

## TOWNSHIP OF SOUTH ORANGE VILLAGE COMPLETE STREETS POLICY

### I. PURPOSE

To create and implement a Complete Streets Policy in The Township of South Orange Village through the planning, design, construction, maintenance and operation of new and retrofit streets and other transportation facilities.

### II. DEFINITIONS

A complete Street is defined as means to provide safe use and access for all users by designing and operating a comprehensive, integrated, connected multi-modal network of transportation options.

### III. BACKGROUND

The benefits of Complete Streets are many and varied:

- Complete Streets improve safety for pedestrians, bicyclist, children, older citizens, non-drivers and the mobility challenged as well as those that cannot afford a car or choose to live car free.
- Provide connections to bicycling and walking trip generators such as employment, education, residential, recreation, retail centers and public facilities.
- Promote healthy lifestyles.
- Create more livable communities.
- Reduce traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions.
- Complete Streets make fiscal sense by incorporating sidewalks, bike lanes, safe crossings and transit amenities into the initial design of a project, thus sparing the expense of retrofits later.

### IV. POLICY

The Village of South Orange Township shall implement a Complete Streets policy through the planning, design construction, maintenance and operation of new and retrofit transportation facilities, enabling safe use access and mobility of pedestrians, bicyclists, transit users of all ages and abilities.

1. Create a comprehensive, integrated, connected multi-modal network by providing connections to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers.
2. Provide safe and accessible accommodations for existing and future pedestrian, bicycle and transit facilities.
3. Establish a checklist of pedestrian, bicycle and transit accommodations such as accessible sidewalks curb ramps, crosswalks, countdown pedestrian signals, signs, median refuges, curb extensions, pedestrian scale lighting, bike lanes, shoulders and bus shelters with the presumption that they shall be included in each project unless supporting documentation against inclusion is provided and found to be justifiable.
4. Establish a procedure to evaluate resurfacing projects for complete streets inclusion according to length of project, local support, environmental constraints, right-of-way limitations, funding resources and bicycle and/or pedestrian compatibility.
5. Transportation facilities are long-term investments that shall anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.
6. Address the need for bicyclists and pedestrians to cross corridors as well as travel along them. Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections, interchanges and bridges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
7. Design bicycle and pedestrian facilities 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 others as related.
8. Research, develop and support new technologies in improving safety and mobility.
9. Make provisions 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.
10. Improvements should also consider connections for Safe Routes to Schools, Safe Routes to Transit, Transit Villages, trail crossings and areas or population groups with limited transportation options.
11. Improvements must comply with Title VI/Environmental Justices, Americans with Disabilities Act (ADA) and should complement the context of the surrounding community.
12. Encourage training for Engineers and Planners on Bicycle/Pedestrian/Transit policies and integration of non-motorized travel options into transportation systems, and for the

Department of Public Works, Police Department and Parking Authority on maintenance, enforcement, and related topics respectively

13. Establish Performance Measures to gauge success.

V. EXEMPTIONS

Exemptions to the Complete Streets policy must be presented for final decision to the Board of Trustees and documented with supporting data that indicates the reason for the decision and are limited to the following:

- 1) Non-motorized users are prohibited on the roadway.
- 2) Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
- 3) Detrimental environmental or social impacts outweigh the need for these accommodations.
- 4) Cost of accommodations is excessively disproportionate to cost of project.
- 5) The safety or timing of a project already planned and budgeted, or underway modifications is compromised by the inclusion of Complete Streets.

An exemption other than those listed above must be documented with supporting data and must be approved by the governing body.

VI. AUTHORITY

N.J.S.A. Title 27



**RESOLUTION R-167-2012**  
**A RESOLUTION OF THE TOWNSHIP COMMITTEE**  
**OF THE TOWNSHIP OF MANTUA**  
**RE: A RESOLUTION ADOPTING A COMPLETE STREETS**  
**POLICY FOR THE TOWNSHIP OF MANTUA**

**WHEREAS**, the Township Committee of the Township of Mantua acknowledges that streets should be designed, built and retrofitted for all users: motor vehicles, pedestrians, bicyclists, transit users and people with disabilities; and

**WHEREAS**, the adoption and implementation of a Complete Streets Policy will integrate the needs of all users into everyday transportation and land use decision making.

**NOW, THEREFORE, BE IT RESOLVED** that the Township Committee of the Township of Mantua, in the County of Gloucester and State of New Jersey hereby authorizes and adopts the implementation of a Complete Streets Policy for the Township of Mantua that will be implemented through the following methods:

1. Bicycle and pedestrian ways shall be established in new construction and reconstruction projects unless one or more of the following conditions are met:
  - a. Bicyclists and pedestrians are prohibited by law from using the roadway.
  - b. The cost of accommodations is excessively disproportionate to the cost of the project, at more than twenty (20) percent of the total cost.
  - c. Where sparse population, travel or other factors indicate an absence of need as defined by any street with a paved roadway width greater than Twenty Eight (28) feet and less the one hundred (100) vehicles per day.
  - d. Detrimental environmental or social impacts outweigh the need for these accommodations.
  - e. The safety or timing of a project is compromised by the inclusion of Complete Streets.
2. Paved shoulders should be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day consistent with NJDOT Complete Streets policy.
3. Sidewalks, shared use paths, crossings (including over and undercrossings), pedestrian signals, street furniture, transit stops and facilities and all connecting pathways shall be designed, constructed, operated and maintained so that all pedestrians, including people with disabilities, can travel safely and independently.
4. The design and development of the transportation infrastructure shall improve conditions for bicycling and walking through the following additional steps:
  - a. Planning Projects for the long-term. The design and construction of new facilities that meet the criteria in No. 1 above should anticipate likely

future demand for bicycling and walking facilities and not preclude the provision of future improvements.

- b. Addressing the need for bicyclists and pedestrians to cross corridors as well as travel along them. The design of intersections and interchanges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
- c. Getting Exceptions approved at a senior level. Exceptions for the non-inclusion of bikeways and walkways shall be approved by a senior manager and be documented with supporting data that indicates the basis for the decision.
- d. Designing facilities to the best currently available standards and guidelines. The design of facilities for bicyclists and pedestrians should follow design guidelines and standards that are commonly used, such as AASHTO Guide for the development of Bicycle Facilities, AASHTO's A Policy on Geometric Design of Highways and Streets, and the ITE Recommended Practice "Design and Safety of Pedestrian Facilities."

**TOWNSHIP OF MANTUA**

By: 

**PETE SCIRROTTO, MAYOR**

**ATTEST:** 

**Shawn G. Menzies, Township Clerk**

HOPATCONG BOROUGH  
RESOLUTION #2012-151

RESOLUTION OF THE HOPATCONG COUNCIL  
RECOGNIZING THE ADOPTION OF A COMPLETE STREETS  
POLICY

**WHEREAS**, The Borough of Hopatcong Council recognizes the need to accommodate all modes of travel on Borough streets, including pedestrians, cyclists, motorists and mass transit riders; and

**WHEREAS**, the Borough of Hopatcong seeks to meet the transportation needs of all its citizens by providing road networks that are safer, healthier, more livable and welcoming to everyone, regardless of age and ability; and

**WHEREAS**, Borough of Hopatcong defines complete streets as roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users. Pedestrians, bicyclists, motorists and public transport users of all ages and abilities are able to safely and comfortably move along and across a complete street; and


**WHEREAS**, Complete Streets are typically designed to include wider sidewalks, pedestrian intersection treatments, bicycle facilities, enhanced landscaping, and transit accommodations; and

**WHEREAS**, a Complete Streets policy is consistent with the Borough's sustainability goals.

**THEREFORE, BE IT RESOLVED**, the Municipal Council of the Borough of Hopatcong hereby establishes a Complete Streets Policy, which directs Borough staff to accommodate all modes of travel, including pedestrians, cyclists and transit riders, to the highest degree possible when redesigning the public right-of-way.

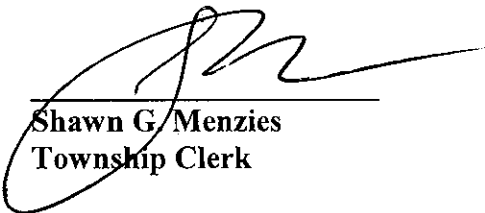
CERTIFICATION

I hereby certify that the above Resolution is a true copy of the Resolution adopted by the Hopatcong Borough Council at their meeting held on Wednesday, the 16<sup>th</sup> day of May, 2012 at 7:30 p.m. in the Hopatcong Borough Municipal Building, 111 River Styx Road, Hopatcong, New Jersey.

  
Catherine Gleason, RMC

|         | Scirrotto | Lawrence | Zimmerman | Silvanio | Legge |
|---------|-----------|----------|-----------|----------|-------|
| YES     | ✓         | ✓        | ✓         | ✓        | ✓     |
| NO      |           |          |           |          |       |
| ABSTAIN |           |          |           |          |       |
| ABSENT  |           |          |           |          |       |

Adopted by the Township of Mantua at an Open Public Township Meeting this 17<sup>th</sup> day of September, 2012.



Shawn G. Menzies  
Township Clerk

**BOROUGH OF RED BANK**

**COUNTY OF MONMOUTH**

**RESOLUTION NO. 10-195**

**A RESOLUTION ESTABLISHING AND ADOPTING  
A COMPLETE STREETS POLICY**

offered the following resolution and moved its adoption:

**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, 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 project, thus sparing the expense of retrofits later; and

**WHEREAS**, the Mayor and Council of the Borough of Red Bank wish to implement a Complete Streets policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities; and

**NOW, THEREFORE, BE IT RESOLVED** that the Mayor and Council of the Borough of Red Bank adopts that following Complete Streets Policy with the following goals and objectives:

- 1) Create a comprehensive, integrated, connected multi-modal network by facilitating connection to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers.
- 2) Provide safe and accessible accommodations for existing and future pedestrian, bicycle and transit facilities.
- 3) Establish a checklist of pedestrian, bicycle and transit accommodations such as accessible sidewalk curb ramps, crosswalks, countdown pedestrian signals, signs, curb extensions, pedestrian scale lighting, bike lanes and shoulders for consideration in each project.
- 4) Additionally, in rural areas, paved shoulders or a multi-use path shall be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. Paved shoulders provide safety and operational advantages for all road users. Exemptions shall be considered for County and State designated routes such as Scenic Roads and Historic or Cultural Byways. If there is evidence of heavy pedestrian usage, then sidewalks shall be considered in the project.
- 5) Establishment of a procedure to evaluate resurfacing projects for Complete Streets inclusion according to length of project, local support, environmental constraints, right-of-way limitations, funding resources and bicycle and/or pedestrian compatibility.
- 6) 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.
- 7) 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.
- 8) 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 others as related.
  - 9) 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.
  - 10) 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.
  - 11) Improvements shall comply with Title VII Environmental Justice, Americans with Disabilities Act (ADA) and complement the context of the surrounding community.
  - 12) Exemptions to the Complete Streets Policy shall be presented for final decision to the Mayor and Council in writing and documented with supporting data that indicates the reason for the decision and are limited to the following:
    - a) Non-motorized users are prohibited on the roadway
    - b) Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
    - c) Detrimental environmental or social impacts outweigh the need for these accommodations.
    - d) Cost of accommodations is excessively disproportionate to cost of project.
    - e) The safety or timing of a project is compromised by the inclusion of Complete Streets.
    - f) 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 certified copy of this Resolution shall be sent to the Monmouth County Board of Chosen Freeholders and all Departments and Agencies having a responsibility for or connection with projections covered by the Borough of Red Bank Complete Streets Policy.

Seconded by

and adopted on roll call by the following vote:

|              | Yes | No  | Abstain | Absent |
|--------------|-----|-----|---------|--------|
| Ms. Lewis    | ( ) | ( ) | ( )     | ( )    |
| Mr. Zipprich | ( ) | ( ) | ( )     | ( )    |
| Mr. DuPont   | ( ) | ( ) | ( )     | ( )    |
| Ms. Horgan   | ( ) | ( ) | ( )     | ( )    |
| Ms. Lee      | ( ) | ( ) | ( )     | ( )    |
| Mr. Murphy   | ( ) | ( ) | ( )     | ( )    |

Dated:

**RESOLUTION**  
of the  
**BOROUGH OF NEW PROVIDENCE**  
Resolution No 2013-066

Council Meeting Date: 01-28-2013

Date Adopted: 01-28-2013

TITLE: RESOLUTION OF THE BOROUGH COUNCIL OF THE BOROUGH OF NEW PROVIDENCE, COUNTY OF UNION, STATE OF NEW JERSEY ADOPTING A COMPLETE STREETS POLICY FOR THE BOROUGH OF NEW PROVIDENCE

Councilperson Gennaro submitted the following resolution, which was duly seconded by Councilperson Muñoz.

WHEREAS, the New Jersey Department of Transportation's Complete Streets policy states, "A Complete Street is defined as a means to provide safe access for all users by designating and operating a comprehensive, integrated, connected multi-modal network of transportation options"; and

WHEREAS, the Borough of New Providence supports the numerous benefits of Complete Streets, including improved safety for all roadway users (pedestrians, bicyclists, transit users, and motorists, of all ages and abilities): new and/or improved connections to bicycling and walking trip generators such as commercial areas, schools, residential neighborhoods, parks, and public facilities that contribute to a comprehensive, integrated, multi-modal transportation network; and, improved community health, livability, and sustainability through the provision of transportation options that encourage physical activity; and

WHEREAS, streets are a critical component of public space and an asset in establishing the image and identity of a community; providing a key framework for the history of an area, as well as current and future development; and

WHEREAS, significant accomplishments in walking and bicycling have already been achieved through the creation of paths and walking routes to and from school for local children, as well as through local traffic safety programs, which are proposed to be incorporated into the Complete Streets programs and policies for the Borough; and

WHEREAS, the Borough of New Providence supports the environmental and fiscal benefits of creating Complete Streets that incorporate sidewalks, bike lanes, safe crossings and transit amenities into the initial design of a project, thus reducing traffic congestion and reliance on carbon fuels, as well as sparing the expense of retrofits later; and

WHEREAS, the Borough of New Providence wishes to implement a Complete Streets Policy that applies to both new and retrofit projects, specifically through integration of this policy with the planning, design, construction, maintenance and operation of transportation facilities; and

WHEREAS, it is recognized that any policy must be flexible and reflect that all streets are different, including some streets or corridors in the Borough which may not fully satisfy a complete street environment, but that the transportation system overall will balance the needs of all users and support a comprehensive network of complete streets; and

WHEREAS, complete streets improvements will be based on best design and engineering practices, which may include street and sidewalk lighting; sidewalk and pedestrian safety improvements such as median refuges or crosswalk improvements; improvements that provide ADA (Americans with Disabilities Act) compliant accessibility; transit accommodations including improved pedestrian access to transit stops and shelters; bicycle accommodations including bicycle storage, bicycle parking, bicycle routes, shared-use lanes, and other elements as appropriate; and street trees, landscaping, street furniture and other streetscape amenities; and

NOW, THEREFORE, BE IT RESOLVED that all public street projects, including new construction, reconstruction, and maintenance undertaken by the Borough of New Providence shall be designed and constructed as “Complete Streets” whenever feasible to do so in order to balance the needs of all roadway users of all ages and abilities, subject to the following conditions/exemptions:

#### Conditions/Exemptions

Exemptions to the Complete Streets policy shall be documented in writing and filed in the Borough Engineer’s Office, for final approval by the Borough Engineer, with



supporting data that indicates the reason for the decision, based on one or more of the following conditions:

- 1) Non-motorized users are prohibited on the roadway.
- 2) Cost of accommodations is excessively disproportionate to the cost of the project, comprising more than (20%) of total cost.
- 3) The safety or timing of a project is compromised by the inclusion of Complete Streets.
- 4) The Borough Engineer determines that there is insufficient space to safely accommodate new facilities.
- 5) The project is located on a cul-de-sac or road with less than 500 average annual daily traffic (AADT).
- 6) In any project, should the inclusion of pedestrian, public transit, and/or bicycle facilities prove detrimental to wetlands, floodplains, streams, and/or historic/social resources, as determined by engineering analysis, those facilities shall not be required.
- 7) In any project where the inclusion of a new sidewalk, traffic calming feature, or other facility requires land disturbance beyond the existing paved cartway or will impact local travel patterns, a survey of residents directly impacted by the improvements will be undertaken. Should over half the residents support the project, or should the project meet an overwhelming, documented safety need, than those features will be included in the improvement project.

APPROVED, this 28<sup>th</sup> day of January, 2013.

# RECORD OF VOTE

|           | AYE | NAY | ABSENT                    | NOT VOTING |
|-----------|-----|-----|---------------------------|------------|
| GALLUCCIO | X   |     |                           |            |
| GENNARO   | X   |     |                           |            |
| KAPNER    | X   |     |                           |            |
| LESNEWICH | X   |     |                           |            |
| MUÑOZ     | X   |     |                           |            |
| ROBINSON  | X   |     |                           |            |
| HERN      |     |     | TO BREAK COUNCIL TIE VOTE |            |

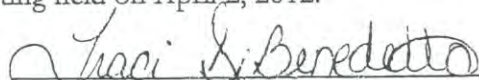
I hereby certify that the above resolution was adopted at a meeting of the Borough Council held on the 28<sup>th</sup> day of January, 2013.

Wendi B. Barry, Borough Clerk

|             |  |           |  |
|-------------|--|-----------|--|
| Offered by: | Newman   | Seconded: | Sims   |
|             | <u>Aye</u> <u>Nay</u> <u>Absent</u> <u>Abstain</u> |           | <u>Aye</u> <u>Nay</u> <u>Absent</u> <u>Abstain</u> |

|             |   |   |         |   |
|-------------|---|---|---------|---|
| DiBenedetto |   | X | Kane    | X |
| Newman      | X |   | Schnurr | X |
| Shutzer     | X |   | Sims    | X |

I HEREBY CERTIFY that the following Resolution was adopted by the Mayor and Council of the Borough of Freehold at a regular meeting held on April 2, 2012.

  
Traci DiBenedetto, RMC, Borough Clerk

Resolution No. 70-12 Agenda #7/2012

**Resolution Establishing and Adopting a Complete Streets Policy**

Whereas, the State of New Jersey, Department of Transportation 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; 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 emission; and saving 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; and,

Whereas, Freehold Borough has previously prepared a Local Pedestrian and Bicycle Plan with grant funding from the State of New Jersey, Department of Transportation; and,

Whereas, significant accomplishments have already been achieved by incorporating pedestrian safety and traffic calming measures when public streets are improved; and,

Whereas, Freehold Borough supports this "Complete Streets" initiative and wishes to reinforce its commitment to creating a comprehensive, integrated, connected street network that safely accommodates all road users of all abilities and for all trips; and,

Whereas, Freehold Borough will establish a checklist of pedestrian, bicycle and transit accommodations such as accessible sidewalks, curb ramps, crosswalks, countdown pedestrian signals, signs, curb extensions, pedestrian scale lighting, bike lanes, and shoulder for consideration in each project and land use application where municipal jurisdiction applies.

Now, therefore, be it resolved by the Mayor and Council of the Borough of Freehold, in the County of Monmouth, and in the State of New Jersey that the Borough of Freehold hereby recognizes the importance of creating Complete Street that enable safe travel by all users, including pedestrians, bicyclists, public transportation riders and drivers, emergency vehicles

and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities.

Be it further resolved that the Borough of Freehold affirms that Complete Streets infrastructure addressing the needs of all users should be incorporated into all planning, design, approval, and implementation processes for any construction, reconstruction, or retrofit of streets, including pavement resurfacing, restriping, and signalization operations if the safety and convenience of users can be improved within the scope of the work; however, such infrastructure may be excluded upon written approval made publically available by the Freehold Borough Business Administrator with input from the Freehold Borough Governing Body and Engineer, where documentation and data indicate that:

1. Use by non-motorized users is prohibited by law;
2. The cost would be excessively disproportionate to the need or probable future use over the long term;
3. Significant adverse environmental impacts outweigh the positive effects of the infrastructure.

Be it further resolved that the Freehold Borough Municipal Clerk is directed to forward certified copies of this action to Freehold Borough's New Jersey State legislative delegation, the State of New Jersey, Commissioner, Department of Transportation, the Monmouth County Engineer, the Freehold Borough Engineer, and the Monmouth County Board of Chosen Freeholders.



## RESOLUTION

11-48-082

### ENDORISING A COMPLETE STREETS POLICY FOR THE CITY OF OCEAN CITY

**WHEREAS**, the City of Ocean City is committed to creating a pedestrian and bikeway system that makes walking and cycling a viable alternative to driving, and which improves bicyclist and pedestrian safety, by creating street corridors that safely accommodate all road users of all abilities and disabilities; and

**WHEREAS**, the New Jersey Department of Transportation's Complete Streets policy states "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**, significant accomplishments have already been achieved by incorporating pedestrian safety and traffic calming measures when public streets are improved; 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 project, thus sparing the expense of retrofits later; and

**WHEREAS**, the City Council of the City of Ocean City wishes to implement a Complete Streets Policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities; and

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Ocean City that the following Complete Streets Policy with the following goals and objectives is hereby adopted:

1. Create a comprehensive, integrated, connected multi-modal network by facilitating connection to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers.
2. Provide safe and accessible accommodations for existing and future pedestrian, bicycle and transit facilities.
3. Establish a checklist of pedestrian, bicycle and transit accommodations such as accessible sidewalk curb ramps, crosswalks, countdown pedestrian signals, signs, curb extensions, pedestrian scale lighting, bike lanes and shoulders for consideration in each project.
4. Establishment of a procedure to evaluate resurfacing projects for Complete Streets inclusion according to length of project, local support, environmental constraints, right-of-way limitations, funding resources and bicycle and/or pedestrian compatibility.
5. 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.
6. 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.
7. 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 others as related.

CITY OF OCEAN CITY  
CAPE MAY COUNTY, NEW JERSEY

**RESOLUTION** 11-48-082

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, 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.
11. Exemptions to the Complete Streets Policy shall be presented for final decision to the Mayor in writing and documented with supporting data that indicates the reason for the decision and are limited to the following:
  - a) Non-motorized users are prohibited on the roadway
  - b) Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
  - c) Detrimental environmental or social impacts outweigh the need for these accommodations.
  - d) Cost of accommodations is excessively disproportionate to cost of project.
  - e) The safety or timing of a project is compromised by the inclusion of Complete Streets.
  - f) An exemption other than those listed above must be documented with supporting data and must be approved by the Mayor.



Michael J. Allegretto, Council President

Offered by: COUNCILWOMAN BERGMAN      Seconded by: COUNCILMAN WAGNER

The above resolution was duly adopted by the City Council of the City of Ocean City, New Jersey, at a meeting of said Council duly held on the 13TH day of OCTOBER 20 11

| NAME       | AYE | NAY | ABSENT | ABSTAINED |
|------------|-----|-----|--------|-----------|
| Allegretto | X   |     |        |           |
| Bergman    | X   |     |        |           |
| Flood      | X   |     |        |           |
| Hartzell   | X   |     |        |           |
| Kemenash   |     |     | X      |           |
| Ping       | X   |     |        |           |
| Wagner     | X   |     |        |           |



Julie P. MacIntyre  
City Clerk



**RESOLUTION TO ESTABLISH A COMPLETE STREETS POLICY WITHIN THE TOWNSHIP OF WOOLWICH**  
**R-2013-148**

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

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

**WHEREAS**, the New Jersey Department of Transportation supports complete streets policies and adopted its own policy on December 3, 2009; and

**WHEREAS**, Complete Streets are supported by the Institute of Traffic Engineers, the American Planning Association and many other transportation, planning and public health officials and agencies; and

**WHEREAS**, Complete Streets policies support the goals of the Woolwich Township Master Plan and the Circulation Plan contained within its Transfer of Development Rights Plan; and

**WHEREAS**, promoting pedestrian, bicycle, and public transportation travel as an alternative to the automobile reduces negative environmental impacts, promotes healthy living, and is less costly to the commuter; and

**WHEREAS**, the design and construction of new roads and facilities should anticipate future demand for biking, walking, and other alternative transportation facilities and not preclude the provision of future improvements; and

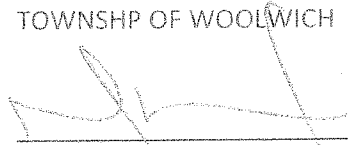
**WHEREAS**, the full integration of all modes of travel in the design of streets and highways will increase the capacity and efficiency of the road network, reduce traffic congestion by improving mobility options, limit greenhouse gases, improve air quality, and enhance the general quality of life;

**NOW THEREFORE BE IT RESOLVED** by the Township Committee of the Township of Woolwich that all public street projects, both new construction and reconstruction (excluding maintenance) undertaken by the Township of Woolwich 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 their motorized vehicles and their passengers, with special priority given to pedestrian safety, and subject to the following conditions:

- a. Pedestrian and bicycle facilities shall not be required where they are prohibited by law or in areas where the speed or movement of traffic would be dangerous to pedestrians and/or bicyclists.
- b. Public Transit facilities shall not be required on streets not serving as transit routes and the desirability of transit facilities will be determined on a project specific basis.
- c. In any project, should the cost of pedestrian, public transit, and/or bicycle facilities cause an increase in project cost in excess of 15%, as determined by engineering estimates, that would have to be funded with local tax dollars, then and in that event approval by the Township Committee must be obtained for same prior to project bidding.
- d. Significant adverse environmental impacts outweigh the positive effects on the infrastructure.

Adopted this 20<sup>th</sup> day of May, 2013

TOWNSHP OF WOOLWICH



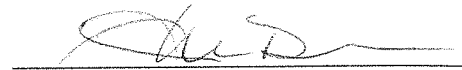
Samuel Maccarone Jr., Mayor

ATTEST:

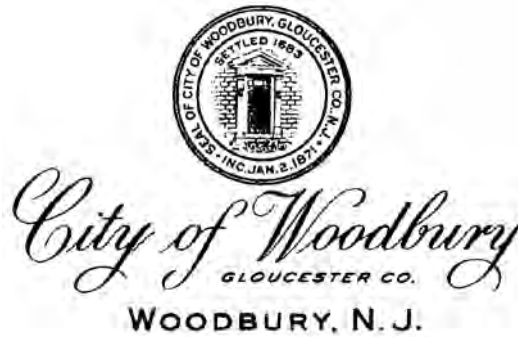
  
Jane DiBella, Clerk

CERTIFICATION

The foregoing resolution was duly adopted by the Township Committee of the Township of Woolwich on the 20<sup>th</sup> day of May, 2013.

  
Jane DiBella, Clerk





## AGENDA DECEMBER 27, 2012

**Pledge of Allegiance**

**Invocation:**

**Reading of the Open Public Meeting Statement**

**Roll Call**

**Approval of Minutes:** December 10, 2012

**Open to the Public for Agenda Items**

### **PUBLIC SESSION ON ORDINANCES AND RESOLUTIONS**

#### **Ordinances**

**#2170-12** A Special Ordinance of the City of Woodbury Amending the Code of the Board of Health of the City of Woodbury to Establish Regulations for the Connections with Sanitary Sewer, as to Sanitary Grease Traps (*Second Reading*)

**#2172-12** Ordinance Amending Ordinance 2164-12 of the City of Woodbury, County of Gloucester, New Jersey (*Second Reading*)

#### **• Finance & Administration**

**#12-196** Resolution Authorizing Cancellations of Balances on Water/Sewer Accounts in the City of Woodbury County of Gloucester

**#12-197** Resolution Authorizing Release of Performance Bond and Return of Escrow Balance to Broadway Electric Supply Company for Site Improvements to Its Premises Located at 459 Mantua Avenue, Block 61, Lot 12

**#12-198** Resolution Opposing the Elimination of Federal Income Tax Exemption for Municipal Bonds and Authorizing the City of Woodbury to Send Letters to Its Federal Legislative Representatives Opposing Same

**#12-199** Resolution Authorizing the Transfer of Appropriations in the Local Budget of the City of Woodbury for the Year 2012

**#12-200** Resolution of the City Council of the City of Woodbury Establishing and Adopting a Complete Streets Policy

**Vouchers**

- **Public Safety**
- **Public Works/Utilities**

**#12-202** Resolution Authorizing the Execution of a Vehicle Lending Agreement with the Gloucester County Department of Human Services for the Use of a Transportation Bus

- **Economic Development**

**#12-201** Resolution Authorizing the Execution of an Off-Campus Work-Study Agreement with Rowan University and the City of Woodbury

- **Personnel**
- **Property Maintenance**
- **Community Development**
- **Parks and Recreation/Environmental**

**Old Business:**

**New Business:**

**Reports:**

- **Report of Mayor**
- **Report of Clerk**

**Open to the Public**

July 12, 2012

Motion was made (Conforti) and seconded (Kunz) to adopt the following resolution:

WHEREAS, the Common Council of the Town of Hackettstown recognizes the need to accommodate all modes of travel on Town streets, including pedestrians, bicyclists, motorists and public transit users; and

WHEREAS, the Town of Hackettstown seeks to meet the transportation needs of all its citizens by providing road networks that are safer, healthier, more livable and welcoming to everyone, regardless of age and ability; and

WHEREAS, the Common Council defines Complete Streets as roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users, including pedestrians, bicyclists, motorists and public transport users of all ages and abilities; and

WHEREAS, Complete Streets are typically designed to include wider sidewalks, pedestrian intersection treatments, bicycle facilities, enhanced landscaping, and transit accommodations so that users are able to safely and comfortably move along and across a complete street.

NOW, THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF THE TOWN OF Hackettstown, IN THE COUNTY OF WARREN AND STATE OF NEW JERSEY, that the Common Council hereby establishes a Complete Streets Policy, which directs Town staff to accommodate all modes of travel, including pedestrians, cyclists and transit riders, to the highest degree possible when redesigning the public right-of-way or during the review of a land use application that affects the public right-of-way.

Roll Call Vote: Yes – Conforti, DiMaio, Kunz, Stout and Tynan

CLERK  
Jean M. Pelligrà, RMC

ADMINISTRATOR  
Thomas H. Richards

201-845-2900  
FAX: 201-909-0673



MAYOR  
Timothy J. Eustace

COUNCIL PRESIDENT  
John E. Savage  
COUNCIL MEMBERS  
Erich Fleischmann  
Nancy M. Jengo  
Marianne F. Ausiemma  
Paul S. Bresko  
Adrian J. Febre

## **BOROUGH OF MAYWOOD**

15 Park Avenue, Maywood, NJ 07607-2015  
[www.maywoodboro.org](http://www.maywoodboro.org)

### **RESOLUTION # 136-11**

#### **RESOLUTION TO ESTABLISH A COMPLETE STREETS POLICY**

**WHEREAS**, the Borough of Maywood is committed to creating street corridors that safely accommodate all road users of all abilities; and

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

**WHEREAS**, the Mayor and Council support this "complete streets" initiative and wish to reinforce its commitment to creating a comprehensive, integrated, connected street network that safely accommodates all road users of all abilities and for all trips;

**NOW, THEREFORE, BE IT RESOLVED** by the Mayor and Council of the Borough of Maywood, Bergen County, New Jersey, that all public street projects, both new construction and reconstruction (excluding maintenance) undertaken by the Borough of Maywood 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, and subject to the following conditions:

- a. Pedestrian and bicycle facilities shall not be required where they are prohibited by law.
- b. Public transit facilities shall not be required on streets not serving as transit routes and the desirability of transit facilities will be determined on a project specific basis.
- c. In any project, should the cost of pedestrian, public transit, and/or bicycle facilities cause an increase in project costs in excess of 5%, as determined by engineering estimates, that would have to be funded with local tax dollars, then and in that event, approval by the Mayor and Council must be obtained for same prior to bidding of the project.

d. Nothing contained herein shall be deemed to require the expenditure of funds by the Borough nor the inclusion of any particular pedestrian, bicycle or public transit facilities in any plans for any street project.

Date: June 16, 2011 APPROVED: Timothy J. Eustace  
Timothy J. Eustace, Mayor

ATTEST: Jean M. Pelligra  
Jean M. Pelligra, Borough Clerk

EST: Jean M. Pelligra  
Jean M. Pelligra, Borough Clerk

|                           | Moved | Seconded | Ayes | Nays | Abstain | Absent | Table |
|---------------------------|-------|----------|------|------|---------|--------|-------|
| Mayor Eustace             |       |          |      |      |         |        |       |
| Councilperson Febre       |       |          | ✓    |      |         |        |       |
| Councilperson Bresko      |       |          |      |      |         | ✓      |       |
| Councilperson Auriemma    |       |          |      |      |         | ✓      |       |
| Councilperson Jengo       |       |          |      |      |         | ✓      |       |
| Councilperson Fleischmann |       | ✓        | ✓    |      |         |        |       |
| Councilperson Savage      | ✓     |          | ✓    |      |         |        |       |

## **RESOLUTION #12-195**

### **RESOLUTION TO APPROVE THE COMPLETE STREETS POLICY**

**WHEREAS**, the New Jersey Department of Transportation's Complete Streets policy states, "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**, Chatham Borough supports the numerous benefits of Complete Streets, including: improved safety for all roadway users (pedestrians, bicyclists, transit users, and motorists, of all ages and abilities); new and/or improved connections to bicycling and walking trip generators such as commercial areas, schools, residential neighborhoods, parks, and public facilities that contribute to a comprehensive, integrated, multi-modal transportation network; and, improved community health, livability, and sustainability through the provision of transportation options that encourage physical activity; and

**WHEREAS**, streets are a critical component of public space and an asset in establishing the image and identity of a community, providing a key framework for the history of an area, as well as current and future development; and

**WHEREAS**, significant accomplishments in walking and bicycling have already been achieved through the creation of paths and walking routes to and from school for local children, as well as through local traffic safety programs, which are proposed to be incorporated into the Complete Streets programs and policies for the Borough; and

**WHEREAS**, Chatham Borough supports the environmental and fiscal benefits of creating Complete Streets that incorporate sidewalks, bike lanes, safe crossings and transit amenities into the initial design of the project, thus reducing traffic congestion and reliance on carbon fuels, as well as sparing the expense of retrofits later; and

**WHEREAS**, Chatham Borough wishes to implement a Complete Streets Policy that applies to both new and retrofit projects, specifically through integration of this policy with the planning, design, construction, maintenance and operation of transportation facilities; and

**WHEREAS**, it is recognized that any policy must be flexible and reflect that all streets are different, including some streets or corridors in Chatham Borough which may not fully satisfy a complete streets environment, but that the transportation system overall will balance the needs of all users and support a comprehensive network of complete streets; and

**WHEREAS**, complete streets improvements will be based on best design and engineering practices, which may include street and sidewalk lighting; sidewalk and pedestrian safety improvements such as median refuges or crosswalk improvements; improvements that provide ADA (Americans with Disabilities Act) compliant accessibility; transit accommodations including improved pedestrian access to transit stops and shelters; bicycle accommodations including bicycle storage, bicycle parking, bicycle routes, shared-use lanes, and other elements, as appropriate; and, street trees, landscaping, street furniture and other streetscape amenities; and

**WHEREAS**, this policy, and, more specifically, a Complete Streets Plan with goals, performance measures, general guidelines for addressing the needs of all roadway users, and a project checklist, has been prepared and adopted as an amendment to the Borough's Master Plan;

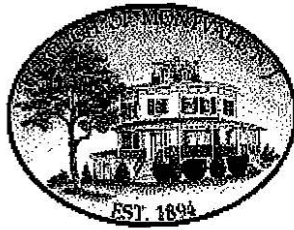
**NOW, THEREFORE, BE IT RESOLVED** that all public street projects, including new construction, reconstruction, and maintenance undertaken by Chatham Borough shall be designed and constructed as "complete streets" whenever feasible to do so in order to balance the needs of all roadway users of all ages and abilities, subject to the following conditions/exemptions:

**Conditions/Exemptions**

Exemptions to the Complete Streets policy shall be documented in writing and filed in the Borough Engineer's Office, for final approval by the Borough Engineer, with supporting data that indicates the reason for the decision, based on one or more of the following conditions:

- 1) Non-motorized users are prohibited on the roadway.
- 2) Cost of accommodations is excessively disproportionate to the cost of the project, comprising more than (20%) of total cost.
- 3) The safety or timing of a project is compromised by the inclusion of Complete Streets.
- 4) The Borough Engineer determines there is insufficient space to safely accommodate new facilities.
- 5) The project is located on a cul-de-sac or road with less than 500 average annual daily traffic (AADT).
- 6) In any project, should the inclusion of pedestrian, public transit, and/or bicycle facilities prove detrimental to wetlands, floodplains, streams, and/or historic/social resources, as determined by engineering analysis, those facilities shall not be required.
- 7) In any project where the inclusion of a new sidewalk, traffic calming feature, or other facility requires land disturbance beyond the existing paved cartway or will impact local travel patterns, a survey of residents directly impacted by the improvements will be undertaken. Should over half of the residents support the project, or should the project meet an overwhelming, documented safety need, then those features will be included in the improvement project.





**BOROUGH OF MONTVALE  
BERGEN COUNTY, NEW JERSEY  
RESOLUTION NO. 44 -2013**

**RE: Resolution Authorizing Adoption Of Complete Streets Policy**

**WHEREAS**, the Borough of Montvale recognizes the need to accommodate all modes of travel on Borough streets, including pedestrians, bicyclists, motorists and public transit users; and

**WHEREAS**, the Borough of Montvale seeks to meet the transportation needs of all its citizens by providing road networks that are safer, healthier, more livable and welcoming to everyone, regardless of age and ability; and

**WHEREAS**, the Borough of Montvale defines Complete Streets as roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users, including pedestrians, bicyclists, motorists and public transport users of all ages and abilities; and

**WHEREAS**, Complete Streets are typically designed to include wider sidewalks, pedestrian intersection treatments, bicycle facilities, enhanced landscaping, and transit accommodations so that users are able to safely and comfortably move along and across a complete street.

**NOW, THEREFORE, BE IT RESOLVED**, by the Borough of Montvale that the Borough Council hereby establishes a Complete Streets Policy, which directs Township staff to accommodate all modes of travel, including pedestrians, cyclists and transit riders, to the highest degree possible when redesigning the public right-of-way or during the review of a land use application that affects the public right-of-way.

| Councilmember | Motion | Second | Yes | No | Absent | Abstain |
|---------------|--------|--------|-----|----|--------|---------|
| Cudequest     |        |        |     |    |        |         |
| Curry         |        |        |     |    |        |         |
| Ghassali      |        |        |     |    |        |         |
| LaMonica      |        |        |     |    |        |         |
| Lane          |        |        |     |    |        |         |
| Talarico      |        |        |     |    |        |         |

**Adopted: January 29, 2013**

**ATTEST:**

\_\_\_\_\_  
Maureen Iarossi-Alwan  
Municipal Clerk

**APPROVED:**

\_\_\_\_\_  
Roger J. Fyfe  
Mayor

The  
MAYOR AND BOROUGH COUNCIL  
of the  
BOROUGH OF GLEN RIDGE  
County of Essex  
State of New Jersey



Monday, September 10<sup>th</sup>, 2012.

**RESOLUTION NO. 132 - 12**

Offered By Councilperson **BAKER**  
Seconded By Councilperson \_\_\_\_\_

**WHEREAS**, The Borough Of Glen Ridge is committed to creating street corridors that safely accommodate all road users of all abilities; **and**,

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

**WHEREAS**, the Mayor and Borough Council supports this “complete streets” initiative and wishes to reinforce its commitment to creating a comprehensive, integrated, connected street network that safely accommodates all road users of all abilities and for all trips.

**NOW, THEREFORE, BE IT RESOLVED**, that all public street projects, both new construction and reconstruction (excluding maintenance) undertaken by the Borough Of Glen Ridge 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, and subject to the following conditions:

- a. Pedestrian and bicycle facilities shall not be required where they are prohibited by law.
- b. Public transit facilities shall not be required on streets not serving as transit routes and the desirability of transit facilities will be determined on a project specific basis.
- c. In any project, should the cost of pedestrian, public transit, and/or bicycle facilities cause an increase in project costs in excess of 5%, as determined by engineering estimates, that would have to be funded with local tax dollars, then and in that event approval by Council must be obtained prior to bidding of the project.

**BOROUGH OF EMERSON  
COUNTY OF BERGEN, NEW JERSEY  
RESOLUTION**

**No: 166-10**

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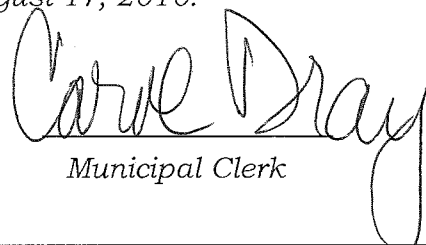
*Subject:* **Complete Streets Policy**

**WHEREAS**, the Borough of Emerson is committed to creating street corridors that safely accommodate all road users of all abilities; and

**WHEREAS**, the Council supports this 'complete streets' initiative and wishes to reinforce its commitment to creating a comprehensive, integrated, connected street network that safely accommodates all road users of all abilities and for all trips;

**NOW, THEREFORE, BE IT RESOLVED**, that all public street projects, both new construction and reconstruction (excluding maintenance) undertaken by the Borough of Emerson shall be designed and constructed as 'complete streets' incorporating pedestrian safety and traffic calming measures when public streets are improved whenever structurally and financially 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, and subject to the following conditions:

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 and the desirability of transit facilities will be determined on a project specific basis.
3. In any project, should the cost of pedestrian, public transit, and/or bicycle facilities cause an increase in project costs in excess of 5%, as determined by engineering estimates, that would have to be funded with local tax dollars, then and in that event approval by Council must be obtained for same prior to bidding of the project.

| COUNCIL | MOVED | SECONDED | AYES | NAYS | ABSENT | ABSTAIN | <p><i>I hereby certify that the above Resolution was duly adopted by the Borough of Emerson at a meeting held on August 17, 2010.</i></p> <p>Attest:</p> <p><br/>Municipal Clerk</p> |
|---------|-------|----------|------|------|--------|---------|---|
| Browne  | X     |          | X    |      |        |         |   |
| Rivers  |       |          | X    |      |        |         |   |
| Lazar   |       | X        | X    |      |        |         |   |
| Hoffman |       |          | X    |      |        |         |   |
| Shaw    |       |          | X    |      |        |         |   |

# RESOLUTION No. 42, 2011

## A RESOLUTION ADOPTING A COMPLETE STREETS POLICY FOR THE CITY OF LINWOOD

**WHEREAS**, the Governing Body of the City of Linwood acknowledges that streets should be designed, built and retrofitted for all users: motor vehicles, pedestrians, bicyclists, transit users and people with disabilities; and

**WHEREAS**, the adoption and implementation of a Complete Streets Policy will integrate the needs of all users into everyday transportation and land use decision making;

**NOW, THEREFORE, BE IT RESOLVED**, that the Common Council of the City of Linwood, Atlantic County, New Jersey hereby authorizes and adopts the implementation of a Complete Streets Policy for the City of Linwood that will be implemented through the following methods:

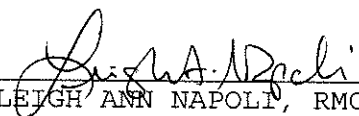
1. Bicycle and pedestrian ways shall be established in new construction and reconstruction projects unless one or more of the following conditions are met:
  - Bicyclists and pedestrians are prohibited by law from using the roadway.
  - The cost of accommodations is excessively disproportionate to cost of project, at more than twenty percent (20%) of total cost.
  - Where sparse population, travel or other factors indicate an absence of need as defined by any street with a paved roadway width greater than 28 feet and less than 100 vehicles per day.
  - Detrimental environmental or social impacts outweigh the need for these accommodations.
  - The safety or timing of a project is compromised by the inclusion of Complete Streets.
2. Paved shoulders should be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day consistent with NJDOT Complete Streets policy.
3. Sidewalks, shared use paths, street crossings (including over and undercrossings), pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways shall be designed, constructed, operated and maintained so that all pedestrians, including people with disabilities, can travel safely and independently.
4. The design and development of the transportation infrastructure shall improve conditions for bicycling and walking through the following additional steps:
  - Planning projects for the long-term. The design and construction of new facilities that meet the criteria in item #1 above should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.
  - Addressing the need for bicyclists and pedestrians to cross corridors as well as travel along them. The design of intersections and interchanges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.

RESOLUTION NO. 42, 2011  
PAGE 2

- Getting exceptions approved at a senior level. Exceptions for the non-inclusion of bikeways and walkways shall be approved by a senior manager and be documented with supporting data that indicates the basis for the decision.
- Designing facilities to the best currently available standards and guidelines. The design of facilities for bicyclists and pedestrians should follow design guidelines and standards that are commonly used, such as the AASHTO Guide for the Development of Bicycle Facilities, AASHTO's A Policy on Geometric Design of Highways and Streets, and the ITE Recommended Practice "Design and Safety of Pedestrian Facilities".

I, Leigh Ann Napoli, RMC, Municipal Clerk of the City of Linwood, do hereby certify that the foregoing resolution was duly adopted at a Regular Meeting of the City Council of Linwood, held this 23rd day of February, 2011.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal this 23rd day of February, 2011.

  
LEIGH ANN NAPOLI, RMC, MUNICIPAL CLERK

  
RICHARD L. DEPAMPHILIS, III, MAYOR

APPROVED: February 23, 2011

## **COMPLETE STREETS POLICY FOR THE CITY OF LINWOOD**

**Purpose:** to adopt a Complete Streets Policy that acknowledges and implements the concept that streets should be designed, built and retrofitted for all users: motor vehicles, pedestrians, bicyclists, transit users and people with disabilities.

Implementation of this policy will integrate the needs of all users into everyday transportation and land use decision making, and will take place through the following methods:

1. Bicycle and pedestrian ways shall be established in new construction and reconstruction projects unless one or more of the following conditions are met:

- Bicyclists and pedestrians are prohibited by law from using the roadway.
- The cost of accommodations is excessively disproportionate to cost of project, at more than twenty percent (20%) of total cost.
- Where sparse population, travel or other factors indicate an absence of need as defined by any street with a paved roadway width greater than 28 feet and less than 100 vehicles per day.
- Detrimental environmental or social impacts outweigh the need for these accommodations
- The safety or timing of a project is compromised by the inclusion of Complete Streets.

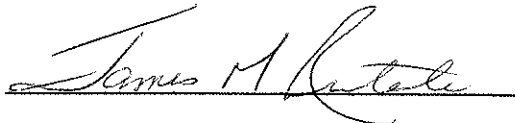
2. Paved shoulders should be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day consistent with NJDOT Complete Streets policy.

3. Sidewalks, shared use paths, street crossings (including over- and undercrossings), pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways shall be designed, constructed, operated and maintained so that all pedestrians, including people with disabilities, can travel safely and independently.

4. The design and development of the transportation infrastructure shall improve conditions for bicycling and walking through the following additional steps:

- Planning projects for the long-term. The design and construction of new facilities that meet the criteria in item 1) above should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.

- Addressing the need for bicyclists and pedestrians to cross corridors as well as travel along them. The design of intersections and interchanges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
- Getting exceptions approved at a senior level. Exceptions for the non-inclusion of bikeways and walkways shall be approved by a senior manager and be documented with supporting data that indicates the basis for the decision.
- Designing facilities to the best currently available standards and guidelines. The design of facilities for bicyclists and pedestrians should follow design guidelines and standards that are commonly used, such as the AASHTO Guide for the Development of Bicycle Facilities, AASHTO's A Policy on Geometric Design of Highways and Streets, and the ITE Recommended Practice "Design and Safety of Pedestrian Facilities".

A handwritten signature in black ink, reading "James M. Rutala", written over a horizontal line.

February 16, 2011

James M. Rutala, Chair,

Linwood Environmental Commission



**BOROUGH OF RARITAN  
RESOLUTION 2011-09-125**

**A RESOLUTION ESTABLISHING AND ADOPTING  
A COMPLETE STREETS POLICY**

**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 Borough Council of the Borough of Raritan, County of Somerset, desires to implement a Complete Streets policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities within public rights-of-way, enabling safe access and mobility of pedestrians, bicyclists, and transit users of all ages and abilities; and

**WHEREAS**, the Borough of Raritan has prepared a Complete Streets Policy document to guide the implementation of the Complete Streets policy;

**NOW, THEREFORE, BE IT RESOLVED** that new construction and reconstruction (excluding maintenance) of all public roads or bridges, or other portions of the transportation network, undertaken by the Borough of Raritan; or new construction and reconstruction of transportation facilities that are intended to be dedicated to the Borough of Raritan, 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; and

**BE IT FURTHER RESOLVED** that requests for exemptions from the Complete Streets policy shall be presented in writing to the Borough Council, after review by the Borough Engineer, and shall be documented with supporting data that indicates the reasons for the exemption, which are limited to the following:

1. Pedestrians and bicycles are prohibited on the roadway by law.
2. There is scarcity of population, travel and attractors, both existing and future that would warrant these accommodations.
3. Detrimental environmental impacts would outweigh the need for these accommodations.
4. The cost of accommodations is excessively disproportionate to the cost of project, more than twenty percent (20%) of total cost.

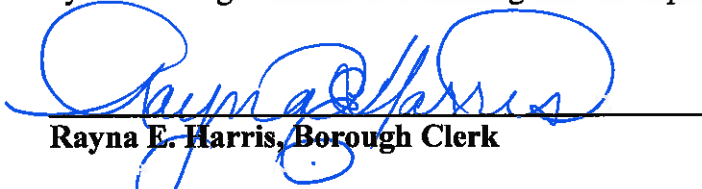
5. The safety or timing of a project is compromised by the inclusion of Complete Streets policy.



Jo-Ann Liptak, Mayor

**ATTEST:**

I, Rayna E. Harris, Borough Clerk of the Borough of Raritan, County of Somerset, State of New Jersey, do hereby certify that this is a true copy of a resolution adopted by the Borough Council at a meeting held on September 27, 2011.



Rayna E. Harris, Borough Clerk

| MOTION | SECOND | NAME    | YEAS | NAYS | ABSTAIN | ABSENT |
|--------|--------|---------|------|------|---------|--------|
|        |        | Carra   | X    |      |         |        |
| X      |        | Gara    | X    |      |         |        |
|        |        | Giraldi | X    |      |         |        |
|        |        | Laggini | X    |      |         |        |
|        |        | Lobell  | X    |      |         |        |
|        | X      | Soriano | X    |      |         |        |

**COUNCIL OF THE BOROUGH OF FAIR HAVEN**  
**MONMOUTH COUNTY, NEW JERSEY**  
**RESOLUTION**

**Motion by:**

**Second by:**

**AFFIRMATIVE:**

**NEGATIVE:**

**ABSTAIN:**

**ABSENT:**

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**RESOLUTION #2012-140**

**TITLE: ESTABLISH AND ADOPT A COMPLETE STREETS POLICY**

**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, children, older citizens, non-drivers and 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 project, thus sparing the expense of retrofits later; and

**WHEREAS**, the Borough of Fair Haven wishes to implement a Complete Streets Policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities; and

**NOW, THEREFORE, BE IT RESOLVED** that the Mayor and Council of the Borough of Fair Haven adopts the following Complete Streets Policy with the following goals and objectives:

1. Create a comprehensive, integrated, connected multi-modal network by facilitating connection to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities as well as retail and transit centers.
2. Provide safe and accessible accommodations for existing and future pedestrian, bicycle and transit facilities.
3. Establish a checklist of pedestrian, bicycle and transit accommodations such as accessible sidewalk curb ramps, crosswalks, countdown pedestrian signals, signs, curb extensions, pedestrian scale lighting, bike lanes and shoulders for consideration in each project.
4. Additionally, in rural areas, paved shoulders or a multi-use path shall be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. Paved shoulders provide safety and operational advantages for all road users. Exemptions shall be considered for County and State designated routes such as Scenic Roads and Historic or Cultural Byways. If there is evidence of heavy pedestrian usage then sidewalks shall be considered in the project.

5. Establishment of a procedure to evaluate resurfacing projects for Complete Streets inclusion according to length of project, local support, environmental constraints, right-of-way limitations, funding resources and bicycle and/or pedestrian compatibility.
6. 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.
7. 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.
8. Bicycle and pedestrian facilities shall be designed and constructed 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 Operations of Pedestrian Facilities, the Manual of Uniform Traffic Control Devices and others as related.
9. 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.
10. Improvements shall also consider connections for Safe Routes to Schools, Safe Routes to Transit, Transit Villages, trail crossings and areas or population groups with limited transportation options.
11. Improvements shall comply with Title VII Environmental Justice, Americans with Disabilities Act (ADA) and complement the context of the surrounding community.
12. Exemptions to the Complete Streets Policy shall be presented for final decision to the Mayor and Council of the Borough of Fair Haven, in writing, and documented with supporting data that indicates the reason for the decision and are limited to the following:
  - a. Non-motorized users are prohibited on the roadway.
  - b. Scarcity of populations, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
  - c. Detrimental environmental or social impacts outweigh the need for these accommodations.
  - d. Cost of accommodations is excessively disproportionate to cost of project.
  - e. The safety or timing of a project is compromised by the inclusion of Complete Streets.
  - f. 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 certified copy of this Resolution shall be sent to the Monmouth County Board of Chosen Freeholders and all Department and Agencies having a responsibility for or connection with projects covered by the Borough of Fair Haven Complete Streets Policy.

**CITY OF WILDWOOD**  
Cape May County, New Jersey

**RESOLUTION**

WHEREAS, a resolution is being created relating to complete streets policy for the City of Wildwood, stating guiding principles and practices so that transportation improvements are planned, designed and constructed to encourage walking, bicycling and transit use while promoting safe operations for all users; and

WHEREAS, implementing transportation improvements that are planned, designed and constructed to safely accommodate walking, bicycling, and transit use increase the general safety, health and overall welfare of the citizens of and visitors to the City of Wildwood; and

WHEREAS, the City of Wildwood will seek to enhance the safety, access, convenience and comfort of all users, including pedestrians, bicyclists, transit users and drivers, motorists and freight drivers, and people of all ages and abilities, including children, older adults, and persons with disabilities, through the design, operation and maintenance of the transportation network so as to create a connected network of facilities accommodating each mode of travel; and

WHEREAS, transportation improvements are to be planned and designed in a manner consistent with, and supportive of, the surrounding community, recognizing that all streets are different and that the needs of various users will need to be balanced in a flexible manner; and

WHEREAS, circulation element of the master plan recommends adoption of a complete streets policy and the master plan itself states as a goal: "Provide a transportation network that is safe, provides efficient traffic flow, and is pedestrian and bicyclist-friendly, and multimodal"; and

WHEREAS, a Complete Streets policy is consistent with the policy of the New Jersey Department of Transportation, and may assist the City securing grant funding.

NOW, THEREFORE, BE IT RESOLVED, by the Board of Commissioners of the City of Wildwood, County of Cape May, New Jersey, as follows:


Section 1. All roadway projects, including construction, re-construction, re-paving and rehabilitation, will provide appropriate accommodation for pedestrians, bicyclists, transit riders and drivers, motorists and freight drivers, and people of all ages and abilities, including children, older adults and persons with disabilities, except under one or more of the following conditions:

- The roadway project is comprised of ordinary maintenance activities designed to keep assets in serviceable condition (e.g., mowing, cleaning, sweeping, spot repair and surface treatments such as chip seal);
- Where use by non-motorized users is prohibited by law;
- The cost would be excessively disproportionate to the need or probable future use over the long term;
- There is an absence of current and future need;
- The safety, funding or timing of a project is compromised by the inclusion of Complete Streets.

Section 2. Appropriate accommodations include facilities and amenities that are recognized as contributing to complete streets, which may include sidewalks and pedestrian safety improvements such as median refuges, pedestrian signals, bulb outs and crosswalks; street and sidewalk lighting improvements that provide ADA (American with Disabilities Act) compliant accessibility; transit accommodations including improved pedestrian access to transit stops and bus shelters; bicycle accommodations including shared-use lanes, wide travel lanes or bike lanes as appropriate; paved shoulders; bicycle parking; landscaping; street furniture and adequate drainage facilities; and other facilities. All street improvements to be in accordance with NJDOT and AASHTO policies and standards.

Section 3. Complete streets principles will continue to be incorporated into planning documents, subdivision and land development ordinance, and other plans, manuals, regulations and programs as appropriate.

  
Peter Byron, Commissioner

  
Anthony Leonetti, Commissioner



CITY OF WILDWOOD  
RESOLUTION TO ESTABLISH A COMPLETE STREETS POLICY  
Resolution No. \_\_\_\_\_

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

WHEREAS, the New Jersey Department of Transportation's Complete Streets policy states, "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, significant accomplishments have already been achieved by incorporating pedestrian safety and traffic calming measures when public streets are improved; and

WHEREAS, City Commissioners support this "Complete Streets" initiative and wish to reinforce its commitment to creating a comprehensive, integrated, connected street network that safely accommodates all road users of all abilities and disabilities and for all trips;

NOW THEREFORE, BE IT RESOLVED that the City of Wildwood hereby endorses the principles contained in the New Jersey Department of Transportation's Complete Streets policy (N.J.S.P. Title 27) and said principles are made part of Wildwood's Complete Streets policy adopted by the City as presented in this Resolution.

NOW THEREFORE, BE IT RESOLVED by the City Commission of the City of Wildwood, County of Cape May, State of New Jersey, that all public street projects, both new construction and reconstruction (excluding maintenance) undertaken by the 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 bicyclist and pedestrian safety subject to the following conditions:

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 and the desirability of transit facilities will be determined on a project specific basis.
3. In any project, should the cost of pedestrian, public transit, and/or bicycle facilities cause an increase in project costs in excess of 5%, as determined by engineering estimates, that would have to be funded with local tax dollars, then and in that event, approval by City Commission must be obtained prior to bidding of the project.

NOW THEREFORE, BE IT FURTHER RESOLVED that the Mayor or his designee shall present this Resolution to the Commissioner of the New Jersey Department of Transportation for inclusion in the Department of Transportation file in recognition of the City's efforts to adopt its Clean Streets Policy as it relates to the City's participation in the Departments Local Aid programs and related state and federal programs



**CITY OF NORTH WILDWOOD**  
Cape May County, New Jersey

**RESOLUTION**

**TO ESTABLISH A COMPLETE STREETS POLICY**

**WHEREAS**, the City of North Wildwood is committed to creating street corridors that safely accommodate all road users of all abilities; and

**WHEREAS**, the New Jersey Department of Transportation's Complete Streets policy states, "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**, significant accomplishments have already been achieved by incorporating pedestrian safety and traffic calming measures when public streets are improved; and

**WHEREAS**, the City Council supports this "Complete Streets" initiative and wishes to reinforce its commitment to creating a comprehensive, integrated, connected street network that safely accommodates all road users of all abilities and disabilities and for all trips;

**NOW THEREFORE, BE IT RESOLVED** that the City of North Wildwood hereby endorses the principles contained in the New Jersey Department of Transportation's Complete Streets policy (N.J.S.P. Title 27) and said principles are made part of North Wildwood's Complete Streets policy adopted by the City as presented in this Resolution.

**NOW THEREFORE, BE IT RESOLVED** by the City Council of the City of North Wildwood, County of Cape May, State of New Jersey, that all public street projects, both new construction and reconstruction (excluding maintenance) undertaken by the 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 bicyclist and pedestrian safety subject to the following conditions:

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 and the desirability of transit facilities will be determined on a project specific basis.
3. In any project, should the cost of pedestrian, public transit, and/or bicycle facilities cause an increase in project costs in excess of 5%, as determined by engineering estimates, that would have to be funded with local tax dollars, then and in that event, approval by Council must be obtained prior to bidding of the project.

**NOW THEREFORE, BE IT FURTHER RESOLVED** that the Mayor or his designee shall present this Resolution to the Commissioner of the New Jersey Department of Transportation for inclusion in the Department of Transportation file in recognition of the City's efforts to adopt its Clean Streets Policy as it relates to the City's participation in the Departments Local Aid programs and related state and federal programs

**OFFERED BY:** KOEHLER **SECONDED BY:** TOLOMEO

**STATE OF NEW JERSEY**

**COUNTY OF CAPE MAY**

I, Janet H. Harkins, Clerk of the City of North Wildwood, in the County of Cape May, State of New Jersey, do hereby certify that the foregoing is a correct and true copy of a Resolution adopted by the Mayor and Council of the City of North Wildwood at a meeting duly held on the 2nd day of October 2012.

Dated: October 2, 2012

Signed: 

Janet H. Harkins - City Clerk

Approved: 

William J. Henfey - Mayor

|           | Aye                                 | Nay | Abstain | Absent |           | Aye                                 | Nay | Abstain | Absent |
|-----------|-------------------------------------|-----|---------|--------|-----------|-------------------------------------|-----|---------|--------|
| Tolomeo   | <input checked="" type="checkbox"/> |     |         |        | Koehler   | <input checked="" type="checkbox"/> |     |         |        |
| Zampirri  | <input checked="" type="checkbox"/> |     |         |        | Bishop    | <input checked="" type="checkbox"/> |     |         |        |
| Kane      | <input checked="" type="checkbox"/> |     |         |        | Roscnello | <input checked="" type="checkbox"/> |     |         |        |
| Del Conte | <input checked="" type="checkbox"/> |     |         |        |           |                                     |     |         |        |

**RESOLUTION #** 159-12



**City of Lambertville**  
**RESOLUTION NO. 91-2012**  
*"A Resolution Establishing and Adopting  
A Complete Streets Policy"*

Council President Stegman offered the following resolution and moved its adoption:

**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, 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 project, thus sparing the expense of retrofits later; and

**WHEREAS**, the Mayor and Council of the City of Lambertville wish to implement a Complete Streets policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities; and

**NOW, THEREFORE, BE IT RESOLVED** that the Mayor and Council of the City of Lambertville adopts that following Complete Streets Policy with the following goals and objectives:

- 1) Create a comprehensive, integrated, connected multi-modal network by facilitating connection to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers.
- 2) Provide safe and accessible accommodations for existing and future pedestrian, bicycle and transit facilities.
- 3) Establish a checklist of pedestrian, bicycle and transit accommodations such as accessible sidewalk curb ramps, crosswalks, countdown pedestrian signals, signs, curb extensions, pedestrian scale lighting, bike lanes and shoulders for consideration in each project.
- 4) Additionally, in rural areas, paved shoulders or a multi-use path shall be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. Paved shoulders provide safety and operational advantages for all road users. Exemptions shall be considered for County and State designated routes such as Scenic Roads and Historic or Cultural Byways. If there is evidence of heavy pedestrian usage, then sidewalks shall be considered in the project.
- 5) Establishment of a procedure to evaluate resurfacing projects for Complete Streets inclusion according to length of project, local support, environmental constraints, right-of-way limitations, funding resources and bicycle and/or pedestrian compatibility.
- 6) 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.
- 7) 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.

- 8) 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 others as related.
- 9) 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.
- 10) 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.
- 11) Improvements shall comply with Title VII Environmental Justice, Americans with Disabilities Act (ADA) and complement the context of the surrounding community.
- 12) Exemptions to the Complete Streets Policy shall be presented for final decision to the Mayor and Council in writing and documented with supporting data that indicates the reason for the decision and are limited to the following:
  - a) Non-motorized users are prohibited on the roadway
  - b) Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
  - c) Detrimental environmental or social impacts outweigh the need for these accommodations.
  - d) Cost of accommodations is excessively disproportionate to cost of project.
  - e) The safety or timing of a project is compromised by the inclusion of Complete Streets.
  - f) 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 certified copy of this Resolution shall be sent to the Hunterdon County Board of Chosen Freeholders and all Departments and Agencies having a responsibility for or connection with projections covered by the City of Lambertville Complete Streets Policy.

**ADOPTED:** May 21, 2012

I, Cynthia L. Ege, CMR, RMC, City Clerk of the City of Lambertville, in the County of Hunterdon, in the State of New Jersey, certify this to be a true copy of the resolution adopted at the May 16, 2012 session of Mayor and Council held at the Justice Center located at 25 South Union Street in the City of Lambertville.

Cynthia L. Ege, CMR, RMC, City Clerk

Roll Call:

Affirm: Councilwoman Asaro, Councilman Sanders, Councilwoman Warner, Council President Stegman, Mayor DeVecchio.

Oppose: None.

Abstain: None.

Absent: None.

**CITY OF CAPE MAY, COUNTY OF CAPE MAY, STATE OF NEW JERSEY**

**RESOLUTION NO. 189-08-2012**

**RESOLUTION ESTABLISHING AND ADOPTING A CITY OF CAPE MAY  
COMPLETE STREETS POLICY**

**MOTION: Wichterman**

**SECOND: Murray**

**WHEREAS**, the City of Cape May is committed to creating a pedestrian and bikeway system that makes walking and cycling a viable alternative to driving, and which improves bicyclist and pedestrian safety; 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, 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 project, thus sparing the expense of retrofits later; and

**WHEREAS**, the City Council of the City of Cape May wishes to implement a Complete Streets policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities; and

**NOW, THEREFORE**, be it resolved that the City Council of the City of Cape May adopts the following Complete Streets Policy:

Purpose: To adopt a Complete Streets Policy that acknowledges and implements the concept that streets should be designed, built and retrofitted for all users: motor vehicles, pedestrians, bicyclists, transit users and people with disabilities. The City recognizes that this policy must be flexible and that all streets are different and user needs must be balanced and fit into the context of the community. Implementation of this policy will integrate the needs of all users into

everyday transportation and land use decision making, and will take place through the following methods:

1. Bicycle and pedestrian ways shall be established in new construction and reconstruction projects unless one or more of the following conditions are met:

- Bicyclists and pedestrians are prohibited by law from using the roadway.
- The cost of accommodations is excessively disproportionate to cost of project, at more than twenty percent (20%) of total cost.
- Where sparse population, travel or other factors indicate an absence of need as defined by any street with a paved roadway width greater than 28 feet and less than 100 vehicles per day.
- Detrimental environmental or social impacts outweigh the need for these accommodations
- The safety or timing of a project is compromised by the inclusion of Complete Streets.

2. Paved shoulders should be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day consistent with NJDOT Complete Streets policy.

3. Sidewalks, shared use paths, street crossings, pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways shall be designed, constructed, operated and maintained so that all pedestrians, including people with disabilities, can travel safely and independently.

4. The design and development of the transportation infrastructure shall improve conditions for bicycling and walking through the following additional steps:

- Planning projects for the long-term. The design and construction of new facilities that meet the criteria in Item 1 above should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.
- Addressing the need for bicyclists and pedestrians to cross corridors as well as travel along them. The design of intersections and interchanges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
- Getting exceptions approved at a senior level. Exceptions for the non-inclusion of bikeways and walkways shall be approved by a senior manager and be documented with supporting data that indicates the basis for the decision.
- Designing facilities to the best currently available standards and guidelines. The design of facilities for bicyclists and pedestrians should follow design guidelines and standards that are commonly used, such as the AASHTO Guide for the Development of Bicycle

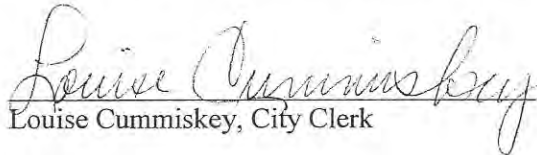
Facilities, AASHTO's A Policy on Geometric Design of Highways and Streets, and the ITE Recommended Practice "Design and Safety of Pedestrian Facilities".

5. Exceptions to this policy are permitted and are contingent upon the presence of specific safety concerns and approval by the City Engineer prior to granting exceptions.

6. This Complete Streets Policy shall be incorporated into the next Reexamination, update, revision, amendment or adoption of the Master Plan.

**BE IT FURTHER RESOLVED**, that a certified copy of this Resolution shall be sent to all Departments and Agencies having a responsibility for or connection with projects covered by the City of Cape May Complete Streets Policy.

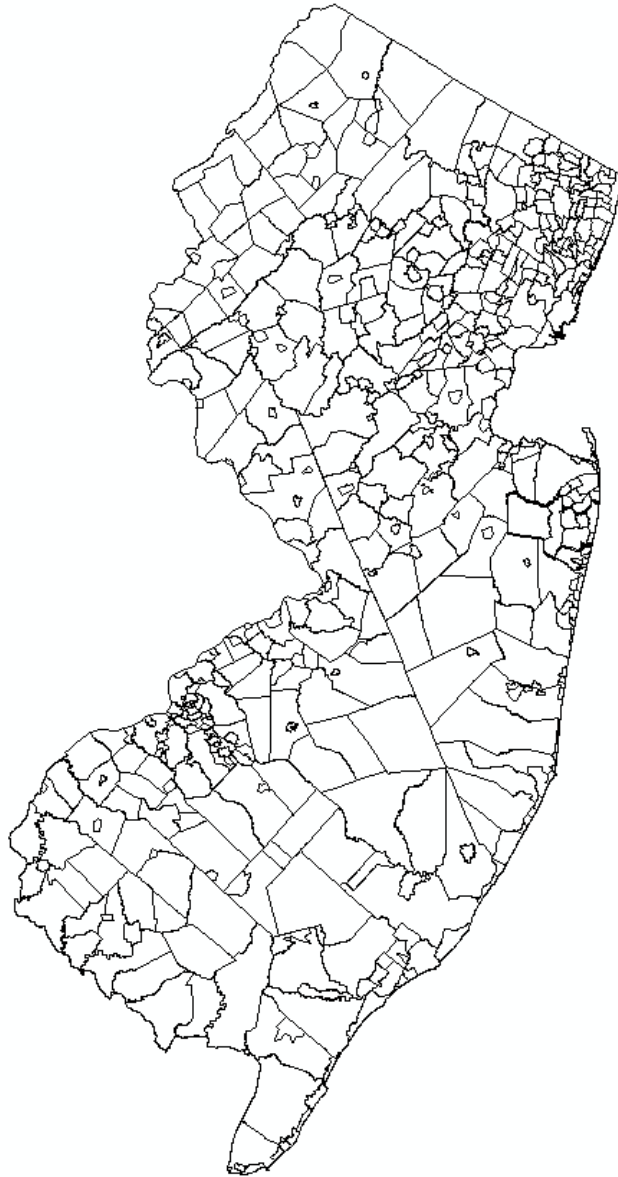
I hereby certify the foregoing to be an original resolution adopted by the City Council of the City of Cape May at a meeting held on August 7, 2012.

  
Louise Cummiskey, City Clerk

| Roll Call  | Ayes | Nays | Absent | Abstain |
|------------|------|------|--------|---------|
| Fiocca     | X    |      |        |         |
| Murray     | X    |      |        |         |
| Swain      | X    |      |        |         |
| Wichterman | X    |      |        |         |
| Mahaney    | X    |      |        |         |

# Municipal Policies

## Populations of Less than 2,500



RESOLUTION NO. 2010-96

WHEREAS, the Borough of Netcong is committed to creating a pedestrian and bikeway system that makes walking and cycling a viable alternative to driving, and which improves bicyclist and pedestrian safety, by creating street corridors that safely accommodate all road users of all abilities and disabilities; and

WHEREAS, the New Jersey Department of Transportation's Complete Streets policy states "A Complete Street is defined as providing safe access for all users by designing and operating a comprehensive, integrated, connected multi-modal network of transportation options."; and

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

WHEREAS, the Borough Council supports this "complete streets" initiative and wishes to reinforce its commitment to creating a comprehensive, integrated, connected street network that safely accommodates all road users of all abilities and disabilities for all trips;

NOW, THEREFORE, LET IT BE RESOLVED that the Borough of Netcong hereby recognizes the importance of creating Complete Streets that enable safe travel by all users, including pedestrians, bicyclists, public transportation riders and drivers, emergency vehicles and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities.

BE IT FURTHER RESOLVED that the Borough of Netcong affirms that Complete Streets infrastructure addressing the needs of all users should be incorporated into all planning, design, approval, and implementation processes for any construction, reconstruction, or retrofit 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 the work; however, such infrastructure may be excluded, upon written approval made publically available by the Netcong Borough Administrator with input from the Borough Council, where documentation and data indicate that:

- (1) Use by non-motorized users is prohibited by law;
- (2) The cost would be excessively disproportionate to the need or probable future use over the long term;
- (3) Significant adverse environmental impacts outweigh the positive effects of the infrastructure.

BE IT FURTHER RESOLVED that municipal departments and professionals, such as Department of Public Works, municipal planner, engineer and Zoning Officer should review and either revise or develop proposed revisions to all appropriate plans, zoning and subdivision codes, laws, procedures, rules, and regulations, including subsequent updates to the Borough of Netcong Master Plan, to integrate, accommodate, and balance the needs of all users in all projects. Information and education will be

provided to the municipal planning and zoning (combined) board to enhance understanding and implementation of Complete Streets concepts as part of design and plan review.

**BOROUGH OF NETCONG**

Dated:

By: \_\_\_\_\_  
Joseph A. Nametko, Mayor

**CERTIFICATION**

I, Dolores Dalessandro, Clerk of the Borough of Netcong, do hereby certify the foregoing to be a true copy of a Resolution adopted by the Borough of Netcong at a meeting held on August 12, 2010.

\_\_\_\_\_  
Dolores Dalessandro, Borough Clerk



**BOROUGH OF WOODBINE  
COUNTY OFF CAPE MAY  
RESOLUTION TO ESTABLISH A COMPLETE STREETS POLICY  
RESOLUTION NO. 12-112-2012**

**WHEREAS**, the Borough of Woodbine is committed to creating street corridors that safely accommodate all road users of all abilities; and

**WHEREAS**, the New Jersey Department of Transportation's Complete Streets policy states, "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**, significant accomplishments have already been achieved by incorporating pedestrian safety and traffic calming measures when public streets are improved; and

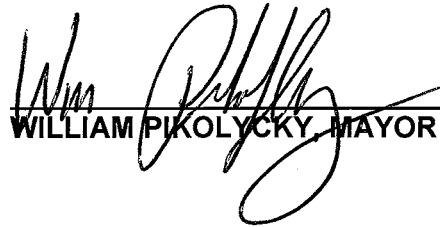
**WHEREAS**, Borough Council supports this "Complete Streets" initiative and wishes to reinforce its commitment to creating a comprehensive, integrated, connected street network that safely accommodates all road users of all abilities and disabilities and for all trips;

**NOW THEREFORE, BE IT RESOLVED** that the Borough of Woodbine hereby endorses the principles contained in the New Jersey Department of Transportation's Complete Streets policy (N.J.S.P. Title 27) and said principles are made part of Woodbine's Complete Streets policy adopted by the Borough as presented in this Resolution.

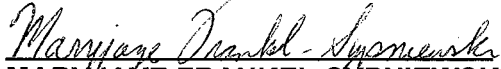
**NOW THEREFORE, BE IT RESOLVED** by the Borough Council of the Borough of Woodbine, County of Cape May, State of New Jersey, that all public street projects, both new construction and reconstruction (excluding maintenance) undertaken by the Borough shall be designed and constructed as "Complete Streets" 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 bicyclist and pedestrian safety subject to the following conditions:

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 and the desirability of transit facilities will be determined on a project specific basis.
3. In any project, should the cost of pedestrian, public transit, and/or bicycle facilities cause an increase in project costs in excess of 5%, as determined by engineering estimates, that would have to be funded with local tax dollars, then and in that event, approval by Council must be obtained prior to bidding of the project.

**NOW THEREFORE, BE IT FURTHER RESOLVED** that the Mayor or his designee shall present this Resolution to the Commissioner of the New Jersey Department of Transportation for inclusion in the Department of Transportation file in recognition of the Borough's efforts to adopt its Clean Streets Policy as it relates to the Borough's participation in the Departments Local Aid programs and related state and federal programs

  
WILLIAM PIKOLYCKY, MAYOR

ATTEST:



MARYJAYE FRANKEL-SYPNIEWSKI, DEPUTY CLERK

DATED: DECEMBER 6, 2012

OFFERED BY: BENSON

SECONDED BY: RYAN

ROLL CALL

AYES: MURRAY, WATKINS, PEREZ, BENSON, RYAN

NAYS:

ABSTAIN:

ABSENT: ORTIZ

**RESOLUTION IN SUPPORT OF A MERCER COUNTY  
COMPLETE STREETS POLICY**

**WHEREAS**, the Borough of Hopewell is committed to creating a pedestrian and bikeway system that makes walking and cycling a viable alternative to driving, and which improves bicyclist and pedestrian safety, by creating street corridors that safely accommodate all road users of all abilities and disabilities; and

**WHEREAS**, the New Jersey Department of Transportation's Complete Streets policy states "A Complete Street is defined as means to provide safe access for all users by designing and operating a comprehensive, integrated, connected multi-modal network of transportation options;" and

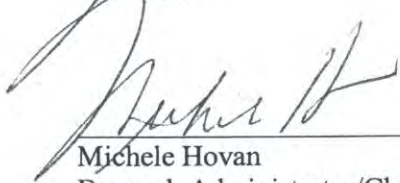
**WHEREAS**, significant accomplishments have already been achieved by incorporating pedestrian safety and traffic calming measures when public streets are improved throughout Mercer County; and

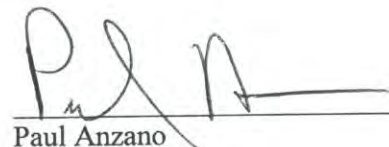
**WHEREAS**, the Borough Council supports this "complete streets" initiative and urges its continuation throughout Mercer County in an attempt to create a comprehensive, integrated, connected street network that safely accommodates all road users of all abilities and disabilities and for all trips;

**NOW, THEREFORE, BE IT RESOLVED** by the Borough Council of the Borough of Hopewell that it hereby supports a Complete Streets policy for all public street projects, wherever possible and practicable, that are undertaken by Borough of Hopewell, the County of Mercer and the municipalities within the County of Mercer in order to ultimately achieve a network of roadways that may safely accommodate travel by pedestrians, bicyclists, public transit, and motorized vehicles and their passengers, with special priority given to bicyclist and pedestrian safety.

**BE IT FURTHER RESOLVED** that a copy of this Resolution be forwarded to the County of Mercer, the municipalities within Mercer County and the NJ Department of Transportation.

**ATTEST:**

  
Michele Hovan  
Borough Administrator/Clerk

  
Paul Anzano  
Mayor

**Borough of Frenchtown RESOLUTION NO. : 2011-36**  
**A RESOLUTION TO ESTABLISH A COMPLETE STREETS POLICY**

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

**WHEREAS**, the Borough of Frenchtown is committed to creating a pedestrian and bikeway system that makes walking and cycling a viable alternative to driving, and which improves bicyclist and pedestrian safety, by creating street corridors that safely accommodate all road users of all abilities and disabilities; and

**WHEREAS**, significant accomplishments have already been achieved in The Borough of Frenchtown by incorporating pedestrian safety and traffic calming measures when public streets are improved; and,

**WHEREAS**, the New Jersey Department of Transportation supports complete streets policies and adopted its own such policy on 3 December, 2009; and,

**WHEREAS**, Complete Streets policies support the goals of the Borough of Frenchtown Master Plan; and,

**WHEREAS**, promoting pedestrian, bicycle, and public transportation travel as an alternative to the automobile reduces negative environmental impacts, promotes healthy living, and is less costly to the commuter; and

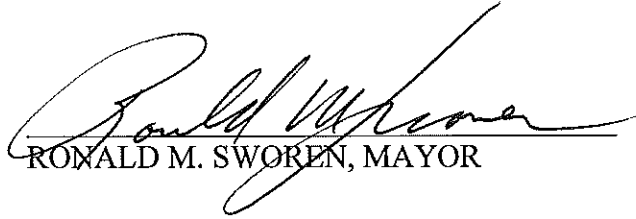
**WHEREAS**, the design and construction of new roads and facilities should anticipate future demand for biking, walking, and other alternative transportation facilities and not preclude the provision of future improvements; and,

**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.

**NOW, THEREFORE, BE IT RESOLVED**, by the Mayor and Council of the Borough of Frenchtown that all public street projects, both new construction and reconstruction (excluding maintenance) undertaken by the Borough of Frenchtown 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, and subject to the following conditions:

- a. Pedestrian and bicycle facilities shall not be required where they are prohibited by law.
- b. Public transit facilities shall not be required on streets not serving as transit routes and the desirability of transit facilities will be determined on a project specific basis.
- c. In any project, should the cost of pedestrian, public transit, and/or bicycle facilities cause an increase in project costs in excess of 15%, as determined by engineering

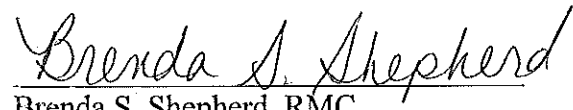
estimates, that would have to funded with local tax dollars, then and in that event approval by Council must be obtained for same prior to bidding of the project.  
d. Significant adverse environmental impacts outweigh the positive effects of the infrastructure



RONALD M. SWOREN, MAYOR

ATTEST:

March 2, 2011



Brenda S. Shepherd, RMC  
Borough Clerk

**BOROUGH OF CALIFON  
COUNTY OF HUNTERDON  
STATE OF NEW JERSEY**

**RESOLUTION 2012- 86**

**A RESOLUTION TO ESTABLISH A COMPLETE STREETS POLICY WITHIN THE  
BOROUGH OF CALIFON**

**WHEREAS**, “Complete Streets” are defined as roadways that enable safe and convenient access for all users, including bicyclists, children, pedestrians, persons with disabilities, seniors, motorists, and students; and

**WHEREAS**, the Borough of Califon is committed to creating a pedestrian and bikeway system that makes these activities a viable alternative to driving, and will improve bicyclist and pedestrian safety, by creating street corridors that safely accommodate all road users of all abilities and disabilities; and

**WHEREAS**, significant accomplishments have already been achieved in The Borough of Califon by incorporating pedestrian safety and traffic calming measures; and,

**WHEREAS**, the New Jersey Department of Transportation supports complete streets policies and has adopted its own such policy on December 3, 2009; and,

**WHEREAS**, Complete Streets policies support the goals of the Borough of Califon Master Plan; and,

**WHEREAS**, promoting pedestrian, bicycle and public transportation travel as an alternative to the automobile reduces negative environmental impacts, promotes healthy living, and is less costly to the commuter; and

**WHEREAS**, the design and construction of new roads and facilities should anticipate future demand for biking, walking and other alternative transportation facilities and not preclude the provision of future improvements; 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 for residents and visitors.

**NOW, THEREFORE, BE IT RESOLVED**, by the Mayor and Council of the Borough of Califon that all public street projects, both new construction and reconstruction (excluding maintenance) undertaken by the Borough of Califon 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, and subject to the following conditions:

- a. In any project, should the cost of pedestrian, public transit and/or bicycle facilities cause an increase in project costs in excess of 15%, as determined by engineering estimates, that would have to be funded with local tax dollars, then and in that event approval by Council must be obtained for same prior to bidding of the project.
- b. Significant adverse environmental impacts outweigh the positive effects of the infrastructure.

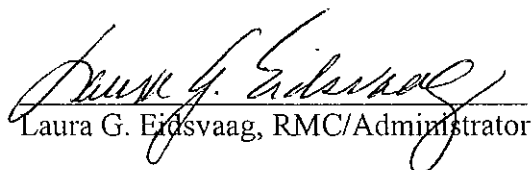
BE IT FURTHER RESOLVED, that one or more of the following implementation tools may be used in support of this Complete Streets policy:

- a. Coordination between departments and provision of training to municipal employees including public works, maintenance, planning and engineering.
- b. Establishment of a checklist for project review.
- c. Institution of performance measures and data collection to evaluate on how well the streets are serving all users.
- d. Address the specific needs of bicyclists and pedestrians on local roadways.
- e. Direct the use of the latest and best design and engineering standards, including paving shoulders and/or narrowing travel lanes to provide striped shoulders on roads for bicycle, pedestrian, farm equipment and emergency use. Avoiding placement of rumble strips that could interfere with the safe operation of bicycles.
- f. Anticipate future bicycle, pedestrian and transit demand, even on bridges and in and around train stations.

Identification of capital improvements that expand the opportunities for safe roadway use by all users.

  
Charles Daniel Mayor

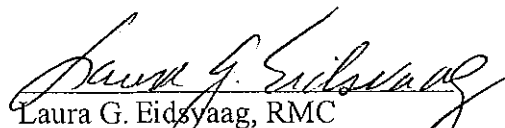
ATTEST:

  
Laura G. Eidsvaag, RMC/Administrator

**CERTIFICATION**

I certify that the foregoing is a true and correct copy of a Resolution adopted by the Borough of Califon Council at a meeting held on December 3, 2012.

(Seal)

  
Laura G. Eidsvaag, RMC  
Municipal Clerk/Administrator



**RESOLUTION #2011-123**

**ESTABLISHING AND ADOPTING A COMPLETE STREETS POLICY FOR THE  
BOROUGH OF HARVEY CEDARS**

**WHEREAS** the Borough of Harvey Cedars is committed to creating street corridors that safely accommodate all road users of all abilities; and

**WHEREAS** the New Jersey Department of Transportation's Complete Streets policy states, "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 Mayor and Commissioners of the Borough of Harvey Cedars support the Complete Streets initiative and wish to implement a Complete Streets policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities.

**NOW, THEREFORE, BE IT RESOLVED** by the Mayor and Commissioners of the Borough of Harvey Cedars, County of Ocean, State of New Jersey, that all public street projects, both new construction and reconstruction (excluding maintenance) undertaken by the Borough of Harvey Cedars 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 bicyclist and pedestrian safety subject to the following conditions:

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 and the desirability of transit facilities will be determined on a project specific basis.

**BE IT FURTHER RESOLVED** that a certified copy of this resolution shall be sent to the Harvey Cedars Land Use Board, the Harvey Cedars Engineer, Ocean County Board of Chosen Freeholders, Ocean County Engineering, State of New Jersey Department of Transportation, the New Jersey Bicycle and Pedestrian Resource Center at Rutgers University, and the Harvey Cedars Taxpayers Association.

PASSED ON: December 2, 2011

**CERTIFICATION**

I, Daina Dale, Municipal Clerk of the Borough of Harvey Cedars, County of Ocean, hereby certify that the above is a resolution adopted by the Board of Commissioners at a meeting held on December 2, 2011.



Daina Dale, Municipal Clerk