

APPENDIX A:

Complete Streets Resolutions for:

NJDOT

Mercer County

East Windsor Township

Ewing Township

Hightstown

Hopewell Borough

Hopewell Township

Lawrence Township

Pennington Borough

Princeton Township



Robbinsville Township

City of Trenton

West Windsor Township

**DEPARTMENT OF TRANSPORTATION
POLICY**

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

SUBJECT: Complete Streets Policy	Effective Date: 12/03/2009	Commissioner Approval:  Sponsor Approval: Robert Miller  Contact Telephone #: 530-3855
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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
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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
Page 3 of 3

SUBJECT: NJDOT Complete Streets Policy	Effective Date: 12/03/2009
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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.

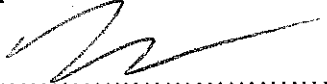
An exemption other than those listed above must be documented with supporting data and must be approved by the Capital Program Committee along with written approval by the Commissioner of Transportation.

VI. AUTHORITY

N.J.S.A. Title 27

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.

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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.

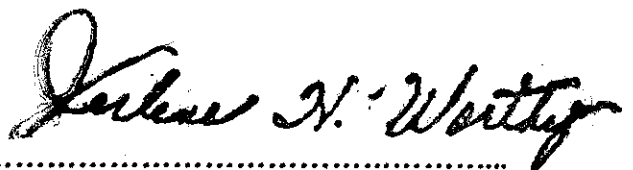
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Clerk to the Board

- 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.



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Clerk to the Board

THE TOWNSHIP OF EWING

Municipal Complex
2 Jake Garzio Drive
Ewing, NJ 08628



Phone: (609) 883-2900
Admin. Fax: (609) 538-0729
Clerk Fax: (609) 771-0480
Web Address: www.ewingnj.org

A RESOLUTION TO ESTABLISH A COMPLETE STREETS POLICY

Resolution #14R-170 WHEREAS, the Township of Ewing is committed to creating a pedestrian and bikeway system that makes walking and cycling a viable and safe means of transportation 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 Street's Policy 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 are varied and numerous, including:

- the safety of our bicyclist and pedestrian citizens through the incorporation of sidewalks, bike lanes, clearly demarcated crossings and transit;
- the reduction of traffic congestion and reliance on carbon fuels, thereby reducing our greenhouse gas emissions; and
- the promotion of active, healthy lifestyles; and
- the provision of connections to bicycling and walking trip generators such as employment, education, residential, recreation, retail centers and public facilities that assist in promoting local economy and fostering community

WHEREAS, a complete street policy requires that future roadway improvement projects include a consideration of clearly demarcated and safe accommodations for all users, including bicyclists, pedestrians, transit riders and the mobility-impaired; and

WHEREAS, this policy is implemented through the planning, design, construction, and maintenance of new and retro-fitted public rights of way where they are administered by the Township; and

WHEREAS, this policy is implemented through the Township's advocacy for planning, design, construction, and maintenance of new and retro-fitted public rights of way where they are administered by the State and County; and

WHEREAS, this policy is implemented through the coordination between land use and site design with the transportation network; and

WHEREAS, the Township will not take jurisdiction of a roadway created by subdivision, general development, redevelopment or the like if they are not constructed in accordance with this policy and future design standards created to implement this policy forthwith; and

WHEREAS, the Township of Ewing supports this 'complete streets' initiative and wishes to reinforce its commitment by creating a comprehensive, integrated, connected street network within the community that safely accommodates all road users of all abilities and disabilities, where feasible;

NOW THEREFORE, BE IT RESOLVED, that public street projects, both new construction and reconstruction (excluding maintenance), undertaken by the Township of Ewing shall be designed and constructed as 'complete streets' in order to safely accommodate travel by pedestrians, bicyclists, public transit, and motorized vehicles and their passengers, of all ages and abilities, whenever feasible, as based upon the needs of the community, its citizens, and the context of the project within the community; and

BE IT ALSO RESOLVED THAT, municipal planning, decision making and design coordination, either solely or with other municipal and regional authorities, shall examine. Advocate for and implement the inclusion of 'complete streets' and give priority to bicyclist and pedestrian safety, subject to certain conditions:


1. Pedestrian and bicycle facilities shall not be required where prohibited by law;
2. The desirability of transit facilities shall be determined on a project specific basis;
3. Detrimental environmental or social impacts shall outweigh the need for these accommodations.
4. Where the cost of accommodations is excessively disproportionate to cost of project (more than twenty percent (20%) of total cost) an exemption may be considered.

IT IS SO RESOLVED.

Certification:

I, Kim J. Macellaro, Municipal Clerk of the Township of Ewing, hereby certify that the above is a true copy of a Resolution adopted by the Governing Body of the Township of Ewing at a Regular Meeting of the Municipal Council of the Township of Ewing, County of Mercer, State of New Jersey held on the 23rd day of September, 2014.





Kim J. Macellaro, RMC
Municipal Clerk

RESOLUTION R2014-086

**EAST WINDSOR TOWNSHIP
MERCER COUNTY**

WHEREAS, East Windsor Township is committed to creating a pedestrian and bikeway system to the extent feasible, by creating street corridors that safely accommodate all road users of all ages, abilities and disabilities; and

WHEREAS, the New Jersey Department of Transportation 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, as part of this 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

WHEREAS, the benefits of complete streets include: improving safety for pedestrians, bicyclists, children, older citizens, non-drivers and the mobility challenged as 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

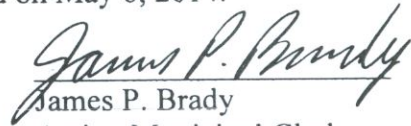
WHEREAS, the East Windsor Township Council supports to the extent practicable, the application of an East Windsor Township "Complete Streets" policy that will apply to all road, bridge, and building projects undertaken by East Windsor.

NOW, THEREFORE, BE IT RESOLVED by the Township Council of the Township of East Windsor, in the County of Mercer, State of New Jersey, as follows:

1. All public street projects, both new construction and reconstruction (excluding maintenance) undertaken by the Township of East Windsor shall be designed and constructed as "Complete Streets" whenever feasible to do so, and subject to municipal considerations including, scarcity of population and travel, outweighed by detrimental environmental or social impacts, disproportionate costs generated, and project timing, in order to safely accommodate travel by pedestrians, bicyclists, public transit and motorized vehicles and their passengers with special priority given to pedestrian safety.

2. Pedestrian and bicycle facilities and other alternate forms of transportation shall not be required where they are prohibited by law.
3. 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 the foregoing to be a true copy of a Resolution adopted by the East Windsor Township Council at a meeting held on May 6, 2014.


James P. Brady
Acting Municipal Clerk

**TOWNSHIP OF HAMILTON
COUNTY OF MERCER, NEW JERSEY**

RESOLUTION


No. 15 024

APPROVED AS TO FORM AND LEGALITY

FACTUAL CONTENTS CERTIFIED TO BY



TOWNSHIP ATTORNEY



TITLE

RESOLUTION ESTABLISHING A "COMPLETE STREETS" POLICY

WHEREAS, the Township of Hamilton is committed to creating street corridors that will accommodate road users of all ages and abilities for all types of uses including pedestrians, bicyclists, transit vehicles, children, older citizens and the mobility challenged, 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 option", and

WHEREAS, the benefits of *Complete Streets* include:

- Improving safety for pedestrians, bicyclists, children, older citizens 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;
- 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

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15 024

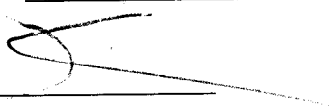
WHEREAS, grants and related funding opportunities now require the implementation of Complete Streets policies;

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

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 Hamilton, 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 of all ages and abilities, with special priority given to bicyclist and pedestrian safety, based on the needs of the community.

ADOPTED BY COUNCIL ON JANUARY 6, 2015
DATE



PRESIDENT



MUNICIPAL CLERK

RECORD OF VOTE						
COUNCIL	AYE	NAY	N.V.	A.B.	RES.	SEC.
KEVIN MEARA	✓					✓
EDWARD R. GORE	✓				✓	
DAVE KENNY	✓					
ILEANA SCHIRMER	✓					
DENNIS PONE	✓					
X – Indicates Vote A.B. – Absent N.V. – Not Voting RES. – Moved SEC. – Seconded						

Resolution 2014-129

BOROUGH OF HIGHTSTOWN
COUNTY OF MERCER
STATE OF NEW JERSEY

SUPPORTING THE MERCER COUNTY COMPLETE STREETS POLICY

WHEREAS, The Borough of Hightstown 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 throughout Mercer County; and

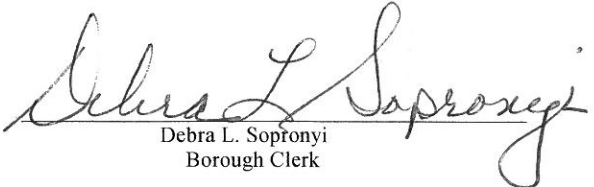
WHEREAS, the Borough Council supports this "Complete Streets" initiative and urges its continuation throughout Mercer County in an attempt to create a comprehensive, integrated, connected street network that safely accommodates all road users of all abilities and disabilities and for all trips;

NOW, THEREFORE, BE IT RESOLVED by the Borough Council of the Borough Hightstown that it here by supports a Complete Streets policy for all public street projects, wherever possible and practicable, that are undertaken by Borough of Hightstown, 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.

CERTIFICATION

I hereby certify the foregoing to be a true copy of a resolution adopted by the Borough Council at a meeting held on June 2, 2014.


Debra L. Sopronyi
Borough Clerk

**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

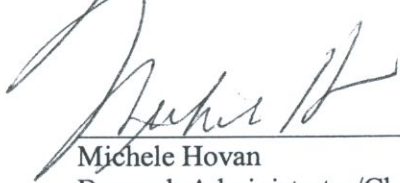
WHEREAS, significant accomplishments have already been achieved by incorporating pedestrian safety and traffic calming measures when public streets are improved throughout Mercer County; and

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;

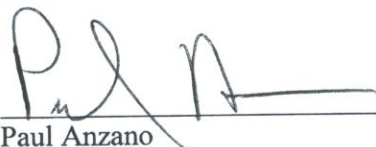
NOW, THEREFORE, BE IT RESOLVED by the Borough Council of the Borough of Hopewell that it hereby supports a Complete Streets policy for all public street projects, wherever possible and practicable, that are undertaken by Borough of Hopewell, the County of Mercer and the municipalities within the County 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

6-9-14

VIII-B

TOWNSHIP OF HOPEWELL
MERCER COUNTY, NEW JERSEY

ORDINANCE NO. 14 - _____

**AN ORDINANCE AMENDING AND SUPPLEMENTING
CHAPTER XV, "STREETS AND SIDEWALKS" OF
THE REVISED GENERAL ORDINANCES OF
THE TOWNSHIP OF HOPEWELL TO ESTABLISH
A COMPLETE STREETS POLICY**

WHEREAS, the Township of Hopewell is committed to creating street corridors that will accommodate road users of all ages and abilities for all types of uses including pedestrians, bicyclists, transit vehicles, children, older citizens, and the mobility challenged; and

WHEREAS, the Township of Hopewell is recognized as a popular and desirable place for non-motorized travel due to its natural beauty and connectivity to trails and parks; and

WHEREAS, a Complete Street is a road designed designed with all users - bikers, walkers, transit riders and drivers - in mind. Roads are built to safely accommodate a variety of transportation modes and users of all ages and abilities. Complete Streets are planned, designed and constructed to blend with the local community while meeting transportation needs; and

WHEREAS, the benefits of Complete Streets include:

- Improving safety for pedestrians, bicyclists, children, older citizens, 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,
- 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, grants and related funding opportunities now require the implementation of Complete Streets policies;

NOW, THEREFORE, BE IT ORDAINED by the Township Committee of the Township of Hopewell that the Township does hereby implement a Complete Streets policy by creating new section 6 in Chapter XV of the Revised General Ordinances as follows:

SECTION 1.

15-6.1 Purpose

All public street projects in the Township of Hopewell, both new construction and reconstruction, excluding maintenance, shall be planned, designed and constructed as Complete Streets.

15-6.2 Definitions

For the purpose of this ordinance, the following terms, phrases, words, and their derivations shall have the meanings stated herein unless otherwise set forth :

Complete Streets – a street design policy which provides for the accommodation of travel by pedestrians, bicyclists, public transit users, and motorists. Complete Streets shall accommodate users of all ages and abilities.

Design - facilities for bicyclists and pedestrians shall follow industry standard design guidelines such as 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; Americans with Disabilities Act; and others as related. Design considerations shall include connections for Safe Routes to School, Safe Routes to Transit, Transit Villages, trail crossings, and areas or population groups with limited transportation options.

15-6.3 Exceptions

An exception from the establishment of bicycle and pedestrian ways in new construction and reconstruction projects may be granted by resolution of the Township Tommittee if any one of the following conditions are met:

- a. Bicyclists and pedestrians are prohibited by law from using the roadway.
- b. Detrimental environmental or social impacts outweigh the need for these accommodations.
- c. The safety or timing of a project is compromised by the inclusion of Complete Streets design practices.
- d. The cost of incorporating new bicycle, pedestrian, and/or public transit facilities is excessive, defined as greater than twenty percent (20%) of total 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.
- e. An exemption other than those listed above must be documented with supporting data and must be approved by the Mayor and Township Committee.

Designs for new facilities which have been granted an exception shall not preclude future improvements for bicycling and walking.

16-6.4 Accommodations During Construction

Accommodations for pedestrian and bicycle traffic shall be made when closing roads, bridges, or sidewalks for construction projects as outlined by New Jersey Department of Transportation Policy.

16-6.5 Planning

This Complete Streets Policy shall be reviewed by the Planning Board as part of each master plan reexamination, update, revision or amendment.

BE IT FURTHER ORDAINED that a certified copy of this Ordinance shall be sent to the Planning Board, Board of Adjustment, Mercer County Board of Chosen Freeholders and State of New Jersey Department of Transportation.

SECTION 2.

This ordinance shall take effect immediately upon passage and publication as required by law.

Date Introduced:

Date Advertised:

Date Adopted:

Vanessa Sandom, Mayor

Attest:

Laurie E. Gompf, Municipal Clerk

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. Kownackl	✓						
Ms. Mount	✓						
Mr. Pullti	✓					✓	
Mayor Powers	✓						

**BOROUGH OF PENNINGTON
RESOLUTION 2014 – 6.10**

**RESOLUTION IN SUPPORT OF A COMPLETE STREETS POLICY FOR PENNINGTON
BOROUGH**

WHEREAS, Pennington Borough is committed to creating a pedestrian and bikeway system to the extent feasible, by creating street corridors that safely accommodate all road users of all ages, abilities and disabilities; and

WHEREAS, the New Jersey Department of Transportation 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, as part of this 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

WHEREAS, the benefits of complete streets include: improving safety for pedestrians, bicyclists, children, older citizens, non-drivers and the mobility challenged as 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 Pennington Borough Council supports to the extent practicable, the application of a Pennington Borough “Complete Streets” policy that will apply to all road, bridge, and building projects undertaken by East Windsor; and

WHEREAS, the Pennington Borough Council hereby supports a “Complete Streets” initiative and urges its continuation throughout Mercer County in an attempt to create a comprehensive, integrated, connected street network and safely accommodates all road users of all abilities and disabilities and for all trips;

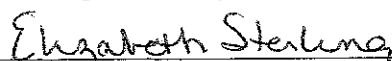
NOW, THEREFORE, BE IT RESOLVED by the Borough Council of Pennington Borough, in the County of Mercer, State of New Jersey that it hereby supports a “Complete Streets” policy for all public street projects, wherever possible and practicable, that are undertaken by the Borough of Pennington, the County 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.

Record of Council Vote on Passage

COUNCILMAN	AYE	NAY	N.V.	A.B.	COUNCILMAN	AYE	NAY	N.V.	A.B.
Davy	S				Lawver	X			
Gnatt	X				Marciante	X			
Griffiths	X				Tucker	M			

This is to certify that the foregoing is a true copy of a Resolution adopted by the Borough Council of the Borough of Pennington at a meeting on June 2, 2014.


Elizabeth Sterling, Borough Clerk

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.

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.

**SUPPORTING THE MERCER COUNTY COMPLETE STREETS
POLICY**

WHEREAS, the Township of Robbinsville 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 throughout Mercer County; and

WHEREAS, the Township 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 Township Council of the Township of Robbinsville that it here by supports a Complete Streets policy for all public street projects, wherever possible and practicable, that are undertaken by the Township of Robbinsville, 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.

I certify this to be a true copy of a resolution adopted by the Township Council of the Township of Robbinsville at a meeting held on June 26, 2014.

Michele Seigfried, Municipal Clerk

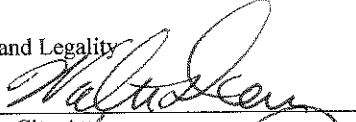
RESOLUTION

No. 12-121

Date of Adoption MAR 01 2012


Approved as to Form and Legality

Factual content certified by


Walter Denson, Acting City Attorney


Anthony Roberts, Acting Business Administrator

Councilman /woman


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

85
Leonas Beyer
City Clerk

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 19th day of July 2010.

Sharon L. Young
Township Clerk
West Windsor Township