

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.

