

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".

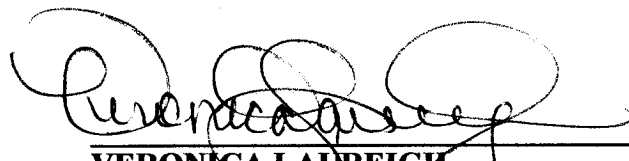
3. Exceptions to this policy are permitted and are contingent upon the presence of specific safety concerns and approval by the appropriate Township Board and Board Engineer prior to granting exceptions.

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**.



VERONICA LAUREIGH
Municipal Clerk/Administrator