

**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

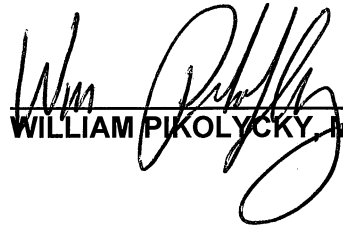
WHEREAS, Borough Council supports this "Complete Streets" initiative and wishes to reinforce its commitment to creating a comprehensive, integrated, connected street network that safely accommodates all road users of all abilities and disabilities and for all trips;

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