

**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:

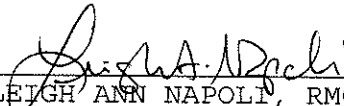
1. Bicycle and pedestrian ways shall be established in new construction and reconstruction projects unless one or more of the following conditions are met:
  - Bicyclists and pedestrians are prohibited by law from using the roadway.
  - The cost of accommodations is excessively disproportionate to cost 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.

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- 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.

  
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 LEIGH ANN NAPOLI, RMC, MUNICIPAL CLERK

  
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 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.

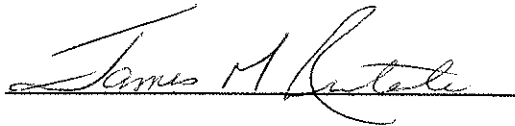
2. Paved shoulders should be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day consistent with NJDOT Complete Streets policy.

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".



James M. Rutala, Chair,

Linwood Environmental Commission

February 16, 2011