

**AN ORDINANCE ESTABLISHING AND
ADOPTING A COMPLETE STREETS POLICY**

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 all citizens, including pedestrians, bicyclists, children, children in carriages, mobility scooters, wheel chairs, 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 Mayor and Council of the Borough of Point Pleasant wish 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, transit users of all ages and abilities; and

NOW, THEREFORE, BE IT RESOLVED that the Mayor and Council of the Borough of Point Pleasant adopts that following Complete Streets Policy with the following goals and objectives:

- 1) Create a comprehensive, integrated, connected multi-modal network by facilitating connection 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 sidewalk curb ramps, crosswalks, countdown pedestrian signals, signs, curb extensions, pedestrian scale lighting, bike lanes and shoulders for consideration in each project.
- 4) Additionally sidewalks, dedicated bicycle paths, and/or a multi-use path shall be included in all new construction and reconstruction projects on “major roadways” and “safe routes” as defined by Ordinance and those used by more than 1,000 vehicles per day. Exemptions shall be considered for County and State designated routes such as Scenic Roads and Historic or Cultural Byways.
- 5) 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.
- 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 contracted 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.
- 9) Provisions shall be made 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.
- 10) Improvements shall also consider connections for Safe Routes to Schools, Safe Routes to Transit, Transit Villages, trail crossings and areas or populations groups with limited transportation options.

- 11) Improvements shall comply with Title VI 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 to the Municipal Engineer, with final decision by the Mayor and Council, in writing and documented with supporting data that indicates the reason for the decision and are limited to the following:
 - a) Non-motorized users are prohibited on the roadway
 - b) Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
 - c) Detrimental environmental or social impacts outweigh the need for these accommodations.
 - d) Cost of accommodations is excessively disproportionate to cost of the project, even after factoring in the long-term economic, social, environmental and quality of life benefits of the accommodations.
 - 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 Mayor and Council.

BE IT FURTHER RESOLVED, that a certified copy of this Ordinance shall be sent to the Planning Board, Zoning Board, Ocean County Board of Chosen Freeholders, State of New Jersey Department of Transportation and all Departments and Agencies having a responsibility for or connection with projections covered by the Borough of Point Pleasant Complete Streets Policy.