

RESOLUTION
BOROUGH OF FORT LEE
BERGEN COUNTY, NEW JERSEY

CN 6

COUNCIL	Motion	Second	Yes	No	Abstain	Absent
Pohan						✓
Sohmer		✓				
Goldberg						
Sargenti						
Kasofsky						
Cervieri	✓					

Date: November 15, 2012

Carried Defeated Tabled

Approved on Consent Agenda

Adoption of a Complete Streets Policy Implementing Planning, Design, Construction, Maintenance, and Operation of New and Retrofit Transportation Facilities within the Public Rights-of-Way in the Borough of Fort Lee

WHEREAS, the Borough for Fort Lee is committed to creating and implementing a Complete Streets Policy within the Borough through planning, design, construction, maintenance, and operation of new and retrofit transportation facilities within the Borough Public Rights-of-Way including facilities that can safely accommodate and improve safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities; and

WHEREAS, the New Jersey Department of Transportation's Complete Streets Policy seeks to implement through planning, designing, and construction of safe access and mobility of pedestrians and other transit users of all ages and abilities; and

WHEREAS, the Mayor and Council and Borough of Fort Lee supports the complete streets initiative and wishes to create a comprehensive, integrated, connected street network that safely accommodates all road users of all abilities and for all trips,

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Council of the Borough of Fort Lee, that all public street projects undertaken by the Borough shall be designed and constructed as "Complete Streets" whenever it is feasible to do so in order to

safely accommodate travel by pedestrians, bicyclists, public transit and motorized vehicles and their passengers 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 desirability of the transit facilities will be decided on a project-by-project basis.
3. Scarcity of populations, travel and attractors, both existing and future, indicate the absence of need for such accommodations.
4. Detrimental environmental or social impacts outweigh the need for these accommodations.
5. Inclusion of such infrastructure would be unreasonable or inappropriate in light of the scope of the project.
6. The cost of accommodation is substantially disproportionate to the cost of the project, in excess of five (5%) as determined by engineering estimates that would have to be funded with local tax dollars, in that event, and the approval by the Mayor and Council must be obtained for the same prior to the bidding of the project.
7. Safety and timing of the project is compromised by the inclusion of elements of the policy.