RESOLUTION

OF A "COMPLETE STREETS" POLICY

RESOLUTION SUPPORTING THE ESTABLISHMENT AND ADOPTION

RESOLUTION

and

sometimes into the initial design of a project, thus saving the expense of later
considering the incorporation of sidewalks, bike lanes, safe crossings and transit
congestion and the reliance on carbon-based fuels; and saving money by
promoting healthy lifestyles; creating more livable communities; reducing traffic
employment, education, residential, recreation, retail centers and public facilities;

providing connections to bicycling and walking for residents and local businesses to
challenge as well as those that cannot afford a car or choose to live car-free.

WHEREAS, the benefits of complete streets include improving safety for
improve air quality; and
reduce traffic congestion by improving mobility options, limit greenhouse gases
streets and highways will increase capacity and efficiency of the road network;

WHEREAS, the full integration of all modes of travel in the design of
model network of transportation options; and
users by designing and operating a comprehensive, integrated, connected multi-
transportation under Policy No. 703 as a "Complete Streets" system as defined by the New Jersey Department
WHEREAS, "Complete Streets" is defined by the New Jersey Department
accommodate all road users of all ages and abilities for all trips; and
life of residents and visitors and the creation of street corridors that
WHEREAS, the County of Camden is committed to improving the quality of

Res.-33-1
RESOLUTION

Camden County Master Plan

Complete Streets policies shall support the goals of the
resources and bicycle and pedestrian connectivity, environmental constraints, right-of-way availability, funding,
Complete streets inclusion with consideration of local support,
All County transportation projects shall be evaluated for

where County jurisdiction applied.

markings, and shoulders for consideration in each project
extensions, pedestrian safety lighting, bike lanes, or bicycle
crosswalks, curbdown pedestrian signals, signs, curb
accommodations such as accessible sidewalk curb ramps,

Establish a checklist of pedestrian, bicycle, and public transit

future pedestrian, bicycle and public transit facilities.

provide safe and accessible accommodations for existing and

those goals and objectives contained herein.

following as the Camden County Complete Streets Policy’ and

The above realties are incorporated herein.

Camden County

BE IT RESOLVED by the Board of Chosen Freeholders of the County of

therefore,

roads, bridges, parks and building projects undertaken by Camden County; now;

WHEREAS, this is the intent of the Board of Chosen Freeholders that to the

by biocyclists, public transit users of all ages and abilities; and

WHEREAS, the Board of Chosen Freeholders of the County of Camden

constitutions, maintenance and operation of new and retrofit transportation

Wishes to implement a Complete Streets Policy through the Planning, Design,
RESOLUTION

C. The positive effects of accommodations.

Determining environmental or social impacts outweigh

the need will be determined on a project basis.

be required on streets not serving as transit routes and

such accommodations. Public Transit facilities would not

exceeding and limits, include density in exposure to need for

security of population, travel and attractions, both

A. Where non-motorized users are provided by law.

The decision and are listed in the following:

documented with supporting data that indicates the reason for

for initial decision to the County Engineer in writing and

Exemptions to the Complete Streets policy shall be presented.

Complete Streets require construction on County roadways.

obtain prior approval from the County Engineer of any

All nondisposable private developers and other entities must

Surrounding community.

for the benefit of another and complement the context of the

not severely affect the operations of a mode of transportation.

Improvements shall be "complete" for all mobile participants.

H. Improvements shall also consider a complete construction for safe routes

consistent with NDOT policy.

Improvements shall be made for pedestrians and bicyclists when

Provisions shall be made for pedestrians and bicyclists when

Transportation officials.

Transportation a. American Association of State Highway and

and practices from the New Jersey Department of

constructs in the best currently available and standards

Bicycles and pedestrian facilities shall be designed and

Implement.

facilities and not preclude the provision of future

Improvements and may require design of parking and sidewalk

Transportation facilities constructed for long term use shall
RESOLUTION

By the County Engineer:

An examination other than those listed above must be

Inclusion of Complete Sheets.

The safety of existing property is compromised by the

Cost of accommodations is excessive, disproportionate

F.

E.

D.