

RESOLUTION

Res-. 33-1

RESOLUTION SUPPORTING THE ESTABLISHMENT AND ADOPTION OF A "COMPLETE STREETS" POLICY

WHEREAS, the County of Camden is committed to improving the quality of life of residents and visitors and to the creation of street corridors that accommodate all road users of all ages and abilities for all trips; and

WHEREAS, a "Complete Street" is defined by the New Jersey Department of Transportation under Policy No. 703 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 full integration of all modes of travel in the design of streets and highways will increase capacity and efficiency of the road network, reduce traffic congestion by improving mobility options, limit greenhouse gases, improve air quality; and

WHEREAS, the benefits of complete street include improving safety for pedestrian, bicyclist, children, 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 the reliance on carbon based fuels; and saving money by considering the incorporation of sidewalks, bike lanes, safe crossings and transit amenities into the initial design of a project, thus sparing the expense of later retrofits; and

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WHEREAS, the Board of Chosen Freeholders of the County of Camden wishes to implement a Complete Streets policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, to safely accommodate the access and mobility of pedestrians, bicyclists, public transit users of all ages and abilities; and

WHEREAS, it is the intent of the Board of Chosen Freeholders that to the extent practicable the Camden County Complete Streets policy shall include all roads, bridges, parks and building projects undertaken by Camden County; now, therefore,

BE IT RESOLVED by the Board of Chosen Freeholders of the County of Camden that:

1. The above recitals are incorporated herein.
2. The Board consents to the establishment and adoption of the following as the Camden County "Complete Streets Policy", and those goals and objectives contained therein.
 - A. Provide safe and accessible accommodations for existing and future pedestrian, bicycle and public transit facilities.
 - B. Establish a checklist of pedestrian, bicycle and public transit accommodations such as accessible sidewalk curb ramps, crosswalks, countdown pedestrian signals, signs, curb extensions, pedestrian scale lighting, bike lanes, or bicycle markings, and shoulders for consideration in each project where county jurisdiction applied.
 - C. All County transportation projects shall be evaluated for Complete Streets inclusion with consideration of local support, environmental constraints, right-of-way availability, funding resources, and bicycle and/or pedestrian compatibility.
 - D. Complete Streets policies shall support the goals of the Camden County Master Plan.

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- E. 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.
- F. Bicycle and pedestrian facilities shall be designed and constructed to the best currently available guides, standards and practices from the New Jersey Department of Transportation & American Association of State Highway and Transportation Officials.
- G. Provisions shall be made for pedestrians and bicyclists when closing roads, bridges or sidewalks for construction projects consistent with NJDOT policy.
- H. Improvements shall also consider connections for Safe Routes to Schools, Safe Routes to Transit, Transit Villages, Parks and areas or population groups with limited transportation options.
- I. Improvements shall be "complete" for all mobile participants; not severely affect the operations of a mode of transportation for the benefit of another; and complement the context of the surrounding community.
- J. All municipalities, private developers and other entities must obtain prior approval from the County Engineer of any complete streets related construction on its County roadways.
- K. Exemptions to the Complete Streets policy shall be presented for final decision to the County Engineer in writing and documented with supporting data that indicates the reason for the decision and are limited to the following:
 - A. Where non-motorized users are prohibited by law.
 - B. Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations. Public Transit facilities shall not be required on streets not serving as transit routes and its need will be determine on a project basis.
 - C. Detrimental environmental or social impacts outweigh the positive effects of accommodations.




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- D. Cost of accommodations is excessively disproportionate to cost of project.
- 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 County Engineer.

JAF/emc
 File No. 4076-#23 Highway Misc. 2013
 Files General/Highway Dept./Resolutions 2013\Resol.supporting/establishment of Complete Streets -
 12-19-13

CERTIFICATION

I HEREBY CERTIFY THE ABOVE TO BE A TRUE COPY OF A RESOLUTION ADOPTED BY THE BOARD OF CHOSEN FREEHOLDERS OF THE COUNTY OF CAMDEN AT A MEETING HELD

December 19, 2013

 CLERK OF THE BOARD