

**RESOLUTION R:167-2015**

**RESOLUTION ESTABLISHING AND ADOPTING A COMPLETE STREETS  
POLICY FOR THE TOWNSHIP OF MONROE, GLOUCESTER COUNTY**

**WHEREAS**, the State Department of Transportation adopted a Complete Streets Policy (Policy No. 703), effective December 3, 2009, for all projects funded through the Department's Capital Program and strongly encouraged the adoption of similar policies by local jurisdictions, such as the Township of Monroe, Gloucester County, that apply for funding through Local Aid Programs; and

**WHEREAS**, the New Jersey Department of Transportation's Complete Streets policy states, "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 pedestrians, bicyclists, children, older citizens, non-drivers and the mobility challenged, and other legal users of the roadway, 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 emission; and saving money by incorporating sidewalks, on-street bike facilities, safe and convenient 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 Township of Monroe wish to implement a Complete Streets policy through the context sensitive planning, design, construction, maintenance and operation of new retrofit and transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, and transit users of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities.

**NOW, THEREFORE, BE IT RESOLVED** by the Mayor and Township council of the Township of Monroe, County of Gloucester, State of New Jersey, as follows:

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. The Township recognizes that this policy must be flexible and that all streets are different and user needs must be balanced and fit into the context of the community. Implementation of this policy will integrate that needs of all users into everyday transportation and land use decision making, and will take place through the following methods:

1. The Engineering and Public Works Departments should make Complete Streets practices a routine part of everyday operations, should approach every transportation project and program as an opportunity to improve public streets and the transportation network for all users, and should work in coordination

LAW OFFICE OF

*Charles A. Fiore*

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with other departments, agencies, and jurisdictions to achieve context sensitive Complete Streets.

2. The Planning Board and the Zoning Board of Adjustment, along with their respective planning and engineering professionals, shall incorporate this Complete Streets policy into reviews of major site plan and its redevelopment projects; that all initial planning and design studies, environmental reviews, and other project reviews for projects requiring funding or approval by the Township of Monroe should: 1) evaluate the effort of the proposed project on safe travel by all users, and 2) identify measures to mitigate any adverse impacts on such travel that are identified.
3. Bicycle and pedestrian ways shall be established in, but not necessarily limited to, new construction, reconstruction, retrofit, resurfacing, projects etc., unless one or more of the following conditions are met:
  - a. Bicycle and pedestrians are prohibited by law from using the roadway.
  - b. The cost of the accommodations is excessively disproportionate to the cost of the project, at more than twenty percent (20%) of the total cost.
  - c. Where sparse population, travel or other factors indicated 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.
  - d. Detrimental environmental or social impacts outweigh the need of these accommodations.
  - e. The safety or timing of a project is compromised by the inclusion of Complete Streets.
4. The Township shall develop a procedure to evaluate resurfacing projects for complete streets inclusion according to the overall length of the project, level of government support, environmental constraints, right-of-way limitations, funding resources and bicycle and/or pedestrian compatibility.
5. 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 the NJDOT Complete Streets Policy.
6. Sidewalks, shared use paths, street closings, 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.

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7. The design and development of the transportation infrastructure shall improve conditions for bicycling and walking through the following additional steps:
  - a. Planning projects for the long-term. The design and construction of new facilities that meet the criteria in item 3 above should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.
  - b. 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.
  - c. Getting exceptions approved. Exceptions for the non-inclusion of bikeways and walkways shall be approved by the appropriate Board of the Township of Monroe for development applications, the Township Administrator for Township projects, in coordination with other departments and individuals designated by the governing body, and be documented with supporting data that indicates the basis for the decision.
  - d. In a context sensitive manner, designing facilities to the best currently available standards and guidelines, such as, but not necessarily limited to the following: The design of facilities for bicyclists and pedestrians should follow design guidelines and standards that are commonly used and recognized such as, but not necessarily limited to: AASHTO (American Association of State Highway and Transportation Officials) Guide for the Development of Bicycle Facilities; AASHTO's A Policy on Geometric Design of Highways and Streets; the ITE (Institute of Transportation Engineers) Recommended Practice "Design and Safety of Pedestrian Facilities"; MUTCD; NACTO guides.
  - e. Municipal departments and professional, such as the Department of Public Works, municipal planner, engineer and Zoning Officer should review and either revise or develop proposed revisions to all appropriate plans, zoning and subdivision codes, laws, procedures, rules, and regulations, including subsequent updates to the Township of Monroe Master Plan, to integrate, accommodate, and balance the needs of all users in all projects. Information and education will be provided. To facilitate timely implementation of the new policy, the following steps shall be taken:
    - i. A memorandum outlining this new policy will be distributed to all department heads within 90 days of this resolution.

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- ii. Training opportunities to further understanding of complete streets will be identified for appropriate staff within 180 days of this resolution.
  - iii. Completion of a multi-modal transportation system plan for the Township.
  - iv. Develop and implement a Township specific project review checklist, similar to the one promulgated by the NJDOT.
8. Exceptions to this policy are permitted and are contingent upon the presence of specific safety concerns and approval by the appropriate Township Board and Board Engineer prior to granting exceptions.
9. This Complete Streets Policy shall be incorporated into the next re-examination, update, revision, amendment or adoption of the Master Plan and placed in the Circulation Element.

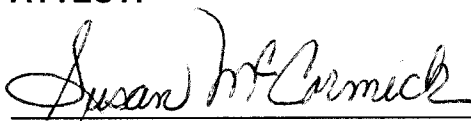
**BE IT FURTHER RESOLVED** that a certified copy of this resolution shall be sent to the Monroe Township Planning Board, Monroe Township Board of Adjustment, the Township Engineer, Gloucester County Board of Chosen Freeholders, Gloucester County Engineering, State of New Jersey Department of Transportation, and the New Jersey Bicycle and Pedestrian Resource Center at Rutgers University.

**ADOPTED** at a meeting of the Township Council of the Township of Monroe on October 26, 2015.

**TOWNSHIP OF MONROE**

  
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CNCL. PRES., FRANK J. CALIGIURI

**ATTEST:**

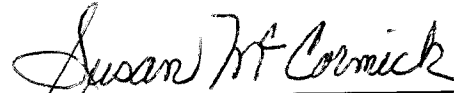
  
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TWP. CLERK, SUSAN McCORMICK, RMC  
OR DEPUTY CLERK, SHARON WRIGHT, RMC

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**CERTIFICATION OF CLERK**

The foregoing resolution was duly adopted at a meeting of the Township Council of the Township of Monroe held on the 26<sup>th</sup> day of October 2015 at the Municipal Building, 125 Virginia Avenue, Williamstown, New Jersey 08094.



**TWP. CLERK, SUSAN McCORMICK, RMC  
OR DEPUTY CLERK, SHARON WRIGHT, RMC**

**ROLL CALL VOTE**

	Aye	Nay	Abstain	Absent
Cncl. Bryson	✓			
Cncl. Dilks	✓			
Cncl. DiLucia	✓			
Cncl. Heffner	✓			
Cncl. Mellvaine	✓			
Cncl. Miller	✓			
Cncl. Pres. Caligiuri	✓			
<b>TALLY:</b>	<b>7</b>			