

BOROUGH OF MILLTOWN

RESOLUTION 18-205

**A RESOLUTION OF THE BOROUGH COUNCIL OF THE BOROUGH OF
MILLTOWN ESTABLISHING AND ADOPTING A MILLTOWN BOROUGH
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 New Jersey Department of Transportation adopted a Complete Streets Policy (Policy No. 703), for projects funded through the Department's Capital Program and encouraged the adopted of similar policies by local jurisdictions; and,

WHEREAS, the benefits of Complete Streets include improving safety for pedestrians, bicyclists, 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 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, this sparing the expense of retrofits later, and;

WHEREAS, The Borough Council of the Borough of Milltown wishes to establish a Complete Streets Policy through the planning, design, construction, maintenance, and operation of new and retrofit transportation facilities, enabling safe access and mobility, and;

NOW, THEREFORE, BE IT RESOLVED, by the Borough Council of the Borough of Milltown as follows:

The Borough Council hereby establishes the Milltown Borough Complete Streets Policy with the following goals and objectives:

1. Create a comprehensive, integrated, connected multi-modal network by providing connections 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, median refuges, curb extensions, Pedestrian scale lighting, bike lanes, shoulders and bus shelters with the presumption that they shall be included in each project unless supporting documentation against inclusion is provided and found to be justifiable.
4. Additionally, in less developed areas, paved shoulders or a multi-use path shall be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. Paved shoulders provide safety and operational advantages for all road users. Shoulder rumble strips are not recommended when used by bicyclists, unless there is a minimum clear path of four feet in which a bicycle may safely operate. If there is evidence of heavy pedestrian usage then sidewalks shall be considered in the project.

5. Establish 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 are long-term investments that 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.
8. Design bicycle and pedestrian facilities 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. Make provisions for pedestrians and bicyclists when closing roads, bridges or sidewalks for construction projects as outlined in NJDOT Policy No. 705 - accommodating Pedestrian and Bicycle Traffic During Construction.
10. Improvements should also consider connections for safe routes to schools, to transit facilities, transit villages, trail crossings and areas or population groups with limited transportation options.
11. Improvements must comply with Title VI/Environmental Justice, Americans with Disabilities Act (ADA) and should complement the context of the surrounding community.

Exemptions to the Milltown Borough Complete Streets Policy shall be those set forth in the NJDOT Complete Streets Policy (No. 703) as follows:

1. Non-motorized users are prohibited on the roadway.
2. Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
3. Detrimental environmental or social impacts outweigh the need for these accommodations.
4. Cost of accommodations is excessively disproportionate to cost of project, more than twenty percent (20%) of total cost.
5. The safety or timing of a project is compromised by the inclusion of Complete Streets.
6. An exemption other than those set forth in the preceding paragraphs, requires that this Complete Streets Policy be accordingly amended by the Borough Council upon receipt of a recommendation of a Council yet to be formed, which shall have as part of its charter, the review and recommendation of Complete Streets Policy revisions, together with supporting data reviewed and approved by the Borough Engineer.
7. All matters involved in the need to amend or revise the Milltown Borough Complete Streets Policy shall remain in the jurisdiction of the Borough Council, which shall first refer any such matters to the Council referenced above for its recommendations.

BE IT FURTHER RESOLVED, that this Resolution shall take effect on the date hereof and shall be construed as the Policy of the Borough of Milltown unless and until modified or revised by the Borough Council from time to time.

I, Gabriella Siboni, Borough Clerk of Milltown, do hereby certify that the foregoing is a true copy of a Resolution adopted by the Borough Council of Milltown, New Jersey at a regular meeting held on July 9, 2018.



Gabriella Siboni, RMC
Municipal Clerk