

RESOLUTION NO. 200-2014 OF THE BOROUGH COUNCIL OF THE BOROUGH OF EATONTOWN SUPPORTING MONMOUTH COUNTY COMPLETE STREETS BIKE LANE IMPROVEMENTS THROUGH VARIOUS MONMOUTH COUNTY MUNICIPALITIES AND APPROVING A COMPLETE STREETS POLICY ON BEHALF OF THE BOROUGH

WHEREAS, the County of Monmouth (the "County") adopted a Complete Streets Policy on July 22, 2010; and

WHEREAS, a "Complete Street" is defined as a means to provide safe access for all users of roadways by designing and operating a comprehensive, integrated, connected, multi-modal network of transportation options; and

WHEREAS, the benefit of Complete Streets include improving safety for pedestrians, bicyclists, children, older citizens, non-drivers and 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, thus sparing the expense of retrofits later; and

WHEREAS, bicycle lanes, which promote road sharing, are a key component of a comprehensive Complete Streets initiative on both the local and County roads; and

WHEREAS, a road sharing initiative can be designed using existing County and local public right of ways, using a combination of bike lane symbols, shared lane markings ("sharrows") and road signage along existing roadways and cartways, which will be both practical and cost effective, while increasing safety awareness for motorists, cyclists and pedestrians; and

WHEREAS, the Borough desires to implement a Complete Streets policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities; and

WHEREAS, it is the intent of the Borough that to the extent practicable, the Borough's Complete Streets policy shall include all road, bridge and building projects funded through the Borough's Capital Program.

NOW, THEREFORE, BE IT RESOLVED by the Borough Council of the Borough of Eatontown, County of Monmouth, State of New Jersey that the following Complete Streets Policy with the following goals and objectives is hereby adopted:

- 1) Create a comprehensive, integrated, connected multi-modal network by facilitating 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 sidewalks, curb ramps, crosswalks, countdown pedestrian signals, signs, curb extensions, pedestrian scale lighting, bike lanes, and shoulders for consideration in each project where County jurisdiction applies.
- 4) Additionally, in rural areas, paved shoulders or a multi-use path shall be included in all new construction and reconstruction projects on roadways use by more than 1,000 vehicles per day. Paved shoulders provide safety and operational advantages for all road users. Exemptions shall be considered for County and State designated routes such as Scenic Roads and Historical or Cultural Byways. If there is evidence of heavy pedestrian usage then sidewalks shall be considered in the project.
- 5) Establishment of 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 constructed for long-term use shall anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.

CERTIFICATION

I, Karen R. Siano, MMC, Borough Clerk of the Borough of Eatontown, do hereby certify the foregoing to be a true and exact copy of a resolution duly adopted by the Mayor and Council of the Borough of Eatontown, County of Monmouth, State of New Jersey, on this 13<sup>th</sup> day of August, 2014.



KAREN R. SIANO, MMC, BOROUGH CLERK

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, therefore the design of intersections, interchanges and bridges shall anticipate use by bicyclists and pedestrians.

8) Bicycle and pedestrian facilities shall be designed and constructed to the best currently available standards and practices including 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) Provisions shall be made for pedestrians and bicyclists when closing roads, bridges or sidewalks for construction projects as outlined in NJDOT Policy #705 – Accommodating Pedestrian and Bicycle Traffic During Construction.

10) Improvements shall also consider connections for Safe Routes to Schools, Safe Routes to Transit, Transit Villages, trail crossings and areas or population groups with limited transportation options.

11) Improvements shall comply with Title VII Environmental Justice, Americans with Disabilities Act and complement the context of the surrounding community.

12) Exemptions to the Complete Streets policy shall be presented for final decision to the Borough Engineer in writing and documented with supporting data that indicates the reason for the decision and are limited to the following:

- a) Non-motorized users are prohibited on the roadway.
- b) Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
- c) Detrimental environmental or social impacts outweigh the need for these accommodations.
- 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 Borough Engineer.

BE IT FURTHER RESOLVED, that the Mayor and Council of the Borough of Eatontown hereby request that Monmouth County act as the lead agency in support of a bike lane initiative that would increase the connectivity of Monmouth County municipalities using both local and County roads, and which is consistent with the Borough Complete Streets Policy; and

BE IT FURTHER RESOLVED, that a certified copy of the Resolution be provided to the Monmouth County Board of Freeholders, Borough of Red Bank, Borough of Little Silver, Borough of Rumson, Borough of Fair Haven, Borough of Oceanport, Borough of Sea Bright, Borough of Monmouth Beach, Borough of Atlantic Highlands, Borough of Highlands, Township of Middletown, and City of Long Branch.

Offered by Councilman Talerico, seconded by Councilman Regan and adopted on the following unanimous roll call vote: In favor: Council Members Connelly, Talerico, Regan, Kroposky Gonzalez, and Robinson.

#### CERTIFICATION

I, Karen R. Siano, MMC, Borough Clerk of the Borough of Eatontown, do hereby certify the foregoing to be a true and exact copy of a resolution duly adopted by the Mayor and Council of the Borough of Eatontown, County of Monmouth, State of New Jersey, on this 13<sup>th</sup> day of August, 2014.



KAREN R. SIANO, MMC, BOROUGH CLERK

**RESOLUTION ESTABLISHING AND ADOPTING A MONMOUTH COUNTY  
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 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, thus sparing the expense of retrofits later; and

**WHEREAS**, the Monmouth County Board of Chosen Freeholders wishes to implement a Complete Streets policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, 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 Monmouth County Complete Streets policy shall include all road, bridge, and building projects funded through Monmouth County's Capital Program.

**NOW, THEREFORE**, be it resolved that the Monmouth County Board of Chosen Freeholders adopts the following Complete Streets Policy with the following goals and objectives:

1. Create a comprehensive, integrated, connected multi-modal network by facilitating 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 sidewalks curb ramps, crosswalks, countdown pedestrian signals, signs, curb extensions, pedestrian scale lighting, bike lanes, and shoulders for consideration in each project where county jurisdiction applies.

4. Additionally, in rural 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. Exemptions shall be considered for County and State designated routes such as Scenic Roads, and Historic or Cultural Byways. If there is evidence of heavy pedestrian usage then sidewalks shall be considered in the project.

5. Establishment of 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 constructed for long-term use 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; therefore, the design of intersections, interchanges and bridges shall anticipate use by bicyclists and pedestrians.

8. Bicycle and pedestrian facilities shall be designed and constructed 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. Provisions shall be made for pedestrians and bicyclists when closing roads, bridges or sidewalks for construction projects as outlined in NJDOT Policy #705 -Accommodating Pedestrian and Bicycle Traffic During Construction.

10. Improvements shall also consider connections for Safe Routes to Schools, Safe Routes to Transit, Transit Villages, trail crossings and areas or population groups with limited transportation options.

11. Improvements shall comply with Title VII Environmental Justice, Americans with Disabilities Act (ADA) and complement the context of the surrounding community.

12. 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) Non-motorized users are prohibited on the roadway.
- b) Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
- c) Detrimental environmental or social impacts outweigh the need for these accommodations.
- 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.

**BE IT FURTHER RESOLVED**, that a certified copy of this Resolution shall be sent to all Departments and Agencies having a responsibility for or connection with projects covered by the Monmouth County Complete Streets Policy.

RECORD OF VOTE						
FREEHOLDERS	YES	NO	ABSTAIN	ABSENT	MOVED	SECOND
Mr. Curley	✓				✓	
Mrs. Mallet	✓					
Mr. D'Amico	✓					✓
Mr. Clifton	✓					
Mrs. Burry	✓					

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 MONMOUTH AT A MEETING HELD July 22 20 10

[Signature]  
CLERK