

RESOLUTION ADOPTING A SOMERSET COUNTY COMPLETE STREETS POLICY

WHEREAS, the Somerset County Board of Chosen Freeholders is committed to creating street corridors that accommodate all road users of all ages and abilities for all trips; and

WHEREAS, a "Complete Street" is defined by 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, as part of the aforementioned policy, the New Jersey Department of Transportation strongly encourages the adoption of similar policies by regional and local jurisdictions who apply for funding through Local Aid programs; 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 Somerset County Board of Chosen Freeholders wishes to support 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, and transit users of all ages and abilities; and

WHEREAS, the Somerset County Board of Chosen Freeholders responsibility is, in general, to maintain its county roads from curb to curb; and

WHEREAS, the Somerset County Board of Chosen Freeholders desires to promote the safe movement of all users along and across its roadways as well as beyond the curb line; and

WHEREAS, the Somerset County Board of Chosen Freeholders supports to the extent practicable, the application of a Somerset County "Complete Streets" policy that shall apply to all road and bridge projects undertaken by Somerset County.

NOW, THEREFORE, BE IT RESOLVED that the Somerset County Board of Chosen Freeholders adopts the following Complete Streets Policy with the following goals and objectives:

1. Provide safe and accessible accommodations for existing and future pedestrian, bicycling and transit facilities.
2. Establish a checklist of pedestrian, bicycle, and transit accommodations such, as accessible sidewalk 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.
3. All County transportation projects shall be evaluated for Complete Streets feasibility with consideration of local support, environmental constraints, right-of-way availability, funding resources, and bicycle and/or pedestrian compatibility.

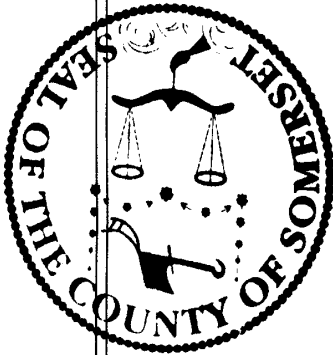
4. Additionally, in rural areas, paved shoulders or a multi-use path shall be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. Paved shoulders provide safety and operation advantages for all road users. Exemptions shall be considered for 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. 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.
6. 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.
7. 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 Operations of Pedestrian Facilities, the Manual of Uniform Traffic Control Devices, FHWA's *Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts* and others as related.
8. 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.
9. 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.
10. Improvements shall also consider recommendations in local and county master plans as well as pedestrian, bicycle and trail plans.
11. Improvements shall comply with Title VII Environmental Justice, Americans with Disabilities Act (ADA) and complement the context of the surrounding community.
12. 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.
13. All municipalities, private developers and other entities must obtain prior approval from the County Engineer for any complete streets related construction on the County's roadways or within the County's right of way.
14. Partnerships with municipalities, private developers and other entities will be formed in order to ensure project support as well as adequate funding of the design, construction and maintenance of proposed facilities.

15. 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.
- c. Detrimental environmental or social impacts outweigh the positive effects of 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.

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 the Department of Public Works and all twenty-one municipalities of Somerset County.



I, Kathryn Quick, Deputy Clerk of the Board of Chosen Freeholders of the County of Somerset in the State of New Jersey, do hereby certify that the foregoing is a true copy of a Resolution adopted by said Board of Chosen Freeholders at its regularly convened meeting of October 11, 2016.

Kathryn Quick
Kathryn Quick, Deputy Clerk of the Board

**Approved as to Form and Legality
Somerset County Counsel**

By: _____