

Approved as to Form and Legality

Date

March 27, 2025

County Counsel

COUNTY EXECUTIVE AND THE MERCER
COUNTY BOARD OF COUNTY
COMMISSIONERS SUPPORT AN UPDATED
MERCER COUNTY "COMPLETE STREETS
POLICY"

WHEREAS, the County Executive and the Mercer County Board of County Commissioners are 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 the New Jersey Department of Transportation (NJDOT) 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, NJDOT has recently updated the original policy on November 26, 2024, which was adopted in 2009, to strengthen Complete Streets implementation and incorporate new best practices in Complete Streets; and,

Clerk to the Board

RECORD OF VOTE

COMMISSIONERS	Aye	Nay	N.V.	Abs.	Res.	Sec.	COMMISSIONERS	Aye	Nay	N.V.	Abs.	Res.	Sec.
Cimino				X			Stokes	X				✓	
Frisby				X			Walter				X		
Lewis	X					✓	McLaughlin	X					
Melker	X												

X—Indicates Vote Abs.—Absent N.V.—Not Voting
Res.—Resolution Moved Sec.—Resolution Seconded

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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 employments, 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, Complete Streets allow for the development of Traditional American Neighborhood Developments that are walkable, affordable, and diverse in uses. These Traditional Neighborhoods were prevalent throughout the County and New Jersey prior to mass automobile adoption and was the dominant development pattern prior to the 1950s; and,

WHEREAS, the County Executive and the Mercer County Board of County Commissioners wish 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 County Executive and the Mercer County Board of County Commissioners support the application of a Mercer County “Complete Streets” policy that shall apply to all road, bridge, park recreational, and building projects undertaken by Mercer County; and,

WHEREAS, Mercer County will implement this updated Complete Streets policy to all County projects funded or administered by the County. All projects will account for the safety, mobility, and access of all roadway users, of all ages and abilities, including the most vulnerable and underserved. This vision will be realized by planning, designing, constructing, and operating a comprehensive, integrated, connected multi-modal transportation network, based on local context; now, therefore,

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BE IT RESOLVED, that the County Executive and the Mercer County Board of County Commissioners support a "Complete Streets" policy with the following goals and objectives as stated in New Jersey Department of Transportation Policy 703:

1. Incorporate recommendations of the most current versions of the County Land Development Ordinance and the Mercer County Master Plan including the County Mobility Element & the County Bicycle Plan Element.
2. Improve the safety of pedestrians, bicyclists, children, individuals with disabilities, older citizens, motorists, non-drivers, transit users, freight delivery personnel, and those who are mobility-challenged, as well as those that cannot afford a car or choose to live car-free.
3. Provide safe access to all users, including bicyclists, pedestrians, transit riders, individuals with mobility impairments, and persons diagnosed with autism spectrum disorder and persons with intellectual and developmental disabilities.
4. Consider and develop universal design elements and infrastructure improvement projects that promote the ability of persons diagnosed with autism spectrum disorder and persons with intellectual and developmental disabilities to travel independently.
5. Create a safe, comprehensive, integrated, connected multi-modal network by providing accommodations for walking and bicycling to trip generators such as employment centers, educational facilities, residential neighborhoods, parks and recreational areas, retail centers, transit services and other public facilities. Emphasis should be placed on historically disadvantaged and underserved communities. Jurisdictional coordination between the Department, other roadway jurisdictions, and adjacent property owners must be considered.

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6. Promote health, physical activity, well-being, and the connectivity of people and places.
7. Create more livable, equitable, sustainable, and economically viable communities.
8. Improve air quality and public health, and reduce reliance on carbon fuels, thereby reducing greenhouse gas emissions and enhancing community resiliency
9. Ensure that, as long-term investments, transportation facilities serve existing and future land use demand for safe and accessible biking, walking, transit, and freight facilities that comply with Title VI, The Americans with Disabilities Act (ADA), and Environmental Justice requirements and shall consider a community's Complete Streets Policy and Municipal Master Plan, as well as complement the context of the surrounding area.
10. Provide safe and accessible accommodations for existing and future pedestrian, bicycling, and transit facilities.
11. Incorporate Complete Street improvements into the County Planning Board process. In 2024, Mercer County Commissioners adopted a new Land Development Ordinance which outlines requirements for sidewalks, sidepaths, multi-use paths, and other accommodations for cyclists and pedestrians. The County Planning Board shall continue to require pedestrian and bicycle facilities in addition to motor vehicle improvements.
12. All bridges and culverts (re)constructed by the County shall anticipate cyclists and pedestrians and shall construct either a 6' wide sidewalk or 10' multi-use path as per the County Master Plan and the discretion of County Engineer.

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13. Continental crosswalks shall be utilized in all densely populated areas or areas with high pedestrian use.
14. In rural areas, paved shoulders or multi-use paths 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.
15. County Engineer shall establish a procedure to evaluate all upcoming resurfacing projects for Complete Streets inclusion according to the County Master Plan and reviewing local support, environmental constraints, right-of-way limitations, funding resources, and bicycle and/or pedestrian compatibility. Bicycle lanes shall be incorporated into all resurfacing projects when feasible.
16. 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.
17. 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, intersections, interchanges and bridges shall anticipate use by bicyclists and pedestrians.

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18. Bicycle and pedestrian facilities shall be designed and constructed to the best currently available standards and practices including the New Jersey Roadway Design Manual, New Jersey Department of Transportation's Smart Transportation Guidebook, 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.
19. Provisions shall be made 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.
20. Improvements shall also consider connections for Safe Routes to School, Safe Routes to Transit, Transit Villages, trails crossings, and areas or population groups with limited transportation options.
21. Exemptions to the Complete Streets policy shall be presented for final decision to the County Engineer in writing and documented with supporting data that indicated the reason for the decision and shall be limited to the following:
 - a. Non-motorized users are prohibited on the roadway.
 - b. Scarcity of population, travel and attractors, both existing and future, indicated an absence of need for such accommodations.
 - c. Detrimental environmental or social impacts outweigh the need for these accommodations.

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- d. Cost of accommodations is disproportionate to cost of project.
- e. The safety or timing of a project is compromised by the inclusion of Complete Streets.
- f. The project is an unscheduled emergency repair of an existing facility.
- g. 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 the Clerk to the Board shall forward a certified copy of this Resolution to the County Administration and all twelve (12) municipalities of Mercer County.

I hereby certify this to be a true
copy of the original.

Mercer County Board of Commissioners

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Clerk to the Board