

315-26

**RESOLUTION OF THE TOWNSHIP OF BRICK, COUNTY OF OCEAN,
STATE OF NEW JERSEY, APPROVING A
COMPLETE STREET PROGRAM FOR THE TOWNSHIP**

WHEREAS, safe, convenient, accessible, equitable, healthy, and environmentally and economically beneficial transportation for all users is a priority of the Township of Brick; and

WHEREAS, a Complete Street is defined as a means of providing safe access for all users, including pedestrians, bicyclists, transit vehicle users, and motorists, by designing and operating a comprehensive, integrated, equitable, connected multi-modal network of transportation options; and

WHEREAS, Complete Streets is a means to provide a comprehensive, integrated, connected multi-modal network of transportation options through planning, design, construction, maintenance, and operation of new and retrofit transportation facilities along the entire right-of-way for all roadway users of all ages and abilities; and

WHEREAS, Complete Streets allow for safe, accessible, and convenient travel, reducing serious injuries and fatalities for all users of the roadway; and

WHEREAS, "all users" include motorists, bicyclists, pedestrians, public transportation vehicles and their passengers, delivery trucks and movers of commercial goods, persons with disabilities, older adults, residents, and those who cannot afford a car or choose to reduce their car usage; and

WHEREAS, Complete Street policies was supported in the goals of the Township of Brick Bicycle and Pedestrian Master Plan Adopted in 2018, the Circulation and Transportation Element in 2023 and the other master plan and supporting elements; and

WHEREAS, the Township of Brick ("Township") is committed to creating street corridors that accommodate all road users of all ages and abilities for all trips; and

WHEREAS, the benefits of Complete Streets include:

- a. improving safety for pedestrians, bicyclists, children, older citizens, families, nondrivers, the mobility-challenged and other non-vehicular users of the roadway, as well as those who cannot afford a motor vehicle or choose to live motor vehicle free;
- b. providing connections to bicycling and walking trip generators such as employment, schools, residential, recreation, transit, retail centers, public and civic facilities;
- c. promoting healthy lifestyles and increasing social connectivity and sense of community belonging;
- d. creating more livable and walkable communities;
- e. reducing traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions and improving air quality, water quality and storm water management;
- f. saving money by considering the inclusion of sidewalks, on-streets bicycle facilities, safe and convenient crossings, and transit amenities into the initial design of a project, thus sparing the expense of retrofits later; and
- g. stimulating economic prosperity through enhanced access to local businesses, increased property values and employment, and private investment, especially in retail districts, downtowns, and tourist areas; and

WHEREAS, the Mayor and Council fully support these initiatives and wish to reinforce their commitment to creating a balanced, flexible, comprehensive, integrated, connected street network that accommodates all road users of all ages and abilities and for all trips. Implementation efforts of a Complete Streets policy will ensure the fair treatment, equitable funding and resource distribution, and meaningful involvement of all communities in all phases from selection, planning, and design to construction and long-term maintenance; and

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WHEREAS, a Complete Streets policy will be considered through the planning, design, construction, maintenance, and operation of new and retrofit transportation facilities for the entire right-of-way; and

WHEREAS, Complete Streets have the potential for improving physical and mental health either directly or indirectly in the following ways:

- a. Incorporating physical activity into our daily lives by increasing pedestrian activity and bicycle use.
- b. Reducing rates of several chronic diseases related to increases in physical activity from walking and bicycling. Key impacted diseases include diabetes, heart disease, depression, and some cancers.
- c. Reducing rates of injury and death from decreased traffic crashes and improved road safety for all users.
- d. Reducing rates of asthma and other respiratory issues due to improved air quality through emissions reductions and vegetative air filtration.
- e. Multiplying health and wellness benefits resulting from improved access to necessary amenities for vulnerable populations.
- f. Reducing the risk of illnesses related to water-borne pathogens resulting from improved storm water infiltration.
- g. Increasing the sense of social connectivity & sense of community belonging.
- h. Improving aesthetics through decorative and functional vegetation; and

WHEREAS, New Jersey is federally designated as a Pedestrian and Bicycle Safety Focus State due to high numbers of pedestrian/bicycle-involved fatalities, and New Jersey's pedestrian fatality rate continues to significantly exceed the national average; and

WHEREAS, traffic crashes are preventable and the only acceptable number of traffic deaths for Township of Brick is zero; and

WHEREAS, Complete Streets that incorporate sustainable design elements, such as green storm water infrastructure, traffic calming treatments, shade trees, and the use of recycled materials, protect and create a healthier natural and social environment, improve air and water quality, and reduce localized flooding; and

WHEREAS, Complete Streets implementation enhances access to local businesses, encourages reinvestment, increases property values and employment, and stimulates private investment, especially in retail districts, downtowns, and tourist areas; and

WHEREAS, Complete Streets encourage an active lifestyle through increased physical activity, social connectivity, and sense of community belonging, thereby lowering risk of obesity, reducing chronic disease, improving mental health, and promoting wellness; and

WHEREAS, procedures should be implemented that ensure fair treatment, equitable funding and resource distribution, and meaningful involvement of all communities in all phases from selection, planning, and design to construction and long-term maintenance; and

WHEREAS, a balanced and flexible transportation system where all people can easily and safely walk and bicycle to everyday destinations — such as schools, shops, restaurants, businesses, parks, transit, and jobs — enhances neighborhood economic vitality and livability; and

WHEREAS, low- and moderate-income areas, whether in rural, urban, or suburban communities, are typically the least safe for pedestrians and bicyclists, especially for children walking and biking to school, due to long-standing infrastructure disparities and higher concentration of streets with faster-moving and higher-volume traffic; and

WHEREAS, implementation of the Complete Streets policy should not negatively impact the affordability of the neighborhood for current residents; and

WHEREAS, the Complete Streets policy applies to new, reconstruction, retrofit, and resurfacing projects, including design, planning, construction, maintenance and operations, for the entire right-of-way; and

WHEREAS, all initial planning, concept and design studies of infrastructure projects should consider design elements that improve public health, environment, economy, equity, and safety.

NOW THEREFORE, BE IT RESOLVED, by the Mayor and Council of the Township of Brick, that all public street projects, both new construction and reconstruction in the Township of Brick, shall consider utilizing Complete Streets design standards and constructed using Complete Streets policies where practical, cost efficient and safe.

BE IT FURTHER RESOLVED that the Planning Board, Zoning Board of Adjustment, the Township Engineer and Township Planner should make Complete Streets practices and principles a standard part of everyday operations including planning and design studies, should approach every transportation project and program as an opportunity to improve public streets, public health, and the transportation network in the Township for all users, and should work in coordination with other departments, agencies, and jurisdictions including public health to achieve robust Complete Streets; and

BE IT FURTHER RESOLVED that the Complete Streets policy as set forth above shall be implemented where practical, economical and safe as follows:

- a. All Township streets shall be designed and constructed to include accommodations for pedestrians, bicyclists, public transit, and motorists. Complete Streets shall accommodate users of all ages and abilities.
- b. Recognizing the inter-connected multi-modal network of the street grid, the Township will work with Ocean County and state agencies through existing planning efforts to ensure Complete Streets principles are incorporated in a context sensitive manner.
- c. While Complete Streets principles are context sensitive, these features should be considered during the design, planning, maintenance, and operations phases and incorporate changes into some retrofit and reconstruction projects. Departments shall reference current editions and best practices of New Jersey Roadway Design Manual; the AASHTO Guide for the Development of Bicycle Facilities; AASHTO Guide for the Planning, Design and Operation of Pedestrian Facilities; the Manual of Uniform Traffic Control Devices; the NACTO Urban Bikeway Design Guide and other design criteria as necessary, striving to balance all needs, when repaving or reconstructing streets.
- d. The Planning Board, Zoning Board of Adjustment, along with their respective planning and engineering professionals, shall incorporate this Complete Streets policy into its reviews and recommendations of major site plan and development/redevelopment projects; that all initial planning and designing studies, environmental reviews and other project reviews utilizing the attached checklists; and

BE IT FURTHER RESOLVED, that this resolution shall remain on file in the Township Clerk's office and a copy be provided to the Ocean County Commissioners, Ocean County Planning Department, Ocean County Engineering Department, Ocean County Division of Public Works, New Jersey Department of Transportation and New Jersey Transit.

CERTIFICATION

I, Lynnette A. Iannarone, Township Clerk of the Township of Brick, County of Ocean and State of New Jersey, do hereby certify the foregoing to be a true and correct copy of a resolution adopted by the Township Council on July 21, 2026.

IN WITNESS WHEREOF, I have hereunto set my hand and seal of this Township this 21st day of July, 2026.


LYNNETTE A. IANNARONE
TOWNSHIP CLERK