



BOROUGH OF FAIR HAVEN NEW JERSEY

748 RIVER ROAD
FAIR HAVEN, NJ 07704
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TRANSMITTAL

To: Members of the Chosen Board of Freeholders, County of Monmouth –
Director Lillian G. Burry, Deputy Director Gary J. Rich, Sr.,
Thomas A. Arnone, John P. Curley and Serena DiMaso

From: Mayor Benjamin Lucarelli, Borough of Fair Haven,
on behalf of the Two Rivers Council of Mayors

Date: November 25, 2014

Re: Coastal Monmouth Regional Bicycle Network

Enclosed for your consideration are Resolutions of Support for a regional network of safe routes for bicycling in our coastal Monmouth County communities. To date, the Boroughs of Eatontown, Fair Haven, Highlands, Little Silver, Oceanport, Red Bank, Rumson, and Shrewsbury Boro and Shrewsbury Township have adopted resolutions.

Borough of Eatontown – Resolution No. 200-2014
Borough of Fair Haven – Resolution No. 2014-139
Borough of Highlands – Resolution No. 14-182
Borough of Little Silver – Resolution No. R-147-14
Borough of Oceanport – Resolution No. 2014-154
Borough of Red Bank – Resolution No. 14-186
Borough of Rumson – Resolution No. 2014-0722-106
Shrewsbury Boro – Resolution No. 2013-72
Shrewsbury Township – Resolution No. 14-41

C: Two Rivers Council of Mayors
Gail O'Reilly, PP, – Project Coordinator

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 13th 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 matter, 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 13th day of August, 2014.



KAREN R. SIANO, MMC, BOROUGH CLERK

COUNCIL OF THE BOROUGH OF FAIR HAVEN
MONMOUTH COUNTY, NEW JERSEY
RESOLUTION

Motion by: Councilman Wilhelm

Second by: Councilman Koch

AFFIRMATIVE: Councilmembers Jaeger, Koch, Marchese, Peters, Wilhelm

NEGATIVE: None

ABSTAIN: None

ABSENT: Councilwoman Sorensen

RESOLUTION NO. 2014-139

**TITLE: SUPPORT MONMOUTH COUNTY COMPLETE STREETS BIKE LANE
IMPROVEMENTS THROUGH VARIOUS MONMOUTH COUNTY
MUNICIPALITIES**

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

WHEREAS, the benefits 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, numerous municipalities in Monmouth County, including the Borough of Fair Haven have also adopted a Complete Streets Policy; and

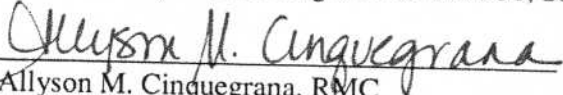
WHEREAS, bicycle lanes, which promote road sharing, are a key component of a comprehensive complete streets initiative on both the local and County roads; and

WHEREAS, a road sharing initiative can be designed using existing county and local public right of way, 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.

NOW, THEREFORE, BE IT RESOLVED that the Mayor and Council of the Borough of Fair Haven requests 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.

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

I, Allyson M. Cinquegrana, Municipal Clerk of the Borough of Fair Haven in the County of Monmouth and the State of New Jersey, do hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Mayor and Council of the Borough of Fair Haven in the County of Monmouth in the State of New Jersey at a meeting held on June 30, 2014.



Allyson M. Cinquegrana, RMC
Municipal Clerk

RESOLUTION TO SUPPORT MONMOUTH COUNTY COMPLETE STREETS BIKE LANE IMPROVEMENTS THROUGH VARIOUS MONMOUTH COUNTY MUNICIPALITIES

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

WHEREAS, the benefits 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, numerous municipalities in Monmouth County, including the Borough of Fair Haven have also adopted a Complete Streets Policy; and

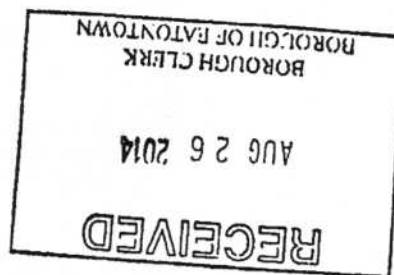
WHEREAS, bicycle lanes, which promote road sharing, are a key component of a comprehensive complete streets initiative on both the local and County roads; and

WHEREAS, a road sharing initiative can be designed using existing county and local public right of way, 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.

NOW, THEREFORE, BE IT RESOLVED that the Mayor and Council of the Borough of Highlands requests 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.

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

	INTRODUCED	SECONDED	AYE	NAY	ABSTAIN	ABSENT
CARD			x			
KANE						x
REDMOND			x			
RYAN		x	x			
NOLAN	x		x			
ON CONSENT AGENDA		x	YES	NO		



DATE: August 20, 2014

Carolyn Cummins
 Carolyn Cummins, Borough Clerk

R-147-14
09-08-14

RECEIVED

SEP 17 2014

**RESOLUTION IN SUPPORT OF MONMOUTH COUNTY COMPLETE STREETS BIKE
LANE IMPROVEMENT THROUGH VARIOUS MONMOUTH COUNTY MUNICIPALITIES**

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

WHEREAS, the benefits 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 rip 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

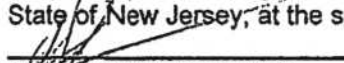
WHEREAS, bicycle lanes, which promote road sharing, are a key component of a comprehensive complete streets initiative on both the local and County roads; and

WHEREAS, a road sharing initiative can be designed using existing county and local public right of way, 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.

NOW, THEREFORE, BE IT RESOLVED that the Mayor and Council of the Borough of Little Silver requests 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 road.

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

I, KIMBERLY A JUNGFER, Acting Administrator/Borough Clerk of the Borough of Little Silver, do hereby certify that the foregoing is a true copy of a resolution R-147-14 adopted by the Borough Council of the Borough of Little Silver, County of Monmouth, State of New Jersey, at the special meeting held on September 8, 2014.


KIMBERLY A JUNGFER,
Administrator/Borough Clerk

**RESOLUTION OF THE BOROUGH OF OCEANPORT
SUPPORTING MONMOUTH COUNTY COMPLETE STREETS BIKE LANE
IMPROVEMENTS THROUGH VARIOUS MONMOUTH COUNTY MUNICIPALITIES**

**RESOLUTION #2014-154
08-07-14**

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

WHEREAS, the benefits 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, numerous municipalities in Monmouth County, including the Borough of Oceanport have also adopted a Complete Streets Policy; 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 way, 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.

NOW THEREFORE, BE IT RESOLVED that the Mayor and Council of the Borough of Oceanport requests 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 that such initiative include bike use safety and awareness of regulations applicable to operating bikes.

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

Motion: *Irace*

Second: *Kahle*

I certify this to be a true copy of Resolution #2014-154 approved by the Oceanport Borough Council at the Regular Meeting held August 7, 2014

ROLL CALL	YES	NO	ABSTAIN	ABSENT
Bertekap	()	()	()	()
Gallo	()	()	()	()
Irace	()	()	()	()
Kahle	()	()	()	()
Lynch	()	()	()	()
Paglia	()	()	()	()
Mahon	()	()	()	()


 JEANNE SMITH, RMC
 BOROUGH CLERK

BOROUGH OF RED BANK

COUNTY OF MONMOUTH

RESOLUTION NO. 14-186

A RESOLUTION SUPPORTING MONMOUTH COUNTY COMPLETE STREETS BIKE LANE IMPROVEMENTS THROUGH VARIOUS MONMOUTH COUNTY MUNICIPALITIES

Councilman Murphy offered the following resolution and moved its adoption:

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

WHEREAS, the benefits 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, numerous municipalities in Monmouth County, including the Borough of Red Bank, have also adopted a Complete Streets Policy; and

WHEREAS, bicycle lanes are a key component of a comprehensive complete streets initiative on both the local and County roads;

NOW, THEREFORE, BE IT RESOLVED that the Mayor and Council of the Borough of Red Bank requests 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.

BE IT FURTHER RESOLVED that a certified copy of this Resolution be sent to the Borough of Fair Haven, Borough of Little Silver, Borough of Rumson, Borough of Eatontown, Borough of Oceanport, Borough of Sea Bright, Borough of Monmouth Beach, Borough of Atlantic Highlands, Borough of Highlands, Middletown Township and the City of Long Branch.

Seconded by Councilwoman Horgan, and adopted on roll call by the following vote:

	Yes	No	Abstain	Absent
Councilman Murphy	(x)	()	()	()
Councilwoman Burnham	(x)	()	()	()
Councilwoman Horgan	(x)	()	()	()
Councilwoman Lewis	(x)	()	()	()
Councilman Zipprich	(x)	()	()	()
Councilman DuPont	(x)	()	()	()

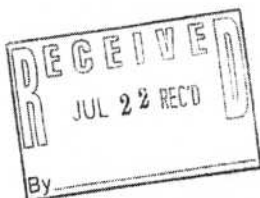
Dated: July 9, 2014

CERTIFICATION

I hereby certify the above to be a true copy of a resolution adopted by the Mayor and Council of the Borough of Red Bank, County of Monmouth, N.J. at a meeting held

July 9, 2014

Bonnie Thomas
Deputy Borough Clerk



July 22, 2014

2014-0722-106

BOROUGH OF RUMSON, COUNTY OF MONMOUTH
IN THE STATE OF NEW JERSEY

RESOLUTION IN SUPPORT OF THE MONMOUTH COUNTY
COMPLETE STREETS POLICY BICYCLE LANE IMPROVEMENTS
THROUGH VARIOUS MONMOUTH COUNTY MUNICIPALITIES

WHEREAS, the County of Monmouth adopted the complete Streets Policy on July 22, 2010; and

WHEREAS, the benefits of the Complete Streets Policy 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, bicycle lanes, safe crossings and transit amenities into the initial design of a project, thus sparing the expense of retrofits later; and

WHEREAS, numerous municipalities in Monmouth County have adopted a Complete Streets Policy; 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-way, using a combination of bicycle 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;

NOW, THEREFORE, BE IT RESOLVED that the Mayor and Council of the Borough of Rumson requests that Monmouth County act as the lead agency in support of a bicycle lane initiative that would increase the connectivity of Monmouth County municipalities using both local and County roads; and

BE IT FURTHER RESOLVED that a certified copy of this Resolution be sent to the Monmouth County Board of Freeholders and the Borough of Fair Haven.

The above Resolution was moved for adoption by Councilman Rubin. Motion seconded by Councilman Day and carried on the following roll call vote:

In the affirmative: Broderick, Day, Hemphill, Rubin and Shanley.

In the negative: None.

Absent: Atwell.

CERTIFICATION

I hereby certify that the foregoing is a true copy of a resolution adopted by the Borough Council of the Borough of Rumson at a regular meeting held on July 22, 2014.



Thomas S. Rogers
Municipal Clerk/Administrator

RESOLUTION OF SUPPORT FOR SAFE ROUTES TO SCHOOL

WHEREAS, the Borough of Shrewsbury supports policies and programs that focus on health and wellness and healthier community environments; and

WHEREAS, the health and safety of children is of highest concern to the citizens of the Borough of Shrewsbury; and

WHEREAS, walking and biking can help enhance the health and overall physical activity of children, improve air quality and the environment, reduce traffic congestion and speed in and around school zones; and

WHEREAS, Safe Routes to School is a national and international movement to create safe, convenient, and fun opportunities for children to walk and bike to school; and

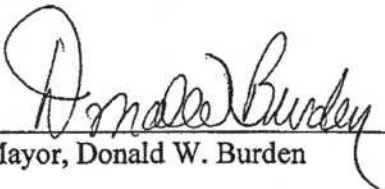
WHEREAS, Safe Routes to School efforts help remove barriers to walking and biking to school through improvement of infrastructure and facilities and the creation of education, encouragement, engineering, enforcement, and evaluation programs; and

WHEREAS, having safer routes to and from schools can decrease pedestrian and bicycling related injuries, not just for students, but for the entire community; and

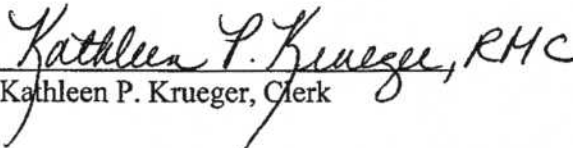
WHEREAS, it is fitting that the Borough of Shrewsbury recognize the importance of making walking and biking to school a safe activity.

NOW THEREFORE, BE IT RESOLVED, that the Borough of Shrewsbury will participate in and support the Safe Routes to School initiative in order to gain the benefits mentioned above and strengthen the quality of life for Borough of Shrewsbury students, families, and neighborhoods.

I, Kathleen P. Krueger, Clerk of the Borough of Shrewsbury, do hereby certify the foregoing to be a true copy of a resolution adopted by the Mayor and Council at a meeting held on September 3, 2013.



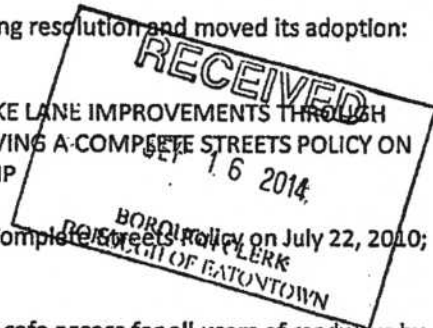
Mayor, Donald W. Burden



Kathleen P. Krueger, Clerk

Committeemember Nolan offered the following resolution and moved its adoption:

RESOLUTION #14-41
SUPPORTING MONMOUTH COUNTY COMPLETE STREETS BIKE LANE IMPROVEMENTS THROUGH
VARIOUS MONMOUTH COUNTY MUNICIPALITIES AND APPROVING A COMPLETE STREETS POLICY ON
BEHALF OF THE TOWNSHIP



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 motorist, cyclists and pedestrians; and

WHEREAS, the Township 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, bicyclist, transit users of all ages and abilities; and

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

NOW, THEREFORE, BE IT RESOLVED by the Township Committee of the Township of Shrewsbury, County of Monmouth, State of New Jersey that the following Complete Streets Policy with the following goals and objective 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 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 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.

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 bicyclist 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 Township 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 Township Engineer.

BE IF FURTHER RESOLVED, that the Mayor and Committee of the Township of Shrewsbury 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 Township 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 Eatontown, Borough of Little Silver, Borough of Rumson, Borough of Fair Haven, Borough of Oceanport, Borough of Sea Bright, Borough of Monmouth Beach, Borough of Tinton Falls, Borough of West Long Branch, Township of Ocean, Borough of Shrewsbury and nonmember municipalities of the Borough of Atlantic Highlands, Borough of Highlands, Township of Middletown and City of Long Branch.

Seconded by Committeemember Melillo and adopted on roll call by the following vote:

Ayes: 3

Nays: 0


Abstain: 0

Absent: 0

Dated: September 9, 2014

ATTEST:


Janet DeLeonardo, Clerk


Edward Nolan, Mayor

I do hereby certify that the foregoing is a true copy of a Resolution duly adopted by the Township Committee at a meeting held on September 9, 2014.


Janet DeLeonardo, Clerk