RESOLUTION ESTABLISHING AND ADOPTING A MERCER 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 Mercer County Board of Chosen Freeholders wishes to implement a
Complete Streets policy though 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 Mercer County Complete Streets policy shall include all road, bridge, and
building projects funded through Mercer County's Capital Program.

NOW, THEREFORE, be it resolved that the Mercer 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.


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 Mercer County Complete Streets Policy.