


# RESOLUTION

No. 12-121

Date of Adoption MAR 01 2012


Approved as to Form and Legality

Factual content certified by

  
Walter Denson, Acting City Attorney

  
Anthony Roberts, Acting Business Administrator

Councilman /woman

  
presents the following Resolution:

## RESOLUTION ESTABLISHING A "COMPLETE STREETS" POLICY FOR THE CITY OF TRENTON

**WHEREAS**, the City of Trenton is committed to creating street corridors that accommodate all road users of all ages and abilities for all trips; and

**WHEREAS**, significant accomplishments have already been achieved by incorporating pedestrian safety and traffic calming measures when public streets are improved; and

**WHEREAS**, the City Council fully supports these initiatives and wishes to reinforce its commitment to creating a comprehensive, integrated, connected street network that accommodates all road users of all abilities and for all trips; and

**NOW THEREFORE BE IT RESOLVED** that all public street projects, both new construction and reconstruction (not including maintenance) in the City of Trenton shall be designed and constructed as complete streets. The "complete street" accommodates travel by pedestrians, bicyclists, public transit, and other motorized vehicles and their passengers. This policy shall be implemented as follows:

1. All City 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.
2. Recognizing the inter-connected multi-modal network of street grid, the City of Trenton will work with Mercer County, the Delaware River Joint Toll Bridge Commission, Traffic Consultant AECOM and state agencies through existing planning efforts to ensure complete streets principles are incorporated in a context sensitive manner.
3. While complete streets principles are context sensitive, it would be appropriate to consider these features during the design, planning, maintenance and operations phases and incorporate changes into some retrofit and reconstruction projects. Departments shall reference New Jersey Roadway Design Manual; the AASHTO Guide for the

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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.

4. To facilitate timely implementation of the new policy, the following steps shall be taken:
  - a. A memorandum outlining this new policy will be distributed to all department heads within 90 days of this resolution.
  - b. At least one training about complete streets will be conducted for appropriate staff within 180 days of this resolution.
  - c. The Train Station Linkage Plan, prepared for the city by Nelson/Nygaard in 2006 shall be revisited, with a specific focus on designating appropriate routes for pedestrians, dedicated bike lanes and preferred bicycle routes (shoulders or shared travel lanes with appropriate signage and/or pavement markings). The City Engineer (or other designee as determined by Council) shall coordinate this effort in collaboration with the Traffic Analyst and update City Council within 180 days of this resolution.
  - d. Oversight of the new complete streets policy will be handled by the Principle Planner, or other appropriate cabinet officials approved by City Council.
5. Exceptions may be made to this policy under any one of the following conditions:
  - a. Bicycle and pedestrian facilities are not required where they are prohibited by law.
  - b. Public transit facilities are not required on streets not serving as transit routes, The desirability of transit facilities will be determined on a project specific basis.
  - c. When the cost of incorporating new bicycle, pedestrian, and/or public transit facilities is excessive, defined as greater than 20% of the overall project cost, the need for and/or probable use of the facility shall be considered in making the determination as to

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whether or not an exception should be approved at this time or held for future consideration. This determination may occur during the budget and capital improvements program approval process or when project plans and specifications are being prepared. Exceptions due to cost increases shall be sent to City Council for formal approval.

**NOW, THEREFORE, BE IT RESOLVED**, that the City Council of the City of Trenton that the City hereby consents to all public street projects, both new construction and reconstruction (not including maintenance) in the City of Trenton shall be designed and constructed as complete streets; and

**BE IT FURTHER RESOLVED**, that this resolution shall remain on file in the City Clerk's office.

	Aye	Nay	Abstain	Absent		Aye	Nay	Abstain	Absent		Aye	Nay	Abstain	Absent
BETHEA	✓				HOLLY WARD	✓				MUSCHAL	✓			
CALDWELL WILSON	✓				MCBRIDE	✓								
CHESTER	✓				REYNOLDS JACKSON	✓								

This Resolution was adopted at a Meeting of the City Council of the City of Trenton on MAR 01 2012

Kathy McBruch  
President of Council

Leonas Beyer  
City Clerk