

Introduced by: *David M. Mello*
Seconded by: *Pete H. Ringler*

**CITY OF HOBOKEN
RESOLUTION NO. : _____**

CITY OF HOBOKEN

A RESOLUTION TO ESTABLISH A COMPLETE STREETS POLICY

WHEREAS, "Complete Streets" are defined as roadways that enable safe and convenient access for all users, including bicyclists, children, persons with disabilities, motorists, seniors, movers of commercial goods, pedestrians, and users of public transport; and,

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

WHEREAS, the New Jersey Department of Transportation supports complete streets policies and adopted its own such policy on 3 December, 2009; and,

WHEREAS, Complete Streets are supported by the Institute of Traffic Engineers, the American Planning Association, Hudson County Division of Planning, and many other transportation, planning, and public health officials; and,

WHEREAS, Complete Streets policies support the goals of the City of Hoboken Master Plan; and,

WHEREAS, promoting pedestrian, bicycle, and public transportation travel as an alternative to the automobile reduces negative environmental impacts, promotes healthy living, and is less costly to the commuter; and

WHEREAS, the design and construction of new roads and facilities should anticipate future demand for biking, walking, and other alternative transportation facilities and not preclude the provision of future improvements; and,

WHEREAS, the full integration of all modes of travel in the design of streets and highways will increase the capacity and efficiency of the road network, reduce traffic congestion by improving mobility options, limit greenhouse gases, improve air quality, and enhance the general quality of life.

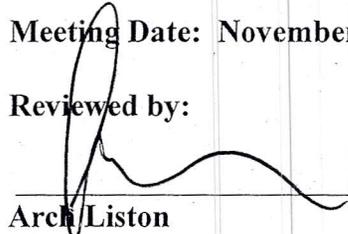
NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Hoboken that all public street projects, both new construction and reconstruction (excluding maintenance) undertaken by the City of Hoboken shall be designed and constructed as "Complete Streets" whenever feasible to do so in order to safely accommodate travel by pedestrians, bicyclists,

public transit, and motorized vehicles and their passengers, with special priority given to pedestrian safety, and subject to the following conditions:

- a. Pedestrian and bicycle facilities shall not be required where they are prohibited by law.
- b. Public transit facilities shall not be required on streets not serving as transit routes and the desirability of transit facilities will be determined on a project specific basis.
- c. In any project, should the cost of pedestrian, public transit, and/or bicycle facilities cause an increase in project costs in excess of 15%, as determined by engineering estimates, that would have to be funded with local tax dollars, then and in that event approval by Council must be obtained for same prior to bidding of the project.
- d. Significant adverse environmental impacts outweigh the positive effects of the infrastructure

Meeting Date: November 15, 2010

Reviewed by:



Arch Liston
Business Administrator

Approved as to Form:



Mark A. Tabakin, Esq.
Corporation Counsel