

VILLAGE OF CHAUNCEY  
STATE OF OHIO  
RESOLUTION 2021-10

A RESOLUTION ADOPTING A COMPLETE STREETS POLICY FOR THE VILLAGE  
OF CHAUNCEY

WHEREAS, the Village of Chauncey actively promotes safe streets through design, education, and enforcement of all of its transportation network; and

WHEREAS, Complete Streets are Right-of-Ways that are planned, designed, constructed, operated, and maintained in such a way as to enable safe, comfortable, and convenient access along and across the Right-of-Way by users of all ages and abilities, including, but not limited to, pedestrians, bicyclists, transit riders, motorists, emergency, freight, and commercial vehicle operators; and

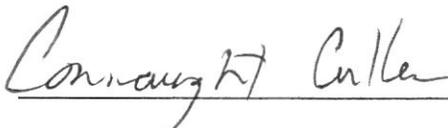
WHEREAS, Complete Streets may feature facilities and amenities, including, but not limited to, pavement markings and signs; sidewalks and pedestrian safety improvements such as medians, curb extensions and crosswalks; ADA (Americans with Disabilities Act) accessible curb ramps and accessible pedestrian signals; transit shelters and signage and improved pedestrian and bicycle access to transit stops and stations; bicycle detection at intersections and wide travel lanes, bike lanes, or shared use lanes; bicycle parking facilities; street trees, landscaping, street lighting, street furniture; and adequate drainage facilities, including opportunities for storm water quality treatment facilities; and

NOW, THEREFORE, BE IT RESOLVED by the Council of the Village of Chauncey, State of Ohio, as follows:

Section One:           The attached Complete Streets Policy is adopted and shall be applicable to the planning and design of all new transportation and Complete Streets Improvements initiated after the adoption hereof.

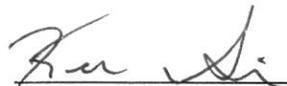
RESOLVED this 8<sup>th</sup> day of July, 2021

ATTEST:



Connaught Cullen

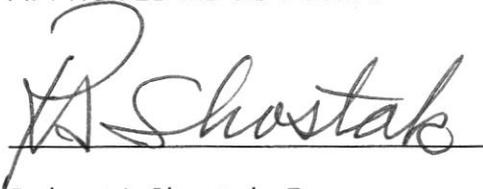
Council President



Kevin Simons

Fiscal Officer

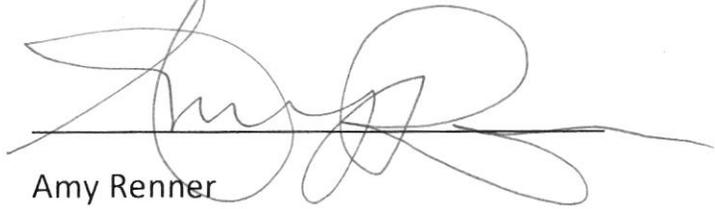
APPROVED AS TO FORM:



Robert J. Shostak, Esq.

Solicitor

APPROVED:



Amy Renner

Mayor

First Reading: 5/13/21

Second Reading: 6/10/21

Third Reading: 7/28/21



## **Village of Chauncey Complete Streets Policy**

### **1. VISION AND INTENT**

Complete Streets are necessary to promote an integrated and balanced transportation network, one which moves away from prioritizing motorized vehicles to accommodate alternative forms of transportation. Rural areas may differ in their implementation of Complete Streets as opposed to urban metropolises, however, such policy benefits both these types of communities. Complete Streets strive to provide the best possible blend of service, mobility, convenience, and safety while

reinforcing a positive social, economic, and environmental influence on Chauncey. By adopting said policy, residents and visitors of Chauncey will be able to safely bike or walk within the community alongside bus and car passengers.

Complete Streets are a vital component of the Village's connected transportation network and contribute directly to the health, safety, economic vitality, and quality of life in the Chauncey community. Through implementation of Complete Streets principles, the transportation network in Chauncey will be safe, accessible, comfortable, and convenient for all transportation users, regardless of age, physical ability, or mode of transit.

### **2. GOALS**

The goals of the Complete Street Policy as outlined below will ensure our Village's roadways complement and enhance the surrounding land use and neighborhood character while accommodating all users, including drivers, bicyclists, pedestrians, transit patrons, older residents, children, and persons with mobility impairments. The specific goals are:

- a) To make the street environment safer with more inclusive and clearly marked roadways.
- b) To ensure the neighborhoods of Chauncey remain inviting and livable by expanding opportunities for bicyclists and pedestrians throughout the Village.
- c) To boost the local economy by connecting the community with recreational assets and associated tourism.
- d) To improve and enhance the health and physical fitness of the Village's residents by providing more safe and convenient opportunities for bicycling and walking in Chauncey.
- e) To accommodate "all users equitably, particularly vulnerable users and the most underinvested and underserved communities" within the Village.
- f) To protect and preserve the natural environment of the Village of Chauncey by reducing the emission of greenhouse gases in addition to reducing the consumption of non-renewable energy resources.

### **3. GUIDING PRINCIPLES**

It is recognized that each Complete Street is unique and the following principles shall guide the development of transportation projects:

- a) Shall be suitable and appropriate to the function and context of the transportation facility;
- b) Shall be considerate of each neighborhood's context and cognizant of each neighborhood's needs;
- c) Shall be flexible in project design to ensure that all users have basic safe access and use; and
- d) Shall be considered a component of a comprehensive, integrated, and interconnected transportation network that allows all users to choose between different modes of travel.

#### **4. APPLICABILITY AND SCOPE**

All Transportation Improvements and phases fall under this policy. Complete Streets principles will be applied to all Village- or State-sponsored improvements and all privately-funded projects and developments that impact the right-of-way. The Village will approach every planned Transportation Improvement as an opportunity to create safer and more accessible streets for all users. Transportation improvement phases include, but are not limited to, planning, programming, designing, engineering, construction, reconstruction, operation, and maintenance.

Maintenance activities alone are not Complete Streets Improvements, nor should they prompt street improvements that necessitate Complete Streets consideration except those improvements that may be necessary to satisfy legal mandates, such as the Americans with Disabilities Act (ADA). To the maximum extent possible, provisions for safe access shall be made for pedestrians and bicyclists during maintenance activities.

Complete Streets policy objectives may be achieved by implementing single elements into a project, completing a series of improvements over the course of time, or by developing major network level improvements.

The Village recognizes that its infrastructure includes a transportation network that should provide convenient access and safe travel for all users within the Village and beyond the Village's borders. Because of its regional impact, implementation of this policy reinforces the need for collaboration among the many regional partners and stakeholders affected by the implementation of this policy.

#### **5. IMPLEMENTATION**

The Village of Chauncey will plan, design, construct, operate, and maintain appropriate Facilities for pedestrians, bicyclists, transit riders, motorists, children, the elderly, and people of all abilities in all new construction, reconstruction, and repaving improvements subject to the exceptions contained herein.

#### **6. DEFINITIONS**

**Bicycle Facilities Plan**—A comprehensive plan and accompanying map that identifies a vision and framework for bicycle facility improvements to implement a continuous and easily accessible bicycle route network within and through the Village.

“Complete Streets”—Right-of-ways that are planned, designed, constructed, operated, and maintained in such a way as to enable safe, comfortable, and convenient access along and across the Right-of-Way by users of all ages and abilities and modes of transportation.

Complete Streets Improvement—Facilities and amenities associated with the transportation network, that are recognized as contributing to Complete Streets, such as, but not limited to, pavement markings and signs; sidewalks and pedestrian safety improvements such as medians, curb extensions and crosswalks; Americans with Disabilities Act (ADA) accessible curb ramps and accessible pedestrian signals; transit shelters and signage and improved pedestrian and bicycle access to transit stops and stations; bicycle detection at intersections and wide travel lanes, bike lanes, or shared use lanes; bicycle parking facilities; street trees, landscaping, street lighting, street furniture; and adequate drainage facilities, including opportunities for storm water quality treatment facilities.

Facility—An area or structure which is built, installed, or established to serve a particular purpose or transportation mode/user.

Maintenance Activity—Ordinary repair designed to keep facilities in safe working condition, such as, but not limited to, mowing, cleaning, sweeping, spot repair, concrete joint repair, pothole filling, and water, sewer, drainage, or other utility installation or repairs.

Right-of-Way— An area, public or private, dedicated for use by pedestrians and vehicles. Right-of-way includes thoroughfares such as streets, highways, bike paths, and walkways and normally incorporates curbs, lawn strips, street trees, sidewalks, lighting, signage, drainage facilities, street furniture, and other similar features.

## **7. COOPERATION & COLLABORATION**

The implementation of Complete Streets will require cooperation and collaboration between many stakeholders on a regular basis. As such, the Village will take the following steps to facilitate the process:

- The Planning Commission shall review and propose revisions to all appropriate land use ordinances, policies, and regulations to support the implementation of Complete Streets.
- The Planning Commission shall review, revise, or recommend changes to all policies, procedures, and design standards associated with site plan and other requirements for public and private development to ensure best practices are utilized to support Complete Streets.
- The Village shall continue to identify regional, state, and federal funds to implement Complete Streets Improvements.
- The Village shall promote collaboration and coordination between Village departments and other transportation and planning agencies.
- The Mayor shall establish necessary procedures to ensure the application of Complete Streets principles at the earliest design stage.
- The Village shall encourage staff professional development in the area of Complete Streets through attendance at seminars, conferences, and workshops.

- The Village shall actively promote public information and education while soliciting feedback about Complete Streets to Chauncey stakeholders including, but not limited to, residents, community groups and leaders, the business community, and the private development community.

## **8. EXCEPTIONS**

The Village is committed to Complete Streets and application of this policy and/or Complete Street principles will begin at the earliest phase of a project, except in the following extraordinary circumstances:

- Where pedestrians and bicyclists are prohibited by law from using the facility. In such an instance, alternative facilities and accommodations shall be considered within the same transportation corridor.
- If the cost of constructing Complete Streets Improvements, is disproportionate to the current need or anticipated future demand for such improvements.
- Where there is an absence of current or projected need.
- Public safety is compromised.
- Unwanted or needed based on public preference or engineering judgment.
- Historic preservation compromised by Complete Streets Policy.
- Complete Streets accommodations already exist on a nearby road.
- The improvement is a short distance and not continuous.

All requests for exceptions shall be submitted at the earliest project phase (e.g. during initial project planning and budgeting) and may include the following elements if available: a narrative, site photographs, project site map, drawings, and any other supporting data. The documentation shall be transmitted in the form of an exception request to the Mayor.

For projects that do and do not include any state or federal funding, the Mayor, acting in his/her/their capacity as the "Local Traffic Authority," shall determine whether the application of this policy and Complete Streets principles falls under one or more of the exceptions outlined above.

## **9. BEST PRACTICES: DESIGN GUIDANCE**

The Village will follow accepted or adopted design standards while using the best and latest design standards available. These may include the following:

- American Association of State Highway and Transportation Officials (AASHTO)
  - DOT (research guides) and ODOT
  - A Policy on Geometric Design of Highways and Streets (6th Edition, 2011)
  - Guide for the Development of Bicycle Facilities (4th edition, 2012)
  - Guide for the Planning, Design and Operations of Pedestrian Facilities (2004)
- American Planning Association (APA)
  - Complete Streets: Best Policy and Implementation Practices (2012)
  - U.S. Traffic Calming Manual (2009)
- Federal Highway Administration (FHWA)

- Manual of Uniform Traffic Control Devices (MUTCD)
- PEDSAFE: Pedestrian Safety Guide and Countermeasures Selection System
- Institute of Transportation Engineers (ITE)
  - Designing Walkable Urban Thoroughfares: A Context Sensitive Approach (2010)
- National Association of City Transportation Officials (NACTO)
  - Urban Bikeway Design Guide (2nd edition, 2014)
  - Urban Street Design Guide (2013)
- U.S. Architectural and Transportation Barriers Compliance Board
  - Accessible Rights-of-Way: Design Guide

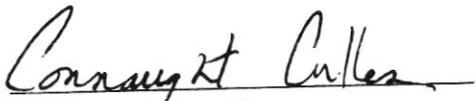
**10. MEASURES OF SUCCESS**

The application of Complete Streets will be a process that requires regular evaluation to determine progress and effectiveness. To facilitate that regular evaluation, the following performance measures shall be used to determine the success of the policy:

- Miles of bicycle lanes, routes, or trails built or dedicated by width and type
- Number of bicycle parking Facilities installed
- Number of traffic calming Facilities built or installed
- Number of traffic control signs/signals installed or upgraded
- Linear feet of pedestrian accommodations built or repaired
- Number of crosswalks built or improved
- Number of ADA accommodations built or installed
- Number of transit accessibility improvements built
- Number of street trees planted
- Maintenance Activities of existing Complete Streets Facilities
- Number of exceptions approved
- User data, particularly - bicycle, pedestrian, transit, and traffic counts
- Bicycle and pedestrian accident data
- Total dollar amount spent on Complete Streets Improvements

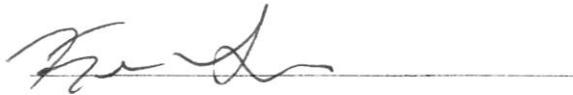
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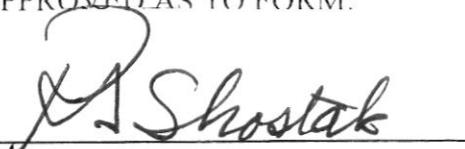
Connaught Cullen,  
Council President

ATTEST:



Kevin Simons  
Village Fiscal Officer

APPROVED AS TO FORM:



Robert J. Shostak  
Solicitor

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Amy Renner  
Mayor

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