

**ADOPTING A “COMPLETE STREETS” POLICY**

**WHEREAS**, the City of Hilliard recognizes the need to accommodate all modes of transportation within the public right-of-way, including travel by pedestrians, bicycles, motorists and transit users; and

**WHEREAS**, the City seeks to meet the transportation needs of all its citizens by providing street networks that safely connect to all properties, creating a more livable and welcoming community to all citizens, regardless of age or ability; and

**WHEREAS**, on page 124 of the City’s Comprehensive Plan, adopted by Hilliard City Council on October 24, 2011, recommends the adoption of a Complete Streets Policy (“Complete Streets”) to promote a more active and multi-modal transportation system; and

**WHEREAS**, Complete Streets are typically designed to include the following characteristics: wider sidewalks; pedestrian intersection treatments; narrower streets in low-speed residential areas; pedestrian refuge islands on moderate-speed arterial or collector streets; on-street and/or off-street bicycle facilities; enhanced landscaping and streetscape elements; more non-vehicular connections between the public right-of-way and private property; and transit accommodations along key corridors; and

**WHEREAS**, adopting a policy for Complete Streets is consistent with the transportation goal established in the Comprehensive Plan, which states: *“Hilliard will develop a safe, efficient, and balanced transportation network that provides all users with mobility choices, connects land uses, enhances the environment, and improves the quality of life for those who live and work in Hilliard”*; and

**WHEREAS**, Complete Streets are context sensitive, so that the street design complements and enhances the surrounding land use and community character; and

**WHEREAS**, a Complete Streets Policy promotes Hilliard as a lifelong community for all age groups and abilities.

**NOW, THEREFORE, BE IT RESOLVED**, by the Council of the City of Hilliard, Ohio that:

**SECTION 1.** City Council hereby establishes a Complete Streets Policy and directs City staff to accommodate all modes of travel in the transportation planning process, including travel by all pedestrians (regardless of age or abilities), cyclists, motorists and transit users, to the highest degree possible in the design, construction, operation, and maintenance of new and retrofit transportation facilities in the public right-of-way. Because Complete Streets principles are sensitive to local context, this Policy is not

prescriptive but rather establishes the general intent for the City's transportation system, which includes, but is not limited to the following:

- a) Provide five foot minimum width for sidewalks with six foot width desired along arterials and in high pedestrian areas;
- b) Locate curb ramps and crosswalks in locations that are in accordance with the Americans with Disabilities Act, that minimize walk distances, and that provide the safest crossing in terms of site distance and visibility;
- c) Provide eight foot minimum width for multi-use paths with ten foot width desired along arterials and for connections to the Heritage Rail Trail or other highly used pathways to promote off-street facilities for all non-motorized users;
- d) Provide four foot minimum paved shoulders along uncurbed streets with six foot desired for a dedicated bike lane to accommodate experienced cyclists on arterial and collector streets;
- e) Provide wide outside vehicle lanes (14 foot desired) with Shared Lane Arrows or five foot minimum dedicated bike lanes on curbed streets to accommodate on-street cyclists on arterial and collector streets;
- f) Eliminate the use of gravel or stone shoulders along roadways to provide an improved surface for on-street cyclists;
- g) Eliminate the use of gravel or stone for maintenance of paved asphalt multi-use paths to provide a smoother and safer surface for off-street non-motorized users;
- h) Reduce the width of pedestrian crossings by using horizontal intersection treatments (curb extensions or bulb outs) or raised medians to provide pedestrian refuge between directions of traffic in locations where center turn lanes are not needed;
- i) Permit, accommodate, and encourage the location of bus stops along arterial and collector streets; and
- j) Install landscape treatments, street furniture, bicycle parking, and buffers between vehicle lanes and sidewalks or multi-use paths, where appropriate, to provide a more pleasant and accommodating street side environment.

**SECTION 2.** City Council authorizes and directs staff to consider the principles of Complete Streets enunciated in Section 1, when evaluating private development proposals in order to promote a more accessible, interconnected, pedestrian-friendly and multi-modal transportation system throughout the private development. Specific guidelines will be established in Development Standards and may include, but not be limited to:

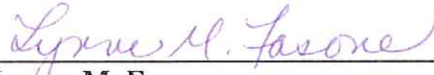
- a) Provide pedestrian/bicycle connections between the public right-of-way and the "front door" of private development, providing a convenient and safe connection for pedestrians that is separated from parking lots and drive aisles;
- b) Provide pedestrian/bicycle connections between private properties, particularly complementary uses (housing/retail, retail/retail, office/retail);
- c) Provide bicycle parking near the front door of businesses for staff and patrons;

- d) Reduce building setbacks and encourage vehicle parking behind buildings to promote non-vehicular accessibility of businesses;
- e) Encourage shared parking between adjacent businesses with different or off-set business hours (office/retail).

**SECTION 3.** This Resolution is effective upon its adoption.

**ATTEST:**

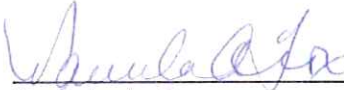
**SIGNED:**

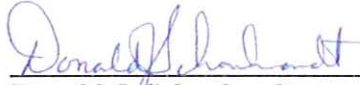
  
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**Lynne M. Fasone**  
 Clerk of Council

  
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**Brett A. Sciotto**  
 President of Council

**APPROVED AS TO FORM:**

**APPROVED:**

  
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**Pamela A. Fox**  
 Director of Law

  
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**Donald J. Schonhardt**  
 Mayor

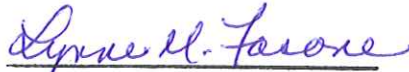
Resolution 12-R-14

VOTE:	Yea	Nay	Abstain
Ashenhurst	✓		
Erb	✓		
Iosue	✓		
Kunze	✓		
McGivern	✓		
Painter	✓		
Sciotto	✓		
Results:	7	0	0

I,  Clerk of Council

hereby certify that the foregoing is a true copy  
 of Resolution 12-R-14 duly adopted

by the Council of the City of Hilliard  
 the 26<sup>th</sup> day of March, 2012.

  
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**Lynne M. Fasone**  
 Clerk of Council  
 City of Hilliard