

RESOLUTION NO. 2023-47

**A RESOLUTION TO AUTHORIZE THE APPROVAL AND ADOPTION OF THE
CITY OF REYNOLDSBURG COMPLETE STREETS POLICY**

WHEREAS, the City of Reynoldsburg seeks to meet the transportation needs of all citizens by providing streets that safely connect neighborhoods and properties, creating a more livable and welcoming environment for citizens and visitors regardless of age and ability; and

WHEREAS, a Complete Streets Policy has been created because the City of Reynoldsburg recognizes the need to accommodate all modes of transportation for pedestrians, bicyclist, motorists, and transit users; and

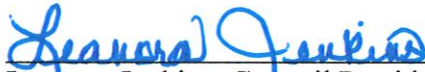
WHEREAS, adopting the Complete Street Policy is consistent with the transportation goals of the City.

NOW THEREFORE BE IT ORDAINED BY THE COUNCIL OF THE CITY OF
REYNOLDSBURG, OHIO:


SECTION 1. That the Mayor be and is hereby authorized to sign and adopt the Complete Street Policy hereto attached as Exhibit A.

SECTION 2. That this Resolution is upon adoption by Council shall be in effect immediately upon signature by the Mayor.

PASSED this 11th day of September, 2023.


Leanora Jenkins, Council President

ATTEST: 
Mollie Prasher, Clerk of Council

APPROVED: 
Joe Begeny, Mayor

DATE 9/11/2023

COMPLETE STREET POLICY EXHIBIT A

Vision and Intent

- 1.1. Complete Streets are streets designed and operated to enable safe use and to support comfortable, convenient, and independent mobility for all users. Complete Street elements examples may include but are not limited to:

- Pedestrian Improvements – sidewalks, crosswalks, traffic crossing islands
- Traffic Calming – on-street parking, narrowed lane width, medians
- Bicycle Facilities – bike lanes, trails and paths, bike parking
- Disability Facilities – reachable buttons, wheelchair friendly sidewalks, curb ramps
- Public Transit Facilities – bus shelters, bus lanes
- Aesthetic Improvements – lighting, signage, parks and greenspace, tree lawns, landscaping

This Complete Streets policy will standardize how transportation projects will improve mobility and livability throughout the city, including all new roadways, roadway reconstruction, and scheduled roadway maintenance projects within the limits of Reynoldsburg.

- 1.2. The City of Reynoldsburg vision for Complete Streets is the creation of a safe, accessible, connected street networks that improves mobility, economic development, public health, and environmental outcomes for all roadway users in the city including, but not limited to, pedestrians, motorists, bicyclists, transit users, and micromobility users.

2. Diverse Users

- 2.1. While this policy aims to accommodate all users through the creation of a safe, accessible, and connected network, the City recognizes equity as a motivation. To promote equity, the City will prioritize mobility and accessibility for vulnerable roadway users including families without vehicle access, youth/students, older adults, households residing in multifamily housing, immigrants, and transit riders.
- 2.2. Priority corridors for Complete Streets improvements are the City's major corridors with destinations that serve all people in Reynoldsburg. This includes but is not limited to: Brice Road, Taylor Road, Livingston Ave, East Main Street, Waggoner Road, and Broad Street.

3. Commitment in all Projects and Phases

- 3.1. The City shall approach every street project (whether City, County, State, Federally funded, or privately built and maintained) and each project's phase as an opportunity to incorporate improvements for all users. These phases include, but are not limited to funding, planning, programming, design, reconstruction/retrofit, and maintenance.
- 3.2. Where possible, the City shall provide safe and reasonable accommodations for all modes of transportation to continue to use the road safely and efficiently during construction or repair work that infringes on the right-of-way and/or sidewalk. When feasible, the City shall coordinate with schools or community colleges to minimize disruptions of school-related vehicle, pedestrian, or bicycle traffic.
- 3.3. The City shall coordinate with local businesses, schools, and colleges, and places of worship to improve multimodal connections to key destinations and amenities.

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4. Clear, Accountable Exceptions

4.1. Exceptions to providing for all modes in each project include:

4.1.a. Accommodation is unnecessary on corridors where specific users are prohibited, such as interstate freeways or pedestrian malls. Excluding certain users on particular corridors should not exempt projects from accommodating other permitted users.

4.1.b. Cost of accommodation is excessively disproportionate to the need or probable use.

4.1.c. Emergency repairs such as a water main break require an immediate, rapid response; however, temporary accommodations for all modes should still be made. Depending on the severity of the repairs, opportunities to improve multimodal access should still be considered where possible.

4.1.d. Engineering judgment determines that Complete Streets facilities are not feasible due to topography, ownership/jurisdiction, and/or existing structures that cannot be accommodated through design.

4.2. Exceptions to the Complete Streets policy will be reviewed by City staff from the Development Department, Engineering Department, and Public Service Department, and approved by the mayor.

4.3. Staff from the City's Development Department, Engineering Department, and/or Public Service Department shall provide documentation of all exceptions in the City's annual report.

5. Jurisdiction

5.1. All public and private development projects that propose improvements within the public right-of-way shall comply with this Complete Streets policy.

5.2. Implementation of this policy will be carried out cooperatively with all relevant departments within the City of Reynoldsburg and, to the greatest extent possible, in coordination with agencies, jurisdictions, and organizations including but not limited to:

- Ohio Department of Transportation (ODOT)
- Franklin County, Fairfield County, and Licking County – including Engineering, Economic Development, and Public Health departments, as well as the County Boards of Commission
- Mid-Ohio Regional Planning Commission (MORPC)
- Adjacent municipalities and townships – including Columbus, Pickerington, Pataskala, Etna
- Central Ohio Transit Authority (COTA)
- Reynoldsburg City School District and college partners – including Central Ohio Technical College, Columbus State, Licking Heights, Southwest Licking, and Columbus City Schools
- Adjacent Townships
- Places of worship

Involvement of the aforementioned agencies, jurisdictions, and organizations will depend on the specific location and context of the identified Complete Streets project, as determined by City staff from the Development Department, Engineering Department, and/or Public Service Department.

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- 5.3. On multijurisdictional projects, where feasible, the City shall coordinate with MORPC early on in the project development process to facilitate regional collaboration.

6. Design

- 6.1. The City shall follow the best and latest versions of practices concerning design guidance, standards, and recommendations in the Reynoldsburg Construction Standards and Development Handbook, and the Ohio Department of Transportation (ODOT) Multimodal Design Guide (MDG). Other best practice guidance, documents, and entities may include, but are not limited to:
- Public Right of Ways Accessibility Guidelines (PROWAG)
 - ODOT Location & Design Manual
 - COTA Transit Stop Design Guide
 - Technical expertise of the City's engineering counsel and/or hired consultants
 - Any applicable City of Reynoldsburg design code, including but not limited to, City Code Chapter 1105.07 Landscaping and Buffering.
- 6.2. The City of Reynoldsburg may use Complete Streets criteria to direct the design of the City's roadways, bridges, pathways, and sidewalks. These criteria will be used at the determination of City staff from the Development Department, Engineering Department, and/or Public Service Department.
- 6.3. The City will revisit the criteria of best practice standards and guidance at the determination of City staff from the Development Department, Engineering Department, and/or Public Service Department.

7. Land Use and Context Sensitivity

- 7.1. Transportation networks do not exist independently of communities and neighborhoods. Plans and policies will consider the surrounding context of land uses, residents, and future development. Streets should serve the needs of all users, whether they live along the street or are passing through. Streets will be designed in a context-sensitive manner that responds to roadway characteristics (such as volume, speed, turning movements, and curbside uses), the character of the surrounding neighborhood, current and planned building forms and uses, and current and expected transportation needs.
- 7.2. To support cohesion between land use and transportation, the Director of Development, or their designee, shall review the City Zoning Code to ensure that the Complete Streets policy is supported. Based on this review, the Director of Development, or their designee, shall make a recommendation to City Council to amend the City Zoning Code to align with this Complete Streets policy.
- 7.3. The City will adhere to Complete Streets principles when developing or revising land use tools. City subdivision regulations, land use plans, and other relevant policies will abide by the Complete Streets policy. When policies, regulations, ordinances, and plans are revised they will incorporate the Complete Streets principles and standards outlined in this document.
- 7.4. The Director of Development, or their designee, will ensure that Complete Streets principles are understood by City Council, the Planning and Zoning Board, and all relevant Community Commissions involved in transportation planning, land-use planning, and economic development activities. The Director of Development, or their designee, shall attend City Council and/or Community Commissions meetings when requested and serve an advisory role.

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8. Performance Measures

- 8.1. The City shall track Complete Streets policy implementation with the short-term and long-term performance measures listed below.

Short-term performance measures:

- Square feet of new or reconstructed sidewalk added
- Mileage of new bicycle facilities added
- Linear feet of new or repainted crosswalks added
- Percentage of COTA stops with shelters
- Number of crashes, injuries, and fatalities by mode
- Ridership of COTA stops
- Number of, and reasons for, Complete Streets policy exceptions approved

Long term performance measures (to be implemented when data becomes available):

- Number of new street trees and percentage of streets with tree canopy
- Percentage completion of bicycle and pedestrian networks as envisioned by city plans
- Satisfaction levels as expressed in community surveys
- Improvement in pavement condition ratings
- Improvement in public health outcomes including but not limited to obesity and chronic disease rates for both youth and adults

- 8.2. The performance measures shall be tracked annually and resulting data shall be shared in the City's annual report.

- 8.3. The City shall collect data with assistance from agencies and organizations including but not limited to: Mid-Ohio Regional Planning Commission, Franklin County Public Health, Central Ohio Transit Authority, and Ohio Department of Transportation.

9. Project Selection Criteria

- 9.1. The City shall incorporate the following project selection criteria into the transportation decision-making process for major transportation projects:
- Safety for all roadway users, especially people in low-income households or zero-car households, and people with disabilities. Areas with a high rate of traffic crashes and/or with higher populations of the vulnerable users listed in Section 2 of this policy are to be prioritized.
 - Connectivity to existing and planned community destinations including but not limited to schools, places of worship, parks, libraries, bus stops, regional trails, and downtown areas.
 - Alignment with high-density and/or medium-density future land use districts as identified in the Comprehensive Plan.
 - Lack of existing facilities for people walking, bicycling, or using transit.
 - Funding availability.
 - Number of people impacted and/or average annual daily traffic for motorists, bicyclists, and/or pedestrians.

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- 9.2. To guide project selection for maintenance and resurfacing transportation projects, the City shall develop a formal system to monitor and rate pavement condition throughout the City and a 5-year plan to guide decision-making.

10. Implementation Steps

- 10.1. The City shall view Complete Streets as integral to everyday transportation decision-making practices and processes. To this end:

10.1.a. City staff from the Development Department, Engineering Department, and/or Public Service Department, as well as City Council, shall oversee implementation of this Complete Streets policy. Accountability will be ensured through documentation of any policy exceptions granted as well as required performance measures in the City's annual report.

10.1.b. Following the adoption of this policy, the Director of Development, or the appropriate designee as selected by the mayor, shall make recommendations to City Council for updates to the City Zoning Code, Development Standards, Thoroughfare Plan, Sustainability Plan, Comprehensive Plan, and Capital Improvement Plan to better align with this policy.

10.1.c. The City will support ongoing education for City staff and implementors of this policy through trainings and educational offerings provided by agencies including, but not limited to, the Mid-Ohio Regional Planning Commission, Franklin County Public Health, Ohio Department of Health, and/or the Ohio Department of Transportation.

- 10.2. Policy implementation may include community engagement through strategies including, but not limited to:

- Opportunities within proposed Capital Improvement Projects.
- Walk audits conducted as part of project-related engagement, such as LinkUS.
- Community surveys – the City may survey the community about Complete Streets implementation, priorities, unintended consequences, and/or other relevant information as needed.
- Educational, encouragement, and engagement activities led by local and regional partners including youth traffic safety education events.

10.2.a. Community engagement materials related to policy implementation will be provided in the appropriate languages to reach Reynoldsburg residents when feasible. Engagement activities and/or events shall be strategically and equitably located to reach vulnerable roadway users.

- 10.3. City Council shall include Complete Streets as an agenda item at least one meeting a year (or include in conjunction with the legislation approving the City's annual budget or specific capital projects) in order to discuss the annual short-term performance measures, policy implementation progress, community engagement needs, and/or other topics relevant to the implementation of this policy. In addition to providing public notice for this meeting, representatives from the agencies and organizations listed below will be invited to attend and participate in this annual meeting for policy implementation oversight. Reynoldsburg City School District

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- Police
- Fire/Emergency Medical Services
- Franklin County Public Health, Fairfield County Public Health, and Licking County Public Health
- Reynoldsburg Chamber of Commerce
- Local business owners
- Reynoldsburg Visitors Bureau
- Reynoldsburg Community Association
- YMCA
- Planning and Zoning Board
- Local advocacy organizations, such as Yay Bikes! Or Transit Columbus
- Reynoldsburg Branch – Columbus Metropolitan Library
- Places of worship
- Senior citizen groups
- Human services and/or social organizations
- Relevant City of Reynoldsburg Commissions

11. Definitions

- 11.1. Complete Streets: Streets designed and operated to enable safe use and to support comfortable, convenient, and independent mobility for all users.
- 11.2. Maintenance activity: Ordinary repair designed to keep facilities in safe working condition included but not limited to mowing, cleaning, sweeping, spot repair, snow removal, concrete joint repair, pothole filling, water, sewer, and drainage or other utility installation repair.
- 11.3. Micromobility: Micromobility refers to a range of small, lightweight vehicles operating at speeds typically below 15 miles per hour and driven by users personally. Micromobility devices include bicycles, e-bikes, electric scooters, electric skateboards, shared bicycle fleets, and electric pedal assisted bicycles.
- 11.4. Vulnerable roadway users: Those most at risk in traffic; this typically includes those unprotected by a vehicle, including people walking, rolling, bicycling, scooting, and driving a motorcycle. Vulnerable roadway users also include transportation-disadvantaged populations who may have increased barriers to safe, affordable, and convenient transportation options compared to the general public.