

COMPLETE STREETS POLICY

July 14, 2014

WHEREAS, the City of Upper Arlington (the “City”) 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, the Upper Arlington 2013 Master Plan, adopted by Council on March 11, 2013, provides guidance and direction consistent and compatible with the principles of a Complete Streets policy (“Complete Streets”); 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 City’s 2013 Master Plan, which states that the City will “provide a comprehensive transportation network that is safe, convenient and accessible to the entire community”; and,

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

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

Section 1. City staff shall 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 reasonably possible in the design, construction, operation and maintenance of new and retrofit (reconstruction) transportation projects 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:

- Expanding walking opportunities
- Improving bicycle opportunities
- Expanding transit options
- Enhancing connectivity with more bike paths, bike lanes and sidewalks
- Emphasizing pedestrian and bicycle access

- Developing a more-walkable Upper Arlington
- Implementing traffic calming techniques on key neighborhood collectors and other local streets that are affected by unusually heavy traffic volumes
- Improving street and walkway connectivity to encourage pedestrian access and better distribution of traffic
- Working toward routinely employing the concept of complete streets that are pedestrian-friendly, walkable, bicyclist-friendly, compact and transit-oriented
- Promoting pedestrian-orientation in all public construction projects, and,
- Strengthening pedestrian connections between commercial areas and residential neighborhoods.

SECTION 2. City staff shall 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 standards may include, but not be limited to:

- Providing pedestrian/bicycle connections between the public Right-of-Way and the “front door” of the private development, providing a convenient and safe connection for pedestrians that is separated from parking lots and drive aisles;
- Providing pedestrian/bicycle connections between private properties, particularly complementary uses (housing/retail, retail/retail, office/retail);
- Providing bicycle parking near the front door of businesses for staff and patrons;
- Reducing building setbacks and encouraging vehicle parking behind buildings to promote non-vehicular accessibility of businesses; and,
- Encouraging shared parking between adjacent businesses with different or off-set business hours (office/retail).