

RESOLUTION 2020 – 2

A RESOLUTION ADOPTING A COMPLETE STREETS POLICY FOR THE VILLAGE OF JACKSONVILLE, ATHENS COUNTY, OHIO and DECLARING an EMERGENCY

WHEREAS, the Village of Jacksonville 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 include 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

WHEREAS, the Village of Jacksonville has specifically recommended “Promoting an integrated and balanced ‘Complete Street’ transportation systems which provides the best possible service, mobility, convenience, and safety while reinforcing positive social, economic, and environmental influences on the Village; and

WHEREAS, the Village of Jacksonville adopted a resolution directing the Village Mayor to consult with interested stakeholders and prepared a policy that demonstrates the Villages commitment to the development of Complete Streets for the benefit of the entire community; and

NOW, THEREFORE, BE IT ADOPTED BY THE COUNCIL OF THE VILLAGE OF JACKSONVILLE that 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.

VILLAGE OF JACKSONVILLE COMPLETE STREETS POLICY

1. VISION

Complete Streets are necessary to promote an integrated and balanced transportation network. Complete Streets strive to provide the best possible blend of service, mobility, and convenience, and safety while reinforcing a positive social, economic, and environmental influence on the Village of Jacksonville.

2. GOALS

The goal of the Complete Streets Policy is to ensure our Village roadways complement and enhance the surrounding land-use and neighborhood character and accommodate all users, including drivers, bicyclists, pedestrians and transit patrons, older residents, children and persons with mobility impairments. The goals are:

- a. To make the roadway and street environment safer and more inviting.
- b. To ensure the neighborhoods of the Village remain vibrant and livable by expanding opportunities for bicyclists and pedestrians throughout the Village.
- c. Boost the local economy by encouraging recreational tourism.
- d. To improve and enhance the health and physical fitness of the Village residents by providing more safe and convenient opportunities for bicycling and walking in Jacksonville.
- e. To protect and preserve the environment of the Village of Jacksonville by reducing the emission of greenhouse gasses, and reducing the consumption of non-renewable energy resources.

3. GUIDING PRINCIPALS

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 transportation function and needs;
- b. Shall be considerate of the neighborhood environment and cognizant of neighborhood needs;
- c. Shall be flexible in project design to ensure that all users have basic, safe access and use;

- 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; and

4. APPLICABILITY AND SCOPE

All Transportation Improvements and phases fall under this policy. Complete Streets principles will be applied to all Village or County 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 and 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. 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 purchasing the development of 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 Village borders. Because of its regional impact, implementation of this policy reinforces the need for collaboration among the many regional partners and stakeholder affected by the implementation of this policy.

5. IMPLEMENTATION

The Village of Jacksonville 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.

An important aspect of this Complete Streets policy is to ensure that the Village of Jacksonville bicycle riders feel safe traveling within and through the Village. The Village currently lacks defined bicycle routes for convenient and easily accessible transportation through and around the Village. To address this, the Village shall develop a Bicycle and Pedestrian Facilities Plan. Such Plan shall be presented to the Council for adoption no later than nine (9) months from the

adoption of this Complete Streets Policy, and shall be reviewed and/or updated every three years.

a. **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 with and through the Village.

“Complete Street” 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 for users of all ages and abilities and modes of transportation.

Complete Streets Improvements - 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; 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 intersection 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.

Facilities - 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, water, sewer and drainage or other utility installing 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.

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b. Cooperation and 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 Village Council, through the Street Committee, shall review and propose revisions to all appropriate land use ordinances, policies and regulations to support the implementation of Complete Streets.
- The Street Committee 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. (Including ODOT)
- The Village shall establish necessary procedures to ensure the application of Complete Streets principals at the earliest design state.
- The Village shall encourage Village professional development in the area of Complete Streets through attendance at seminars, conferences and workshops.
- The Village shall actively promote public information and education and solicit feedback about Complete Streets to Jacksonville stakeholders, including but not limited to, Village officials, residents, community groups and leaders, the business community, and the private development community.

c. Exceptions

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

1. 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.)
2. If the cost of construction of Complete Streets Improvements is disproportionate to the current need or anticipated future demand for such improvements.
3. Where there is an absence of current or projected need.

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. All proposed requests for exception shall be posted to the Village website and distributed to stakeholder groups, including the Bicycle Advisory Committee, and shall be subject to seven (7) day public comment period. At the end of the public comment period, all comments received, if any, shall be included in the final documentation for exception request. The final documentation shall be transmitted in the form of an exception request to the Village Mayor.

For projects that do and do not include any state or federal funding, the Village Mayor, acting in his or her 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.

Once the Bicycle and Pedestrian Master Plan is adopted by the Village Council, any recommendation for an exception to this policy that is objected to, where the exception concerns the Bicycle and Pedestrian Mater Plan, shall be brought to the Village Council for their approval or denial.

All granted exceptions shall be posted to the Village website. Where exceptions are granted, parallel accommodations for the category of users excluded shall be considered on alternate routes within the transportation system.

6. BEST PRACTICES- DESIGN GUIDANCE

The Village will follow accepted or adopted design standards and use the best and latest design standards available, including 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 Development of Bicycle Facilities (4th edition, 2012)

- Guide for 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 (2'-edition, 2014)
 - Urban Street Design Guide (2013)
- U.S. Architectural and Transportation Barriers Compliance Board.
 - Accessible Rights-of-Way: Design Guide

7. REPORTING TO VILLAGE COUNCIL

The application of Complete Streets will be a process that requires evaluation to determine progress and effectiveness. To facilitate that regular evaluation, the Village Administrator shall provide a written report to the Village Council on an annual basis on the progress and effectiveness of the Complete Streets policy, and any exceptions granted from the Complete Streets policy.

Within the Annual Report to the Village Council, the performance measures that will be evaluated include, but are not limited, to the following:

- Miles of bicycle lanes, routes, or trails built/dedicated by width and type.

- Number of bicycle parking Facilities installed.
- Number of traffic calming Facilities built/installed.
- Number of traffic control signs/signals installed/upgraded.
- Linear feet of pedestrian accommodations built or repaired.
- Number of crosswalks built or improved.
- Number of ADA accommodations built/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, bicycle, pedestrian, transit and traffic counts.
- Bicycle and pedestrian accident data.
- Total dollar amount spent on Complete Streets Improvements.

SECTION 11 EFFECTIVE DATE

This Resolution shall take effect from the earliest period allowed by law.

Passed on 1st Reading this 27th day of Feb., 2020



Council President

APPROVED:



Mayor

CERTIFICATION

I, Heather Rockwell, Fiscal Officer for the Village of Jacksonville, Athens County, Ohio, certify that the foregoing is a true and correct copy of the Ordinance adopted by the Village Council of the Village of Jacksonville, and appears in the Village records as Resolution No. 2020-02.

ATTEST:

Heather Rockwell

Clerk of Council

Passed on this 27th day of Feb. 2020



Council President

APPROVED:


Mayor