Complete Streets Policy

Adopted January 15, 2013

Resolution R 9-13
VISION

Provide a safe and accessible, well-connected and visually attractive surface transportation network, that balances the needs of all users, including motorist, pedestrians, bicyclist, freight carriers, emergency responders, transit providers and adjacent lands uses, and promote a more livable community for citizens of all ages and abilities, including children to senior citizens, and individuals with disabilities.

PURPOSE

This policy is intended to ensure that all planning, design, construction, reconstruction, and maintenance activities produce safe and accessible surface transportation network improvements that allow all users of the public right of way to safely and conveniently reach their destination regardless of their chosen mode of transportation. This policy is also intended to encourage walking and biking, produce the health benefits that result from these types of activities, help reduce the demand for fossil fuels, to ease traffic congestion, reduce wear on roadways, improve air quality and make streets and public and private spaces more attractive for businesses and customers and increased economic activity. The application of this policy is further intended to ensure city projects conform to the Miami Valley Regional Planning Commission Complete Street Policy, thereby, enabling city projects to remain competitive when seeking certain federal and state funding administered through this agency.

GOALS

1. Advance the land use principles and the goals and objectives and strategies of the elements outlined in the City of Piqua 2007 Comprehensive Plan Update.
2. Ensure the needs of all users are recognized and accommodated throughout the surface transportation network to the greatest extent possible.
3. Incorporate context sensitive improvements into all aspects of surface transportation network projects.
4. Establish a comprehensive, integrated, fully connected, functional, and visually attractive multi-modal surface transportation network.
5. Promote the use of complete street principles, best practices and design standards for all surface transportation network new construction, reconstruction, and maintenance projects.
DIRECTIVES

1. Provide pedestrian and 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.

2. Provide pedestrian and bicycle facilities separated from motor vehicle traffic where practical, with a separation that affords pedestrians and bicyclist a high level of comfort and safety.

3. Locate curb ramps and crosswalks in accordance with the American with Disabilities Act, minimize walk distances, and provide the safest crossing in terms of site distance and visibility.

4. Provide shoulder lanes for bicyclist on uncurbed roadways where no other facilities for bicyclist exist.

5. Improve maintenance of paved asphalt surfaces to provide smooth and safe surface conditions.

6. Reduce width of pedestrian crossings in areas of particular concern by using horizontal intersection treatments or raised medians.

7. Install landscape treatment, street furniture, bicycle parking, and buffers between vehicle lanes and sidewalks or multi-use paths, where appropriate, to provide more pleasant and accommodating street side environment.

8. Provide pedestrian and bicycle connections between private properties, particularly complementary uses (housing/retail, retail/retail, office/retail, housing/schools, etc...)

9. Encourage businesses to provide bicycle parking near the “front door” of the business for staff and patrons.

10. Encourage shared parking facilities between adjacent businesses to reduce cub cuts and points of conflicts between motorist routes and pedestrian and bicycle facilities.

11. Use the latest and best design guidance, either from national resources such as AASHTO and NACTO, or model design guides such as Complete Streets Complete Networks or the Model Design Guide for Living Streets.

APPLICABILITY

This policy applies to all project identification, planning and scoping, and the design and construction of all new construction, reconstruction, resurfacing, rehabilitation, repair, and maintenance of surface transportation network facilities located within the public right of way or on public or private land. Existing improvements, until they are altered or modified, are exempt from this policy. Only to extent necessary, when circumstances make it impractical to conform to the guidance provided herein, projects with design or construction commencing
prior to the adoption date of this policy, are exempt from the policy. All other projects are subject to this policy.

Conformance Review

All surface transportation projects within public right of way or on publicly owned land shall be reviewed for conformity with this policy and shall approved by the Planning Commission when found to be in accordance with the content stated herein. The Planning Commission review and approval process shall be as follows:

1. Preliminary Plans - The Planning Commission shall receive and review preliminary plans for all surface transportation projects within public right of way or on publicly owned land and provide recommendations for plan modifications to ensure conformance with this policy. Preliminary plans shall present conceptual design alternatives and details in an illustrative format and also include preliminary cost estimates specific to the conceptual design alternatives presented.

2. Final Plans - The Planning Commission shall receive and review final plans and cost estimates and approve only those plans conforming to this policy. The Planning Commission may exempt a specific portion or portions of a project from conforming to any portion or portions of this policy when it is determined by the Planning Commission that it is not necessary for that specific portion or portions of the project to be constructed in accordance with this policy to advance the goals and directives outlined herein. Said exceptions will be documented in the form of a resolution properly acted upon in accordance with the procedures rule and regulations governing the conduct of business by the Planning Commission.

IMPLEMENTATION

1. Update land use codes.
2. Develop complete streets multi-modal transportation plan.
3. Implement Recommendations of Safe Routes to School Travel Plan, update document as necessary, and maintain local Safe Routes to Schools program.
4. Implement recommendations of Intersection Improvement Study, continue to evaluate traffic control devices and modify traffic control devices when necessary.
5. Adjust Capital Improvement Plan to reflect a higher prioritization given to those projects that advance the vision and goals of the Complete Streets Policy.
6. Establish Bike-Run-Ped Advisory Council to advocate on behalf of, and inform the decision making process pertaining to, the implementation of the goals and directives included in this policy.

7. Provide training and education for staff, elected and appointed officials, and citizens and project developers to continue to learn about Complete Streets and to promote the goals and directives included in this policy.

RESOURCES

The most current version of the following resources and other complete street resources not listed herein should be utilized when developing projects subject to this policy.

**General Policy Guidance and Resources**

AASHTO Design Publications listed at:  
https://bookstore.transportation.org/category_item.aspx?id=DS

American Planning Association Publication: “Complete Streets: Best Policy and Implementation Practices” (www.planning.org)

Designing Walkable Urban Thoroughfares: (http://www.ite.org/css/)

Mutimodal Level of Service for Urban Streets (http://www.trb.org/Main/Blurbs/Multimodal_Level_of_Service_Analysis_for_Urban_Street_160228.aspx)

National Complete Streets Coalition (http://www.completestreets.org)

ODOT Multimodal Design Guidance (http://www.dot.state.oh.us/DIVISIONS/TRANSSYSDEV/MULTIMODALPLANNING/BICYCLE/Pages/PlanningandDesignResources.aspx)

TRB 2010 Highway Capacity Manual (soon to be available)


Wisconsin Department of Transportation (http://www.dot.wisconsin.gov/projects/state/docs/bicycle-rural-guide.pdf)

**Accessibility**


Public Right-of-Way Accessibility Guidelines http://www.access-board.gov/prowac/

**Pedestrian and Bike Information**
Ohio Department of Transportation Bike and Pedestrian Plan (http://www.dot.state.oh.us/Divisions/TransSysDev/MultiModalPlanning/bicycle/Pages/Default.aspx)
The Pedestrian and Bicycle Information Center (PBIC) (http://www.walkinginfo.org)
Planning for Active Transportation in the Miami Valley http://www.mvrpc.org/tr/bikePed.php
Safe Routes to School
National Center for Safe Routes to School (http://www.saferoutesinfo.org/)

Basics


**Guidelines**


- 2005 draft guidelines [www.access-board.gov/prowac/draft.htm](http://www.access-board.gov/prowac/draft.htm)
- Sidewalk Accessibility videos [www.access-board.gov/prowac/](http://www.access-board.gov/prowac/)


**Design Considerations**


**Bicycle/Pedestrian Considerations**


www.railstotrails.org/resources/documents/whatwedo/atfa/ATFA_20081020.pdf

http://safety.fhwa.dot.gov/ped_bike/ped/ped_walkguide/

**Aging Populations**


Complete Streets Policy Inventory and Evaluation (Appendix A)
http://assets.aarp.org/rgcenter/il/2009_02_streets_5.pdf

**Children**

www.saferoutespartnership.org/media/file/SRTS_built_environment_12-08_lo-res.pdf

**Accessibility**


www.planning.org/planning/2002/apr/ADA.htm

**Public Transit**


**Health Aspects**


Examples and Implementation


Recently Introduced Legislation


Web Links to Project Partners

American Planning Association: www.planning.org
National Complete Streets Coalition: [www.completestreets.org](http://www.completestreets.org)

National Policy and Legal Analysis Network to Prevent Childhood Obesity (NPLAN): [www.nplanonline](http://www.nplanonline)