

RESOLUTION 2022-45

**A RESOLUTION ADOPTING A COMPLETE STREETS POLICY
TO BE IMPLEMENTED WITHIN THE VILLAGE OF FREDERICKTOWN**

WHEREAS, it is the desire of the Fredericktown Village Council to ensure a safe and prosperous driving, riding and walking environment to all users of public streets, sidewalks and trails throughout the Village of Fredericktown; and

WHEREAS, a Complete Streets Policy provides an equitable, balanced and effective transportation system where every motorist, cyclist, horse-drawn vehicle, and pedestrian alike can travel safely and comfortably, and

WHEREAS, Complete Streets strives to provide the best possible blend of services, mobility and safety for roadway, sidewalk and trail users of all ages, income levels and abilities, and

WHEREAS, Complete Streets are roadways designed to safely and comfortably accommodate all users of public transportation infrastructure including, but not limited to, motorists, cyclists, pedestrians, transit and school bus riders, delivery and service personnel, freight haulers, persons with mobility impairments, and first-responders, and

Section One: This resolution pertains to all persons including residents, merchants, visitors, and those working within the Village of Fredericktown.

Section Two: Village of Fredericktown – Complete Street Policy (see attached).

Section Three: The Complete Streets Policy will support and enhance the current zoning laws established for streets and sidewalks in the Village of Fredericktown.

THEREFORE, BE IT RESOLVED, THAT the Council of the Village of Fredericktown, hereby declare a measure necessary for the immediate preservation of the public peace, health, safety and welfare. This resolution shall take effect at the earliest time allowed by law.

PASSED: January 16, 2023

Jerry Day
Jerry L. Day, Mayor

ATTEST: Suzan Graves
Suzan Graves, Fiscal Officer

Village of Fredericktown
Complete Streets Policy
2022

1. Vision and Intent

1.1 The Village of Fredericktown has been improving access and livability for all citizens over the past several years. This policy will institutionalize and standardize how new and reconstruction transportation projects improve access and livability throughout the village. This policy applies to all new, reconstruction, and scheduled maintenance projects within the jurisdiction of Fredericktown. The policy does not intend to reconstruct infrastructure before it is past its useful life or scheduled improvements.

1.2 Complete Streets are connected multi-modal transportation networks, designed to safely and comfortably accommodate ALL users, regardless of individual differences, including, but not limited to motorists, pedestrians, cyclists, transit and school bus riders, horse-drawn buggies, delivery and service personnel, freight haulers, and emergency responders, while respecting the access needs of adjacent land uses.

1.3 Complete Streets are a vital component of the village's transportation network and contribute directly to Fredericktown, Ohio's goals to improve the community's health, safety, economic vitality, and quality of life. By implementing Complete Streets principles, the transportation network in the Village of Fredericktown will be inclusive, equitable, safe, context-sensitive, flexible, and reflect the best practices in roadway design.

1.4 The village shall adopt and implement a Complete Streets Policy to ensure the village's rights of way accommodate all users. The specific benefits are:

1. To promote livable, vibrant, and activity-friendly neighborhoods;
2. To expand recreational and transportation opportunities for bicyclists and pedestrians, including their ability to get to businesses, schools, employment, parks, and other destinations;
3. To create a safer transportation environment and reduce the frequency and severity of vehicular, bicycle, and pedestrian-related crashes;
4. To improve and enhance the mental, social, and physical health and fitness of the village's residents by providing safe and more convenient active transportation infrastructure;
5. To enhance the village's local economy by making it easier for residents and visitors to take transit, walk, or bike to destinations and increasing foot and bicycle traffic for local businesses;
6. To protect and preserve the environment by reducing the emission of greenhouse gasses and reducing the consumption of resources by promoting an increase in non-motorized travel; and
7. To create connectivity between the village and local/county-wide multi-use trail networks.

2. Diverse Users

2.1 The Village shall provide transportation choices that are safe, convenient, reliable, affordable, accessible, and timely for all users regardless of age, ability, race, ethnicity, religion, income, gender, identity, immigration status, language spoken or access to a personal vehicle. Transportation projects shall be designed and planned to accommodate all users of the transportation system, including but not limited to motorists, pedestrians, cyclists, transit and school bus riders, horse-drawn buggies, delivery and service personnel, freight haulers, and emergency responders.

2.2 All users and all transportation modes can benefit from Complete Streets improvements. When designing and planning transportation infrastructure, the village should prioritize the needs of people living with disabilities, the aging population, people with low incomes, and children, so that proposed improvements make a measurable difference in ease of travel, comfort, and safety for these most vulnerable users to improve:

1. Access to health care services, grocery shopping, banking, and other community resources located in the Village's central business district.
2. Access to parks and outdoor recreation facilities, especially for school-age children, and others without access to automobiles.
3. Access to Fredericktown Local Schools that is safe and convenient for students and their families within a ¼-mile radius.

3. Commitment in all Projects and Phases

3.1 Every village, state, and federally funded transportation project, as well as private development projects impacting the public way or where the public is allowed to travel, shall be approached as an opportunity to create safer, more accessible streets for all users. This policy shall require all new construction and reconstruction/retrofit projects to account for the needs of all modes of transportation and all users of the transportation network. In addition, all maintenance projects, and ongoing operations, such as resurfacing, repaving, restriping, rehabilitation, or other types of changes to the transportation system, shall account for the needs of all modes of transportation and all users of the road network.

Some examples of Complete Streets project locations include:

1. Along public streets include provisions for crossing public streets and private drives or streets, where appropriate
2. Across interchanges with state routes, where appropriate
3. To interconnect activity centers and residential areas with parks, trails, and open space

3.2 All construction and reconstruction/retrofit projects must also provide accommodations for all modes of transportation to continue to use the road safely and efficiently during any construction or repair work that infringes on the right of way, bicycle facility, and/or sidewalk where feasible.

4. Clear, Accountable Exceptions

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

1. 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.
2. The cost of accommodation is excessively disproportionate to the need or probable use.
3. A documented absence of current and future needs.
4. Emergency repairs such as a water main leak 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.

4.2 Exceptions to the Complete Streets Policy will be reviewed and documented by the Village Administrator and approved by the Village of Fredericktown's Planning Commission, and the Village Council. Documentation of the proposed exception will be published in the Planning Commission and Village Council meeting minutes and accessible to the public via the Village website.

5. Jurisdiction

5.1 All new transportation infrastructure, street design, and reconstruction projects funded by the Village shall adhere to this policy.

5.2 Projects funded by non-municipal agencies, located in the public right of way, shall adhere to this policy.

5.3 Private developments affecting the public right of way, including street design and construction components, shall adhere to and fully support this policy. The developer shall agree upon applicable requirements early in the approval process. The village shall verify compliance with the development during inspections before the use of such improvements by the general public.

5.4 For all transportation facilities that connect to neighboring municipalities, Complete Streets principles shall be encouraged across borders so that accommodations are continuous to destinations beyond the village limits.

5.5 The village shall provide well-maintained transportation infrastructure that exemplifies Complete Streets principles for transportation facilities that are part of a regional, statewide, or national network, e.g., maintenance of transit shelters and regional trails.

5.6 In implementing the Complete Streets policy, the village shall coordinate, plan, and facilitate interagency discussions and coordination between all departments in the village, with the county, county public health organizations, and adjacent communities, as deemed necessary. Specific initiatives are as follows:

1. Working with Knox Area Transit, or other similar agency, to identify existing and potential locations for transit stops and working to ensure that pedestrians and bicyclists can conveniently and safely access transit vehicles at those locations.
2. Working with adjacent jurisdictions (townships, cities, and counties) to build connected trail networks.
3. Identifying active transportation projects to be included in the Knox County Active Transportation Plan.
4. Working with regional and state organizations such as the Mid-Ohio Regional Planning Commission, Central Ohio Rural Planning Organization, Knox County Regional Planning Commission, and the Ohio Department of Transportation.

6. Design

6.1 The Complete Streets policy hereby adopts the current versions of best practices for guidance and standards for inclusion of Complete Streets elements, including, but not limited to, the following:

- [Ohio Department of Transportation \(ODOT\) Multimodal Design Guidelines](#)
- ODOT Location and Design Manual, Volume 1 – Roadway Design
- AASHTO (American Association of State Highway and Transportation Officials) Policy on Geometric Design of Highways and Streets
- Americans with Disabilities Act
- [Proposed Public Rights-of-Way Accessibility Guidelines](#)
- Ohio Manual of Universal Traffic Control Devices

6.2 The above best practices are formally adopted through approval of this Complete Streets policy, including current versions of these documents, as well as updated versions.

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, its current and planned building forms and uses, and its current and expected transportation needs.

7.2 The Village will consider existing users and uses to avoid unnecessary disruption and displacement of people and activities.

7.3 The Village will adhere to Complete Streets principles when developing or revising land-use tools. Village zoning, subdivision regulations, land-use plans, and other relevant policies will abide by the Complete Streets ordinance. When policies, regulations, ordinances, and plans are revised they will incorporate the Complete Streets principles and standards outlined in this document. These can be achieved through an active planning commission and a comprehensive effort, including transportation planning, land-use planning, and economic development activities.

8. Performance Measures

8.1 The Village of Fredericktown is committed to tracking and evaluating performance measures in relation to the Complete Streets policy and its impact on the accessibility, economy, safety, and health of the Village. Every two years, the Village of Fredericktown Administrator shall measure (or collect from appropriate source) and report to Village Council and the general public an evaluation using, but not limited to, the following performance measures:

1. Linear feet and locations of new or restriped on-street bicycle facilities
2. Linear feet and locations of new sidewalk
3. Linear feet and locations of new shared use paths
4. Number of new ADA-compliant curb ramps installed along city streets
5. Number of improved crosswalks/intersections to accommodate pedestrians
6. Percentage completion of bicycle and pedestrian networks located in village limits as envisioned by the Knox County Active Transportation Plan
7. The relative share of projects implemented within 1/4 mile of schools, health care services, grocery stores, banks, parks, or recreational facilities within the central business district.
8. Percentage of students walking or biking to school (Fredericktown Local Schools)
9. Number of, and reasons for, exceptions approved;
10. Report on effectiveness of engaging with individuals impacted by each project, consideration of their suggestions, and documentation of improvements that resulted from their input.

8.2 A biannual report will include outcomes for each performance measure contained in this policy compared to the previous year(s) and will be made available for public review on the Village website and reported to residents via utility bills and Village Facebook page.

9. Project Selection Criteria

9.1 The Village of Fredericktown shall prioritize funding or pursuing outside funding for projects that include active transportation infrastructure, target underserved communities, alleviate health disparities, improve safety, and benefit the local economy.

9.2 When considering the various elements of street design, the Village shall give priority as follows:

1. Safety: Above all, safety is imperative, with pedestrian safety having the highest priority; projects shall be prioritized in areas with a history of crashes involving pedestrians or with a high concentration of people with disabilities, older residents, and others at higher risk.
2. Access to Destinations: Street design elements that encourage and support walking, biking, and transit trips on streets near schools or are heavily used by students commuting to school, parks, or other community resources in the Village's central business district.
3. Connectivity: The Village recognizes that not all modes can receive the same degree of accommodations on every street, but projects will be prioritized that fill a gap or lead to a more connected walking and bicycling network.

9.3 The Fredericktown Active Transportation Plan contains a list of prioritized projects that should be considered first when implementing projects.

10. Implementation Steps

10.1 The Village will establish a Transportation Advisory Group, which will meet at least annually with the Village Council's Public Works Committee and will include:

1. Village administration;
2. Chief of Police;
3. People who cycle for transportation;
4. Pedestrians;
5. Transit users;
6. People living with disabilities;
7. People over 65 years old and under 18;
8. Educational community within the Fredericktown Local School District;
9. Business community;
10. Knox Area Transit; and
11. Knox County Mobility Management.

10.2 The Village of Fredericktown shall view Complete Streets as integral to everyday transportation decision-making practices and processes. To this end:

1. The Public Works Committee will oversee the implementation of the Complete Streets policy in consultation with the Village Administrator, Village Planning Commission, and the Transportation Advisory Group.
2. The Village will incorporate Complete Street principles into proposed and updated plans, manuals, checklists, decision trees, rules, regulations, and programs as they are revised.
3. The Village Administrator shall communicate this policy to relevant jurisdictions and organizations, specifically those who might be affected by the Complete Streets policy.
4. The Village shall continue to send staff to yearly professional development and training on Complete Streets, pedestrian and bicycle safety, and other active transportation topics.
5. Village staff shall coordinate on an ongoing basis with the Knox County Active Transportation Coalition to identify priority infrastructure improvement projects within the Active Transportation Plan.
6. Village staff shall actively seek appropriate funding sources to implement Complete Streets through the Active Transportation and Economic Growth and Development Plans.
7. The Village will develop a community engagement plan for public engagement in the project selection, design, and implementation process. This plan shall include equitable community engagement strategies.