



Legislation Text

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TDOT071823COMPLETESTREETSPOLICY
Traffic Management
Councilwoman Morris

Amending Ordinance 391-23 TMC Chapter 901 (Complete Streets Policy); to exclude cul de sacs and dead end streets from the sidewalk requirement and declaring an emergency.

SUMMARY & BACKGROUND:

City Council desires to revise Chapter 901 in the Toledo Municipal Code to define the City's Complete Streets Policy. This ordinance will amend this chapter.

NOW THEREFORE Be it ordained by the Council of the City of Toledo:

SECTION 1. That the existing Toledo Municipal Code ("TMC") Chapter 901 which reads as follows:

Chapter 901
Complete Streets Policy

- 901.01 Definition.
- 901.01 Terminology.
- 901.02 Goals.
- 901.03 Components,

901.01. Definition.

Complete Streets is an approach to planning, designing, building, operating, and maintaining streets that enable safe access to all people who need to use them, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

901.02. Terminology.

Right of way or Public way - property under the control of the City or other governing body that generally encompasses the roadway and a set distance on either side; commonly to the back of the sidewalk or furthest utility.

Stakeholders - A stakeholder is a person, group, or organization with a vested interest in the decision-making and activities of an organization or project. Stakeholders can be members of the organization they have a stake in, or they can have no official affiliation.

Environmental Circumstances - External conditions or surroundings in which people live, work, play, or travel.

Facilities - something designed, built, or installed to serve a specific purpose for convenience or service.

Mobility - the ability to move or be moved freely and easily.

Context Sensitive Design - aims to preserve or enhance both environment and community while maintaining safety and mobility, making sure the final product best fits its chosen setting.

NACTO - National Association of City Transportation Officials.

901.03. Goals.

To provide a well-maintained multimodal transportation system that addresses and prioritizes the needs of all users by the creation and utilization of a robust complete streets policy focused on safety, improved mobility, increased transportation options, and context-sensitive design.

901.04. Components

1. The public way shall be designed, operated, and maintained to address accessibility and maximize the comfort, safety, and needs of all users, of all ages and abilities, whether traveling on foot, by using mobility aids/devices, by transit, by bicycle, or by motor vehicle, including freight & delivery. This Complete Streets Policy shall apply to all public and private entities doing work in the public way and on City-owned transportation facilities, including, but not limited to, streets, sidewalks, alleys, bridges, and trails. The City shall require the owners and operators of other highways, private streets, sidewalks, alleys, trails, and parking lots to also adhere to the Policy through engineering requirements and development review processes.
2. The City shall incorporate this Complete Streets Policy into all appropriate projects to incrementally achieve a complete, interconnected transportation network that serves all users and encourages walking, biking, and transit trips. An interconnected network will not only provide high-quality individual facilities but also provide facilities that enable efficient and convenient transitions from one mode of transportation to another and from one type of infrastructure to another.
3. The City shall incorporate Complete Streets principles into all public way improvements and project phases, including planning, programming, design, right of way acquisition, permitting, subdivision and land development or redevelopment, new construction, reconstruction, operation, and capital improvements.
4. Stormwater management shall be incorporated or maintained within the public right of way as part of Complete Streets.
5. The City also recognizes that street trees, landscaping, other green infrastructure, and enhancements contribute to a comfortable and safe, healthy pedestrian environment through improved air quality, valuable shade, and beautification.
6. The City recognizes that not all modes can receive the same degree of accommodations on every street, but the goal is for users of all ages and abilities to safely, comfortably, and conveniently travel across and through the network. Street design elements that encourage and support walking, biking, and transit trips in a manner that considers the context of the surrounding community as well as the broader urban design needs of the city shall give priority as follows:

- a. Above all, safety is imperative, with pedestrian safety having the highest priority.
 - b. Environmental circumstances will determine the next most vulnerable type of user.
7. The City shall prioritize universal and equitable investment in underserved communities throughout the City which lack the existing infrastructure that encourages walking, biking, and transit trips, as well as areas where data indicate crash risk and health disparities.
8. The City is encouraged to engage with community stakeholders and representatives when designing public way improvements that significantly impact the design or character of the road. This public engagement shall be conducted with online surveys, public involvement meetings, and collaboration with the Mayor's office, City Council, proper City Divisions, and other relevant stakeholders and organizations.
9. The City shall incorporate the Complete Streets principles established herein into all future or amended land use, transportation, neighborhood, and comprehensive plans, and all future or amended policies, resolutions, or ordinances impacting the public right of way.
10. The City shall continually look to the latest industry standards and guidelines to develop the Complete Streets Policy. The City of Toledo recognizes that design criteria shall not be considered prescriptive or taken as mandate; rather, Complete Streets guidance is intended to assist in the application of engineering and planning principles. All entities working within the City of Toledo shall strive to meet or exceed national best-practice guidelines on all transportation projects. The latest national, state, and local design guidance, standards, and recommendations available shall be considered in the implementation of Complete Streets.
11. The City shall establish a Complete Streets Committee consisting of the following:
 - Director of Transportation
 - Division of Traffic Management
 - Division of Road and Bridge Maintenance
 - Division of Engineering and Construction Management
 - Toledo-Lucas County Plan Commissions
12. The Complete Streets Committee shall oversee the implementation of the Complete Streets Policy by prioritizing, assigning, monitoring, reviewing project specific exceptions, and establishing timelines for the following actions (list not intended to be exhaustive):
 - a. Initiate development of a City of Toledo Complete Streets Handbook.

- Review and update as needed, current design standards to ensure they reflect the best available design standards and guidelines.
 - Review and revise as necessary, procedures, plans, regulations, and other processes.
 - Recommend policy and process changes that support Complete Streets projects.
- b. Review for endorsement national best practice design guidance, including, but not limited to, NACTO and Ohio Department of Transportation Multi-modal designs guides.
- c. Identify professional development and training opportunities on street design best practices. Encourage staff to attend conferences, classes, webinars, and workshops related to Complete Streets design.
- d. Recommend project evaluation and performance criteria, and institute standard data collection procedures, to understand and promote how well streets are serving all users.
- e. Identify ways to effectively provide public education and enforcement with respect for proper road-use behavior by all users and all modes.
- f. Conduct an annual Complete Streets Report, or incorporate Complete Streets metrics into routine annual reports, and submit to the Mayor, the City Council, and other departments as appropriate. Such evaluations shall include statistics and relevant data including, but not limited to the following:
- Population characteristics
 - Modal share
 - Crashes and volumes (including mode of transportation)
 - Bicycle, pedestrian, and transit improvements
 - Public outreach efforts
 - Street repair and maintenance
 - Pre- and post-construction trends

13. The Complete Streets Committee shall work cooperatively to address community concerns and together assist in achieving community visions and goals in a manner that respects the local context. When conceptualizing, prioritizing, and designing projects, the City shall consult plans and policies created with public input, including but not limited to, the City of Toledo Comprehensive Plan, Neighborhood Plans, and the City of Toledo Bike Plan. The City shall administer an open and equitable process for community engagement regarding project development and implementation. The Complete Streets Committee shall seek input from neighborhood associations, business improvement districts, neighborhood improvement districts, and other neighborhood groups on transportation projects; and also with the Ohio Department of Transportation, Lucas County Engineers Office, Toledo Area Regional Transportation Authority (TARTA), Toledo Metro Area Council of Governments (TMACOG), as well as other agencies to ensure that the Complete Streets principles established herein are

incorporated into all projects within the public right of way.

SECTION 2. Be amended to read as follows:

Chapter 901 Complete Streets Policy

- 901.01 Definition.
- 901.02 Terminology.
- 901.03 Goals.
- 901.04 Components,

901.01 Definition.

Complete Streets is an approach to planning, designing, building, operating, and maintaining streets that enable safe access to all people who need to use them, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

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To provide a well-maintained multimodal transportation system that addresses and prioritizes the needs of all users by the creation and utilization of a robust complete streets policy focused on safety, improved mobility, increased transportation options, and context-sensitive design.

901.04 Components

1. The public way shall be designed, operated, and maintained to address accessibility and maximize the comfort, safety, and needs of all users, of all ages and abilities, whether traveling on foot, by using mobility aids/devices, by transit, by bicycle, or by motor vehicle, including freight & delivery. This Complete Streets Policy shall apply to all public and private entities doing work in the public way and on City-owned transportation facilities, including, but not limited to, streets, sidewalks, alleys, bridges, and trails. The City shall require the owners and operators of other highways, private streets, sidewalks, alleys, trails, and parking lots to also adhere to the Policy

through engineering requirements and development review processes.

2. The City shall incorporate this Complete Streets Policy into all appropriate projects to incrementally achieve a complete, interconnected transportation network that serves all users and encourages walking, biking, and transit trips. An interconnected network will not only provide high-quality individual facilities but also provide facilities that enable efficient and convenient transitions from one mode of transportation to another and from one type of infrastructure to another.
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 - b. Environmental circumstances will determine the next most vulnerable type of user.
7. The City shall prioritize universal and equitable investment in underserved communities throughout the City which lack the existing infrastructure that encourages walking, biking, and transit trips, as well as areas where data indicate crash risk and health disparities.
8. The City is encouraged to engage with community stakeholders and representatives when designing public way improvements that significantly impact the design or character of the road. This public engagement shall be conducted with online surveys, public involvement meetings, and collaboration with the Mayor's office, City Council, proper City Divisions, and other relevant stakeholders and organizations. Applying the above review to include the following exception;

- A. Sidewalks shall not be required on any dead-end street or Cul de Sac, starting from the nearest intersecting street, except by petition of a majority of residents of the street.
9. The City shall incorporate the Complete Streets principles established herein into all future or amended land use, transportation, neighborhood, and comprehensive plans, and all future or amended policies, resolutions, or ordinances impacting the public right of way.
10. The City shall continually look to the latest industry standards and guidelines to develop the Complete Streets Policy. The City of Toledo recognizes that design criteria shall not be considered prescriptive or taken as mandate; rather, Complete Streets guidance is intended to assist in the application of engineering and planning principles. All entities working within the City of Toledo shall strive to meet or exceed national best-practice guidelines on all transportation projects. The latest national, state, and local design guidance, standards, and recommendations available shall be considered in the implementation of Complete Streets.
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- b. Review for endorsement national best practice design guidance, including, but not limited to, NACTO and Ohio Department of Transportation Multi-modal designs guides.
- c. Identify professional development and training opportunities on street design best practices. Encourage staff to attend conferences, classes, webinars, and workshops related to Complete Streets design.

- d. Recommend project evaluation and performance criteria, and institute standard data collection procedures, to understand and promote how well streets are serving all users.
- e. Identify ways to effectively provide public education and enforcement with respect for proper road-use behavior by all users and all modes.
- f. Conduct an annual Complete Streets Report, or incorporate Complete Streets metrics into routine annual reports, and submit to the Mayor, the City Council, and other departments as appropriate. Such evaluations shall include statistics and relevant data including, but not limited to the following:
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SECTION 3. That this ordinance is hereby declared to be an emergency measure and shall take effect and be in force immediately from and after its passage. The reason for the emergency lies in the fact that the same is necessary for the immediate preservation of the public peace, health, safety and property, and for the further reason that the City shall revise the existing Complete Streets Policy.

Vote on emergency clause: yeas _____, nays _____.

Passed: _____, as an emergency measure: yeas _____, nays _____.

Attest: _____
Clerk of Council

President of Council

Approved: _____

Mayor

I hereby certify that the above is a true and correct copy of an Ordinance passed by Council

_____.

Attest: _____
Clerk of Council