



Legislation Text

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TDOT071823COMPLETESTREETSPOLICY

Traffic Management

Doug Stephens (x1006)

Repealing Toledo Municipal Code (“TMC”) Chapter 901 (Complete Streets Policy); enacting a new TMC Chapter 901 (Complete Streets Policy); 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.

901.02 Goal.

901.03 Elements.

901.04 Other.

901.01. Definition.

A "Complete Street" is one which is designed to be a transportation corridor and public space to accommodate all users including pedestrians, bicyclists, public transit users and motorists alike.

Complete streets shall endeavor to offer safe, unimpeded travel for all users.

(Ord. 656-10. Passed 12-21-10.)

901.02. Goal.

The goal of the City of Toledo's Complete Streets Policy is to plan, design and construct transportation and infrastructure improvements throughout the City in a manner which produces safe access to and active use by walkers and those on bicycles as well as accommodating those in public and privately owned vehicles. The Department of Public Utilities will identify, evaluate, plan, design and construct all major infrastructure projects with this multi-purpose approach to maximize the value of project investment. All projects will be evaluated regarding the relative opportunity to enhance multi-purpose overlap and to introduce complete streets elements.

(Ord. 656-10. Passed 12-21-10.)

901.03. Elements.

Examples:

Bicycle lanes adjacent to a roadway;

Sidewalks & multi-use paths within the rights-of-way;

Pedestrian crossing signals which include audible crossing signals for the visually impaired;

Easy access to public transit facilities and lines;

Sidewalks;

Street amenities including benches, lighting, landscaping, etc.;

Appropriate pedestrian signage and/or way finding enhancements.

(Ord. 656-10. Passed 12-21-10.)

901.04. Other.

All major infrastructure projects will contemplate long range transportation plans, community-wide goals, neighborhood contextual matters, site specific opportunities and physical constraints to ensure that all potential users' needs are considered. On roadway projects, the current and projected traffic counts will be reviewed to determine if the number of lanes for vehicles should be reduced to allow the addition of bike lanes.

It is recognized that some projects, corridors or streets may be able to accommodate more or fewer complete street elements than others for a variety of reasons. Nevertheless; where practical and economically feasible the City of Toledo will strive to incorporate complete streets elements and principles into all of its public transportation and infrastructure projects.

(Ord. 656-10. Passed 12-21-10.)

is repealed.

SECTION 2. That a new TMC Chapter 901 is enacted 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.

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 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 12, nays 0.

Passed: August 15, 2023, as an emergency measure: yeas 12, nays 0.

Attest:

Gerald E. Dendinger
Clerk of Council

Matt Cherry
President of Council

Approved:

August 15, 2023
Wade Kapszukiewicz
Mayor