

Village of Somerset

Complete Streets Policy

Adopted: 9-18-18

1. VISION

Complete Streets Policy create an equitable, balanced and effective transportation system where every roadway user can travel safely and comfortably. Complete Streets strive to provide the best possible blend of service, mobility and safety for citizens of all ages, income levels and abilities.

2. DEFINITION

Complete Streets are roadways designed to safely and comfortably accommodate all users, including, but not limited to motorists, cyclists, pedestrians, transit and school bus riders, delivery and service personnel, freight haulers, persons with mobility impairments and emergency responders.

3. GOALS

I.To create a comprehensive, integrated and connected transportation network that supports compact, sustainable development and provides livable communities.

II.To make the roadway and street environment safer and more inviting by reducing the frequency and severity of vehicular, bicycle and pedestrian-related accidents.

III.To ensure safety, ease of use, and ease of transfer between modes for all users of the transportation system.

IV.To provide flexibility for different types of streets, areas and users.

4. APPLICABILITY AND SCOPE

This Complete Streets Policy applies to all projects, including the new construction, reconstruction, rehabilitation, repair, maintenance or planning of roadways, trails and other transportation facilities that will use federal funds allocated through Mid-Ohio Regional Planning Commission or "MORPC". Transportation improvement phases include, but are not limited to, planning, programming, designing and engineering.

Review process-A MORPC checklist accompanying the policy was developed to guide project sponsors through the project definition, scoping, funding application and project design stages.

Appeals process-Project sponsors may request an exemption or re-review of their projects by the Appeals committee if they cannot reach an agreement with the Complete Streets Policy requirements.

5. REQUIREMENTS

Each project shall use the most appropriate design standards and procedures. For projects using MORPC attributable federal funding, it will be necessary to meet or exceed standards and procedures acceptable to the Ohio and U.S. Departments of Transportation, such as the Ohio Department of Transportation's Project Development Process and Location & Design Manual.

A systems approach shall be used in developing roadway projects, especially to ensure coordination with nearby jurisdictions, projects, and plans irrespective of the project sponsor.

6. RECOMMENDATIONS

- All users should be considered during the entire life cycle of a project, including planning, design, construction, operations and maintenance.
- Street furniture, such as bike racks or benches, should be considered as part of all projects if they do not impede any user.
- When designing a facility that includes or crosses an existing or future transit route, ensure that the appropriate pedestrian and wheelchair access is provided to and from the transit stops.
- Traffic-calming elements including, but not limited to, landscaping, street trees, and narrowing of lanes, should be considered where safe and appropriate.
- Project sponsors should consider including street trees and landscape components, with careful analysis of tree type, site, and design considerations.
- Special consideration should be given to future planned facilities or services.
- While this policy focuses on transportation, local governments should review their land use and zoning policies to provide for mixed land use developments and projects that provide direct non-vehicular connections within a given development.
- Each local community should regularly update its project design standards and procedures and train its staff to adhere to them.

7. IMPLEMENTATION

Approval and adoption of this Complete Streets policy, it will become part of Somerset's planning process and project selection for MORPC-attributable funding. The principles of this policy will also guide Somerset in the preparation of the Regional Transportation Plan and other plans it prepares or to which it contributes.

8. EVALUATION

Somerset shall, at a minimum, evaluate this policy and the documents associated with it on an annual basis. This evaluation may include recommendations for amendments to the Complete Streets Policy, including the development of exemption guidance, and subsequently be considered for adoption by the Zoning Committee of Somerset utilizing its then current public and member involvement procedures.

9. DEFINITIONS

Pedestrian and Bicycle Facilities Plan A comprehensive plan and accompanying map(s) that identifies a vision and framework for pedestrian and bicycle facility improvements to implement a continuous and easily accessible walking and bicycle route network within and through the

Complete Streets 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 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, pavements markings and signs; sidewalks and pedestrian safety improvements such as medians, curb extensions and crosswalks; ADA (Americans with Disabilities Act) accessible curb ramps 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.

Complete Streets Improvement Plan A comprehensive plan and accompanying map(s) that identifies streets targeted for Complete Streets improvements throughout the village.

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 installation 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.

10. COOPERATION AND COLLABORATION

The implementation of Complete Streets will require cooperation and collaboration between many stakeholders on a regular basis. Besides continuing the cooperation that has existed between the Board of Public Affairs, Village Planning and Zoning committees, Parks and Recreation, Regional Planning and the Village should strive to reach out, when applicable, to:

- 1) Business and Industry
- 2) Perry County Health Department
- 3) Bike Clubs
- 4) Hocking College
- 5) Northern Local School District
- 6) Genesis Healthcare System
- 7) Reading Township
- 8) Perry County Commissioners
- 9) Perry County Mobility Manager
- 10) ODOT

11. EXCEPTIONS .

The Village of Somerset, while being in favor of promoting Complete Streets, notes possible exceptions:

I. Public safety is compromised.

II . 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.

III. If the cost of constructing Complete Streets improvements, is disproportionate to the current need or anticipated future demand for such improvements.

- IV. Where there is an absence of current or projected need.
- V. Historic preservation compromised by Complete Streets Policy.
- VI. Complete Streets accommodations already exist on a nearby road. VII. The improvement is a short distance and not continuous.
- VIII. Unwanted or needed based on public preference or engineering judgement.

12. MEASURE OF SUCCESS:

- 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
- Number of crosswalks built or improved
- Number of ADA accommodations built/installed
- Number of Transit accessibility improvement built
- Number of street trees planted
- Bicycle and pedestrian accident data
- Linear feet of pedestrian accommodations built or repaired
- User data bicycle, pedestrian, transit and traffic counts
- Total dollar amount spent on Complete Streets improvements ● Economic Growth Measure (where applicable)

APPENDIX A: ACCOMPLISHMENTS

As of 2018, the Village of Somerset has; v/
 Added ADA accessible sidewalk ramps.

Added new sidewalks on Main Street and Columbus Street

v/ Added new trails at the Finck's Nature Preserve

Used Community Development Block Grant funds to replace broken up sidewalks and install new connecting sidewalks in areas without them.

APPENDIX B: REFERENCE LIST FOR FUTHER READING

American Association of State Highway & Transportation Officials
 A policy of Geometric Design of Highways and Streets (6th Edition, 2011)
 Guide for the Development of Bicycle Facilities (4th Edition, 2012) Guide
 for the Planning, Design and Operations of Pedestrian Facilities

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

National Association of City Transportation Officials (NACTO) Urban
Bikeway Design Guide 2014 & Urban Street Design Guide 2013

U.S. Architectural and Transportation Barriers Compliance Board
Accessible Right-of-Way: Design Guide