

RESOLUTION NO. 11-3A

BY Elizabeth Weir Floyd Stare Board

A RESOLUTION EXPRESSING SUPPORT FOR COMPLETE STREETS PRINCIPLES AND CREATING A POLICY WHICH EQUALLY CONSIDERS ALL USERS IN TRANSPORTATION POLICIES, PLANNING, AND DESIGN PROJECTS.

WHEREAS, Complete Streets are defined as roadways that enable safe and convenient access for all users, including, but not limited to, bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation and seniors; and,

WHEREAS, Complete Streets principles call for the equal consideration of all users in the planning, design, construction, operation, and maintenance of transportation facilities; and,

WHEREAS, roadways constitute a large portion of the public space and have a dramatic effect on the current and future uses of adjacent public and private land as well as the character of the community as a whole; and,

WHEREAS, roadways that integrate and invite multiple transportation choices – integrating pedestrians, bicycles, public transit, and motor vehicles – contribute to the public life of a community, sustainable economic development, and efficient movement of people and goods; and,

WHEREAS, trends in energy and transportation costs, air quality, and public health militate towards a more comprehensive approach to mobility within communities to offer a greater variety of mobility choices that are not strictly automobile based; and,

WHEREAS, there are practical limits to roadway expansion as a response to traffic congestion; and,

WHEREAS, encouraging non-motorized transportation improves public health, advances responsible stewardship of environmental and monetary resources, reduces fuel consumption, and maximizes the use of roadway infrastructure; and,

WHEREAS, integrating sidewalks, bike facilities, transit amenities, and crossings into the initial design of streets projects avoids the expense of retrofits later; and,

WHEREAS, Complete Streets principles are compatible with existing planning and transportation policies and documents, especially Newark's Comprehensive Plan; and,

WHEREAS, other jurisdictions and agencies nationwide have adopted Complete Streets legislation, including the United States Department of Transportation, numerous state transportation agencies, metropolitan planning organizations, and municipalities;

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF NEWARK, COUNTY OF LICKING, AND STATE OF OHIO, THAT:

In order to ensure transportation options are available to all users, the City hereby establishes and adopts a Complete Streets Policy whereby:

Section 1: Complete Streets principles will be considered for incorporation into transportation policies and design standards through the City of Newark development regulations,

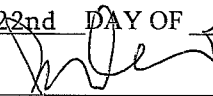
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zoning code, standard engineering drawings, and coordination with the City's Capital Improvements Program.

Section 2: It is recommended that public street improvements including planning, design, construction, operation, rehabilitation and maintenance consider provision for the transportation needs of all users. Accommodation of all users shall not be required if:


- A. Accommodation of certain users is prohibited by law,
- B. It is jointly determined by the City Engineer, City Planner and Public Safety Director that certain user groups cannot, or should not be accommodated due to outstanding factors such as disproportionately high cost, excessive safety risks, a lack of current and potential future demand, or substantial negative environmental impacts.
- C. A project involves only the following maintenance activities designed to keep assets in serviceable condition: mowing, cleaning, sweeping, plowing, spot repair, concrete joint repair, bituminous joint repair, seal coating, when interim measures are implemented on temporary detour or haul routes, or in cases where an emergency is declared.

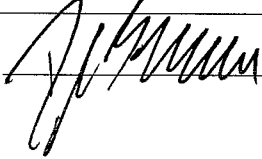
Section 3: Opportunities to create Complete Streets should be given consideration with other infrastructure improvements such as water, sanitary sewer, and storm sewer projects to the extent permitted by law or regulation.

ADOPTED THE 22nd DAY OF February, 2011

 _____, PRESIDENT OF COUNCIL

ATTEST , CLERK OF COUNCIL

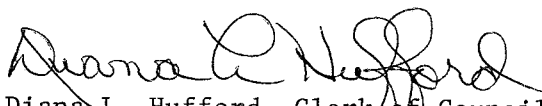
DATE FILED WITH MAYOR February 22, 2011

DATE APPROVED BY MAYOR February 22, 2011

 _____, MAYOR

FORM APPROVED: , DIRECTOR OF LAW

C E R T I F I C A T E

I, Diana L. Hufford, duly elected and appointed clerk of council do hereby certify the foregoing is a true and exact copy of Resolution No. 11-3A adopted the 22nd of February 2011 by the Council of the City of Newark, Ohio.


 Diana L. Hufford, Clerk of Council
 City of Newark, Ohio