



City of Troy, Ohio

Complete Streets Policy

Adopted April 17, 2017 by Resolution R-21-2017

Amended November 20, 2017 by Resolution R-50-2017

Vision

The vision of this Policy is to create a comprehensive, integrated, balanced, and connected transportation network where all users can travel safely and comfortably to promote a more livable community.

Definition

Complete streets are facilities designed and operated to safely and comfortably accommodate users of all ages, including, but not limited to motorists, cyclists, pedestrians, transit and school bus riders, and emergency responders to move along and cross the street. “User” includes people of all ages and abilities.

Purpose

This Policy is intended to incorporate the needs of all users through the planning, design, approval, and implementation processes for any construction, reconstruction, and retrofit of streets in the transportation network, including pavement resurfacing, restriping and signalization operations if the safety and convenience of users can be improved within the scope of the work. Providing various forms of transportation will increase public health, reduce demand for motor vehicles by contributing to walkable neighborhoods which can foster interaction, create a sense of community pride and improve quality of life.

It is intended that this Policy, located in the City of Troy Comprehensive Plan, ensures city projects conform to the Miami Valley Regional Planning Commission Complete Street Policy, which implies city projects will remain competitive when seeking federal and state funding administered through this agency.

Goals

1. Incorporate the vision, purpose and goals of this Policy into all aspects of the project development process for transportation projects within the City.
2. Create a balanced, interconnected transportation network consistent with the Comprehensive Plan and other relevant policies of the City.
3. Promote the use of the best design standards including AASHTO, MUTCD, ADAAG and others as related. Methods for providing flexibility within safe design parameters will be considered.
4. Increase transportation choices to avoid traffic congestion and increase the overall capacity of the transportation network.
5. Improve safety by the design and accommodation for cyclist and pedestrians.
6. Encourage walking and cycling by providing a safe network to help people of all ages and abilities to get physical activity.
7. Encourage businesses to provide bicycle parking for staff and patrons.

Applicability

This Policy applies to all projects, including new construction, rehabilitation, repair, resurfacing, and maintenance of transportation network facilities located within the Public right-of-way or on public or private land. Projects approved or designed before the adoption of this Policy are exempt. All other projects are subject to this Policy.

Review Process

All transportation projects within the public right-of-way, publicly owned land, or within Planned Developments and subdivisions shall be reviewed for conformity with this policy.

Exemptions

Exemptions to the Complete Streets Policy must be documented in writing by either the City Engineer or Planning & Zoning Manager with supporting data that indicates the reason for the decision and follows:

1. There is an absence of current and future need.
2. The cost of accommodations for a particular mode is excessively disproportionate to the need and potential benefit of a project.
3. The project involves minor ordinary maintenance activities, such as cleaning, sealing, patching and surface treatments.

Implementation

1. Develop Complete Streets master transportation plan.
2. Evaluate each street and provide a classification type.
3. Implement recommendations to a Safe Routes to School Travel Plan and maintain local Safe Routes to Schools Program.
4. A systems approach should be used in developing roadway projects to ensure one mode of transportation does not prevent safe use by another mode.
5. Adjust Capital Improvement Plan to reflect a higher prioritization given to those projects that advance the vision and goals of the Complete Streets Policy.
6. Continue to evaluate traffic control devices with modification when necessary.
7. Implement recommendations of intersection improvements when development occurs.
8. All improvements shall be informed by the principles, best practices, and design guidelines outlined in the most recent editions of the Guide for the Development of Bicycle Facilities, published by the American Association of State Highway and Transportation Officials (AASHTO) and the Urban Bikeway Design Guide, published by the National Association of City Transportation Officials (NACTO).

Performance Measures

1. Increase the number of miles of on-street bicycle routes with clearly marked accommodations.
2. Provide sidewalk connectivity throughout the city.
3. Increase the public and private development to install bicycle racks and other street furniture.
4. Provide training and education for staff, elected and appointed officials and citizens to continue to promote the goals included in this policy.

Evaluation

The City shall evaluate this policy and the documents associated with it every two years. The evaluation may include recommendations for amendments to the Complete Streets Policy.