



## AMESVILLE COMPLETE STREET POLICY 2023

Like many rural areas, most parts of Amesville were designed for automobile transportation only and lack facilities for pedestrians, bicyclists, and transit users. But, after the flood of 1998 and the creation of Gifford Park, there was an opportunity to add additional playgrounds, a walking trail, exercise areas and other elements.

As demand for walking, bicycling, and transit grows, safe and accessible transportation accommodations for all modes become increasingly necessary. Reducing the sole reliance on the automobile can help in improving air quality and reducing greenhouse gas emissions. About 80 percent of workers residing in Amesville work outside the village boundaries. It is essential to provide safe and accessible transportation facilities for all users within Amesville and to connect to neighboring communities.

An estimated 15 percent of Amesville residents suffer from obesity. A lack of physical activity is one of the many factors that increase the risk of obesity and diseases associated with the condition. Active transportation is an efficient, convenient way for residents to get exercise. According to Census data, 5 percent of households in Amesville have no access to a motor vehicle. The residents of these households should be accommodated by infrastructure that makes non-automobile transportation safe, convenient, and comfortable.

Amesville is not served by any local bus routes. "On Demand Transportation" does offer services if requested 24 hours in advance.

Finally, in 2022 there were 2 motor vehicle crashes in Amesville along Route 550 and the ongoing speeding along this route is of significant concern for most village residents.

Improving traffic safety is a priority for the village.

**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, and emergency responders. "All users" includes people of all ages and abilities.

**Vision:** To create an equitable, balanced, and effective transportation system throughout Amesville that allows every roadway user to travel safely and comfortably, makes sustainable transportation options available to everyone, and provides a comprehensive, integrated network for all modes both within Amesville and connecting to adjacent communities.

Policy Statement: The Complete Streets policy of Amesville is developed to provide guidance for decision-makers, planners, and designers to ensure that multimodal elements are incorporated into all transportation improvement projects.

- All roadway projects, including new roadways, reconstruction of existing roadways, and new developments in Amesville shall accommodate users of all ages and abilities, including pedestrians, bicyclists, transit users, motorists, persons with disabilities, and adjacent land users.
- Accommodation of all users should be consistent with the project context, including current or anticipated development density, roadway characteristics, transit plans, right-of-way dimensions and availability, and community plans. Since each roadway location is unique, flexibility in the appropriate type of facilities should be provided in order to allow designers to tailor the project to the unique circumstances.
- This policy shall apply to the new construction, reconstruction, rehabilitation, repair, maintenance, or planning of roadways, trails, and other transportation facilities, for the entire right-of-way.
- All plans, policies, standards, guidelines, and procedures shall be reviewed, and if necessary phased in gradually, to ensure compliance with Complete Streets principles. When revising those documents, it is critical to recognize the need for flexibility in balancing user needs.
- Once those documents are revised, all roadway projects shall adhere to the most recent village-approved documents, including the following:
  - Planning documents, such as the comprehensive master plan, area plan, strategic plan, bicycle master plan, mobility plan, thoroughfare plan, or Safe Routes to School plans.
  - Zoning and subdivision regulations.
  - Project development procedures, such as design standards.
  - Operations and maintenance plans.
  - Other applicable transportation policies.
- Roadway projects shall include a project description that provides information about the village right-of-way, public support for the improvement, the potential environmental impacts of improvements, and the benefits of the project, including improved access and connectivity.
- Project boundaries shall be chosen to include connections through “pinch points,” such as bridges.
- Roadway projects shall follow an open and transparent public engagement process during the entire process of complete street projects, from planning to opening.

Exemptions. Exemptions from this policy should be avoided. However, in cases where partial or full exemptions are necessary, they should be documented during the project development process and presented during the public engagement process. All exemptions shall be kept on record and made publicly available. The exemption of any roadway project from this policy shall be approved by a village council.

Performance Standards: The success of Complete Streets projects shall be measured through a number of ways, including but not limited to:

- Miles of on-street and off-street bicycle routes created.
- New linear feet of pedestrian accommodations.
- Changes in the number of people using public transportation, bicycling, or walking (mode shift).
- Percentage of children walking or bicycling to school (mode shift).
- Number of crashes involving people walking or bicycling.
- Number of new street trees.

According to the National Complete Streets Coalition, there are four key steps for successful implementation:

1. Restructure procedures to accommodate all users on every project.
2. Develop new design policies and guides.
3. Offer workshops and other training opportunities to planners and engineers.
4. Institute better ways to measure performance and collect data on how well the streets are serving all users.

Amesville will carry out these key steps in the following ways:

1. Procedures for new projects will be restructured to follow a process in which the village council reviews all projects for their accommodation of all users.
2. Resources will be allocated for the research and development of new or revised design standards and design policies for projects within the village. The village will also acquire samples of existing design guides that serve as good examples for the design of Complete Streets.
3. Amesville staff will attend workshops and other educational sessions relating (whenever possible) to the design and implementation of Complete Streets.
4. Village staff will conduct ongoing research to determine performance measures. Data on all modes of traffic will be collected annually and analyzed in order to determine trends.

## PRIORITIES

1. Through coordination with ODOT, Amesville will plan for and implement pinch points (curb extensions) along Route 550 (State Street) near the Franklin and Liberty intersections which include pedestrian crosswalks. Appropriate signage will be included.
2. A pedestrian crosswalk will be planned and implemented at the Amesville Elementary School on Route 329 that connects the school and the western parking lot. Appropriate signage will be included.
3. Existing brick sidewalks (where feasible) will be cleared, renovated, and maintained to restore the historic values and access for pedestrians in the village.
4. Speed bumps for Franklin Street (near the access points to Amesville Elementary School) will be researched and if needed, implemented by the village council.
5. An annual review of street trees on Routes 550 and 329 will be conducted to make sure there is always adequate visibility from all traffic entering and leaving the village.
6. Footfall markings on Franklin Street (leading to the Coonskin Museum) will be created and maintained to provide access to the museum.
7. Village Council will plan for and maintain funds to assure that the Gifford Park walking trail is always kept adequately maintained and accessible to all residents of Amesville.

## Pinch Points for Route 550 in Amesville, Ohio 45711

Curb Extensions Curb extensions, alternatively called chokers or bulb-outs, extend the sidewalk or curb line out into the parking lane, which reduces the effective street width and creates a pinch point along the street. They can be created by bringing both curbs in, or by more dramatically widening one side at a midblock location. They can also be used at intersections, creating a gateway effect. Costs can vary depending on drainage, the addition of street furnishings/landscaping/special paving, and whether utilities must be relocated.

