

Exhibit A

COMPLETE STREETS POLICY

1. Definition, Vision, and Intent

1.1 The City of Mount Vernon has been improving access and livability for all citizens over the past several years. This policy will institutionalize and standardize how new and reconstruction transportation projects improve access and livability throughout Mount Vernon. Once passed by Mount Vernon City Council, this policy will be applicable to all new, reconstruction, and scheduled maintenance projects within the jurisdiction of Mount Vernon. The policy is not intended to be used to reconstruct infrastructure before it is past its useful life or before scheduled improvements.

1.2 Complete Streets are connected multi-modal transportation networks, designed to safely and comfortably accommodate ALL users, regardless of individual differences, including, but not limited to motorists, pedestrians, cyclists, transit and school bus riders, delivery and service personnel, freight haulers, and emergency responders, while respecting the access needs of adjacent land uses.

1.3 Complete Streets are a vital component of the city's transportation network and contribute directly to Mount Vernon, Ohio goals to improve the health, safety, economic vitality, and quality of life in the community. Through implementation of Complete Streets principles, the transportation network in the city of Mount Vernon will be inclusive, equitable, safe, context-sensitive, flexible, and reflect best-practices design.

1.4 The City shall adopt and implement a Complete Streets Policy to ensure the city's rights of way accommodate all users. The specific goals are:

1. To promote livable, vibrant, and activity-friendly neighborhoods;
2. To expand recreational and transportation opportunities for cyclists and pedestrians, including their ability to get to schools, employment, parks, and other destinations;
3. To create a safer transportation environment and reduce the frequency and severity of vehicular, bicycle, and pedestrian-related crashes;
4. To improve and enhance the psychological, social, and physical health and fitness of the city's residents by providing safe and more convenient active transportation infrastructure;

5. To enhance the city's local economy by making it easier for residents and visitors to take transit, walk, or bike to destinations and increasing foot and bicycle traffic for local businesses; and
6. To protect and preserve the environment by reducing the emission of greenhouse gases and reducing the consumption of resources.

2. Applicability and Scope

2.1 All City-owned transportation facilities in the public right-of-way including, but not limited to, streets and all connecting pathways shall be planned, designed, constructed, operated, and maintained according to Complete Streets standards.

2.2 Privately constructed streets and parking lots shall adhere to this policy.

2.3 The City shall foster project partnerships with the State of Ohio, Knox County, neighboring communities, businesses, schools and other organizations/institutions.

2.4 The City shall provide accommodations for all modes of transportation to continue to use the road safely and efficiently during any construction or repair work that infringes on the right-of-way and/or sidewalk.

2.5 Each Complete Street is unique, and the following principles shall guide the development of transportation projects:

1. Shall be suitable to the function and context of the community;
2. Shall be flexible in project design to ensure that all users have safe access and use;
3. Shall be considered a component of a comprehensive, integrated, and interconnected transportation network; and
4. Shall be consistent and compatible with other City Plans.

3. Exceptions

3.1 Exceptions to providing for all modes in each project may be authorized by the City Engineer and Safety Service Director using the process and criteria as described below when:

1. An affected roadway prohibits, by law, use by specified users (such as pedestrian malls), in which case a reasonable and equivalent project shall be

designated to accommodate those specified users elsewhere, including on roadways that provide similar access to a route or destination;

2. The activities are ordinary maintenance activities designed to keep assets in serviceable condition (e.g., mowing, cleaning, sweeping, spot repair and surface treatments such as chip seal or interim measures); or
3. The City Engineer after consultation with the Mayor, Safety Service Director, Streets Superintendent, and Transportation Advisory Committee issues a documented exception concluding that the application of Complete Streets principles is excessively disproportionate to the need or probable use. Such exceptions shall be clearly explained and available to the public.

4. Jurisdiction, Cooperation & Collaboration

4.1 All new transportation infrastructure, street design and reconstruction projects shall adhere to this Policy.

4.2 Projects funded by non-municipal agencies, located in public right of way, shall adhere to this Policy.

4.3 Private developments, located in public right of way, including street design and construction components shall adhere to and fully support this Policy. The City Engineer and the developer shall agree upon applicable requirements early in the approval process. The City shall verify compliance of the development during inspections prior to the use of such improvements by the general public.

4.5 For all transportation facilities that connect to neighboring municipalities, Complete Streets principles shall be encouraged across borders so that accommodations are continuous to destinations beyond the City limits.

4.6 For transportation facilities that are part of a regional, statewide, or national network, the City shall provide well-maintained facilities that exemplify Complete Streets principles.

5. Land Use and context sensitivity

5.1 The City shall require specific evidence in all new or revised land use policies, plans, zoning ordinances or equivalent documents as to how they support the City's Complete Streets Vision. Land use policies and zoning ordinances must support Complete Streets. All Complete Streets' solutions must be appropriate and sensitive

to the context and intended character as proposed in the Municipal Planning Documents (e.g., Mount Vernon Downtown Plan).

5.2 Transportation facilities design decisions shall include public outreach and input and be sensitive to the values of the city of Mount Vernon as a walkable, vibrant, and sustainable community that is accessible to all roadway users.

5.3 Design criteria shall be based on application of engineering, architectural, and urban design principles such that all projects shall make the City a more appealing, enjoyable, and sustainable place in which to live, work, and visit.

6. Performance measures

6.1 The City Engineering Department will annually measure and report to the Transportation Advisory Committee and to the general public an evaluation using, but not limited to, the following performance measures:

1. Miles of bike lanes, marked bike routes, and separated trails;
2. Crosswalk and intersection improvements;
3. Number and severity of traffic crashes (location and type) broken out by cyclist- and pedestrian-involved crashes;
4. User data such as Vehicle Miles Traveled, number of cyclists, transit users, and pedestrians as available;
5. Number of, and reasons for, exceptions approved;
6. Report on public outreach and user comments; and
7. Other performance measures as appropriate.

6.2 An annual report will document the change for each performance measure contained in this ordinance compared to the previous year(s). Such report shall be available to the public.

6.3 The City will apply for League of American Bicyclists "Bicycle Friendly City" Bronze Status by the end of 2022 and Gold Status by the end of 2026.

6.4 The City will apply for other statuses/designations related to bicycle and pedestrian friendliness (e.g., Trail Towns).

7. Project Selection Criteria

7.1 Project evaluation and criteria scoring of capital projects shall include Complete Streets as a priority and City Council goal. Capital improvements shall be mapped and quantified to make certain that City resources are equitably allocated. Scoring criteria shall be adjusted when necessary to attain an equitable distribution of Complete Streets projects and resultant benefits.

8. Implementation steps

8.1 The City will establish a Transportation Advisory Committee, whose regular meetings will include senior staff of Police, Engineering, Street, and other departments. The Transportation Advisory Committee shall include Mayor-appointed representatives of each of the following:

1. Bicycling;
2. Pedestrians;
3. Transit users;
4. Disabled persons;
5. Advocacy;
6. Educational community within the Mount Vernon City School District;
7. Business community; and
8. the Knox Area Transit Authority.

8.2 The Transportation Advisory Committee will make recommendations to City Council on conceptual and construction plans to improve transportation by modes which are alternatives to automobiles.

8.3 The Engineering Department and other applicable departments and the Transportation Advisory Committee will review current design standards to ensure that the standards are up-to-date and in compliance with this policy.

8.4 The Engineering Department will review the Zoning Code and recommend amendments that fully support the City's Complete Streets' Vision.

8.5 The City shall fund and encourage professional development and training staff to be fully knowledgeable about Complete Streets. Staff working on such projects shall attend continuing education and/or document research on best practices. City staff shall provide educational opportunities for City boards, committees and

commissions, business districts, schools, and other institutions to increase public awareness of Complete Streets.

8.6 In the selection of transportation planning and engineering consultants the ability to effectively implement Complete Streets Policy shall be considered.

8.7 The Engineering Department shall be responsible for adherence to the Complete Streets policy. The Mayor shall oversee the Engineering Department's adherence and promote inter-departmental project coordination.

8.8 City staff shall encourage community engagement and education on Complete Streets.

APPENDIX A: ACCOMPLISHMENTS

As of 2019, the City of Mount Vernon has:

1. Added hundreds of ADA accessible sidewalk ramps;
2. Added a bike path corridor connecting the Kokosing Gap Trail and Heart of Ohio Trail;
3. Added new sidewalks to many streets when redoing utilities;
4. Widened street pavement in some areas;
5. Used grant funds to replace broken up sidewalks on over a dozen streets and install new connecting sidewalks in areas without them (e.g., along Mount Vernon Ave and Division St);
6. Repaved the connecting path between Phillips Park and the Kokosing Gap Trail; and
7. Completed a bike path under the South Main Street bridge.

APPENDIX B: COLLABORATION

The implementation of Complete Streets will require cooperation and collaboration between many stakeholders on a regular basis. Besides the continuing cooperation that has existed between the Director of Safety-Service, the City Engineering Department, the City Parks Department, the Municipal Planning Commission, the Knox County Regional Planning Commission, and the Mid-Ohio Regional Planning Commission, the City, when applicable, should strive to collaborate with:

1. Local Business and Industry
2. Knox Public Health
3. Kokosing Gap Trail and Heart of Ohio Trail organizations

4. Downtown Mount Vernon Inc.
5. Central Ohio Technical College, Mount Vernon Nazarene University, and Kenyon College
6. Mount Vernon City Schools
7. Knox County Foundation and Ariel Foundation
8. Knox County Park District
9. Knox County Engineer
10. Surrounding Townships and Villages
11. Knox County Commissioners
12. Knox County Area Development Foundation
13. Knox County Board of Developmental Disabilities
14. ODOT

APPENDIX C: Design

The best, state-of-the-practice design guidance, standards, and recommendations shall be immediately adopted in the implementation of Complete Streets. Current resources include:

1. American Planning Association
 - *Complete Streets: Best Policy and Implementation Practices*
 - *U.S. Traffic Calming Manual*
2. American Association of State Highway and Transportation Officials (AASHTO)
 - *Guide for Planning, Designing and Operating Pedestrian Facilities*
 - *Guide for the Development of Bicycle Facilities*
 - *A Policy on Geometric Design of Highways and Streets*
3. Institute of Transportation Engineers (ITE)
 - *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*
 - *Policy on Geometric Design of Highways and Streets*
4. National Association of City Transportation Officials (NACTO)
 - *Urban Bikeway Design Guide*
 - *Urban Street Design Guide*
5. Federal Highway Administration (FHWA) publications such as
 - *Designing for Pedestrian Safety*
 - *Pedestrian Safety Guide and Countermeasure Selection System*
 - *Bicycle Safety Guide and Countermeasure Selection System*
6. U.S. Architectural and Transportation Barrier Compliance Board (The Access Board)
 - *Rights-of-Way: A Design Guide*