

BARBERTON

COMPLETE STREETS POLICY



ROADMAP



VISION AND INTENT



DIVERSE USERS



**COMMITMENT IN ALL
PROJECTS AND PHASES**



EXCEPTIONS



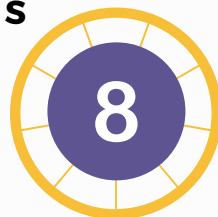
JURISDICTION



DESIGN



**LAND USE AND
CONTEXT SENSITIVITY**



**PERFORMANCE
MEASURES**



**PROJECT SELECTION
CRITERIA**



IMPLEMENTATION STEPS

1 VISION AND INTENT



1.1. Under this Complete Streets policy, the City of Barberton will develop a built environment that makes all modes of transportation more appealing and accessible through sound land-use practices and roadway design. The City will develop a complete and connected integrated multimodal transportation network that balances the needs of different modes of travel and contributes directly to the health, safety, economic vitality, and quality of life of all users, especially the most vulnerable.

1.2. All modes of transportation including bicycling, walking, public transit, and motorized transportation will be included in transportation project identification, scoping procedures, and design approvals. Persons of all ages, circumstances, and abilities will have access to sustainable transportation options for needs and desires including employment, commerce, grocery stores, medical facilities, education, recreation, culture, and home. Destinations will be reached safely, conveniently, reliably, affordably, and efficiently.

1.3. Adoption of this policy will benefit the community by providing increased equity, community cohesiveness, economic growth, and ease of travel, paving the way for future trends and developments in transportation methods. This policy will assist in creating a healthier city by reducing daily stress from driving, decreasing motor vehicle congestion, improving air quality, and increasing the ease of active transportation trips.

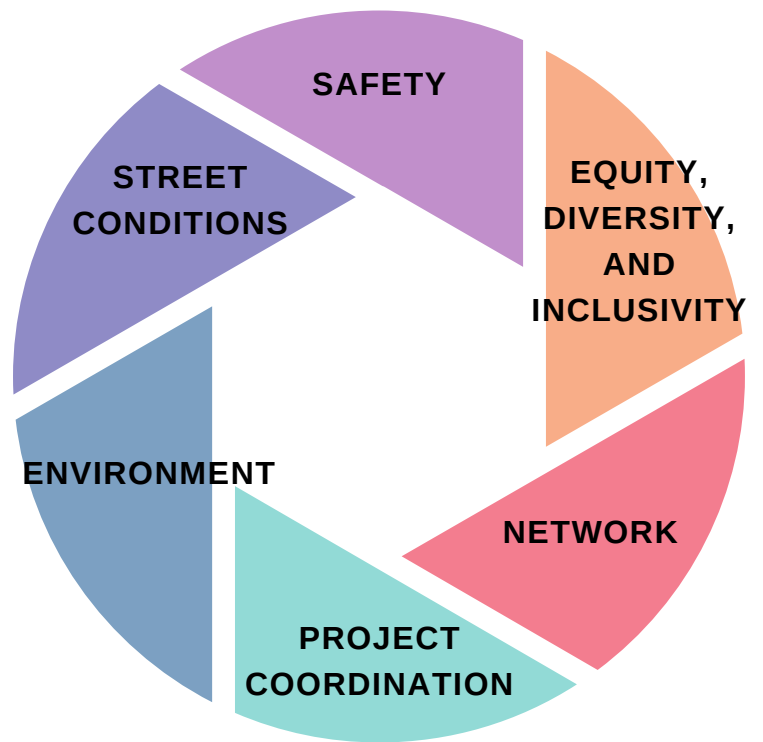


2 DIVERSE USERS



2.1 The City of Barberton will equitably plan, design, and operate transportation projects to accommodate all users of the transportation system, including but not limited to motorists/truck operators, pedestrians, bicyclists, transit vehicles and users, older individuals, children, those with pets, individuals with disabilities (including mobility, sensory, neurological or hidden disabilities) and emergency responders, while respecting the access needs of adjacent land uses. The City will provide transportation choices that are safe, convenient, reliable, affordable, accessible, and timely regardless of race, color, religion, sex, military status, national origin, disability, age, or ancestry.

2.2 The City will prioritize universal and equitable investments that take into consideration land use context, school-based transportation planning, and neighborhoods that have been disproportionately impacted by transportation policies and practices. The City of Barberton has identified six guiding principles to assist with the prioritization of projects, which are outlined below.



3 COMMITMENT IN ALL PROJECTS AND PHASES



3.1 This Complete Streets Policy applies to all City-owned new construction, reconstruction/retrofit, changes in the allocation of pavement, resurfacing, repaving, restriping, and maintenance rehabilitation transportation projects in the public right-of-way including, but not limited to, streets and all other connecting pathways. These will be designed, constructed, operated, and maintained to accommodate the needs of all modes of transportation and all users of the road network, whenever possible.

3.2 Privately constructed streets and parking lots will adhere to this policy.

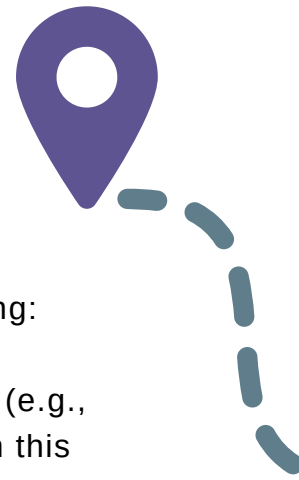


3.3 The City of Barberton will foster project partnerships with the State of Ohio, County of Summit, neighboring communities, business, and school districts to develop facilities and accommodations that further the City's Complete Streets policy.

3.4 The City and private developers will 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.



4 EXCEPTIONS



4.1 Exceptions to be considered include, but are not limited to, the following:

- A. The use of the roadway is prohibited by law for the category of user (e.g., pedestrians on an interstate freeway, vehicles on a pedestrian mall). In this case, efforts should be made to reasonably accommodate the excluded category of user in the same transportation corridor; or
- B. The cost of the life cycle of the project, including planning, design, construction, operations, and maintenance is excessively disproportionate to the need or future need; or
- C. For a project area with a low population, other documented factors indicate an absence of need or future need; or
- D. Existing structures, severe topographic or natural resource constraints do not allow for the implementation of elements; or
- E. The projects are ordinary maintenance activities designed to keep assets in serviceable condition (e.g. mowing, cleaning, sweeping, spot repair, and surface treatments such as asphalt rejuvenation chip seal or interim measures); or
- F. Emergency repairs such as a water main leak that requires an immediate, rapid response; however, temporary accommodations for all modes should still be made; or
- G. The project conflicts with existing ordinances, policies, and regulations; or

4.2 The Planning Commission can approve discretionary exemptions after weighing the considerations against the environmental, economic, and health benefits of the project in consultation with the City Planning Director and the Service Director. Justification for all exceptions will be made publicly available at the Planning Commission Meeting before granting the exception allowing the opportunity for public feedback.



5 JURISDICTION



5.1 All transportation infrastructure and street design and construction projects requiring funding or approval by the City of Barberton will adhere to this policy. The City will ensure internal coordination among its departments to effectively and opportunistically implement the Complete Streets Policy while making the best use of fiscal resources.



5.2 The City will form partnerships with other organizations, as well as private partners who manage or fund projects that impact the right-of-way, the transportation network, and/or the public realm, to further the principles outlined in this policy and ensure infrastructure extends when necessary beyond the City's borders. The City will make every effort to work with other entities such as Akron Metropolitan Area Transportation Study, Akron Metropolitan Housing Authorities, Barberton City Schools, County of Summit, METRO Regional Transit Authority, Ohio Department of Transportation, and Summit County Public Health.

5.3 The City will ensure that private development will comply with this Policy through design and development standards to be incorporated into the Zoning Code and other documents as applicable to ensure consistency in the new construction or reconstruction of public streets.



6 DESIGN



6.1. The City will generally follow accepted or adopted design standards when implementing improvements intended to fulfill this policy and will consider innovative or non-traditional design options where a comparable level of safety for users is present. Design criteria should respond to and enhance the distinctive physical, historic, aesthetic, and cultural qualities of its location while accommodating growth and change. The City will strive to meet best practices in policies, design criteria, standards, and guidelines related to street design, construction, and operations.

6.2. Design guidance to be referenced may include but is not limited to, the latest editions of the following:

American Association of State Highway and Transportation Officials (AASHTO)

- A Policy on Geometric Design of Highways and Streets
- Guide for the Development of Bicycle Facilities
- Guide for the Planning, Design, and Operations of Pedestrian Facilities

American Planning Association (APA)

- Complete Streets: Best Policy and Implementation Practices
- U.S. Traffic Calming Manual

Federal Highway Administration (FHWA)

- Manual of Uniform Traffic Control Devices (MUTCD)
- PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System
- Incorporating On-Road Bicycle Networks Into Resurfacing Projects
- Achieving Multimodal Networks
- Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations
- Separated Bike Lane Planning and Design Guide
- Small Town and Rural Multimodal Networks



6 DESIGN



Institute of Transportation Engineers (ITE)

- Designing Walkable Urban Thoroughfares: A Context Sensitive Approach

National Association of City Transportation Officials (NACTO)

- Urban Bikeway Design Guide
- Urban Street Design Guide
- Transit Street Design Guide

U.S. Access Board

- Accessible Public Rights-of-Way: Planning and Designing for Alterations

Akron Metropolitan Area Transportation Study (AMATS)

- AMATS 2045 - Transportation Outlook
- AMATS Active Transportation Plan

City of Barberton

- City of Barberton Standard Engineering Specifications

Akron METRO Regional Transit Authority

- METRO Bus Stop Policy

6.3. This section of the Complete Streets Policy will be updated a minimum of every three years by the City Planning Department to ensure that the listing of design standards is current.



7 LAND USE AND CONTEXT SENSITIVITY



7.1. The City will plan, design, construct, reconstruct and operate a context-sensitive transportation network that works for all modes of travel. Every street will be designed in a context-sensitive manner to respond to its characteristics—such as volume, speed, turning movements, and curbside uses—and the character of the surrounding neighborhood, its current and planned building form and use, and its current and expected transportation needs. This will also respond to and enhance the distinctive physical, historic, aesthetic, and cultural qualities of its location while accommodating growth and change.

7.2. The City will proactively assess the displacement impacts of transportation projects. The City will also assess unintentional community impacts the transportation projects could have on adjacent neighborhoods and communities, beyond those intentionally affecting travelers and direct users of the transportation facilities.

7.3. The City of Barberton will require all new or revised land-use policies, plans, zoning ordinances, or equivalent documents to incorporate the Complete Streets principles.

7.4. The City will actively engage and collaborate with stakeholders and the public throughout the transportation planning, program development, and project delivery processes to ensure that improvements are responsive to this policy.



8 PERFORMANCE MEASURES



8.1. The City is committed to tracking and evaluating performance measures associated with the Complete Streets policy. Performance measure tracking and reporting will utilize existing data and data already anticipated for collection. Additional data may be phased in.



8.2. Performance measures presented in the following table will be considered as candidate performance measures. These include measures that utilize both quantitative and qualitative data collection methods (such as surveys and interviews) that highlight the perspectives and experiences of individuals. Measures of equity shall be integrated into the performance measures to track progress on inclusive community engagement and the relative share of projects implemented in school-based transportation planning, and neighborhoods that have been disproportionately impacted by transportation policies and practices, following the prioritization matrix referenced in Section 2.

8.3. The City of Barberton will determine the frequency of the assessment to periodically assess the rate, success, and effectiveness of the implementation of this policy. The findings will be released publicly and presented to the Mayor and Council.



8 PERFORMANCE MEASURES



SAFETY

- Average vehicle speed
- Average vehicle traffic volume
- Number of crashes by severity and
 - Number of crashes involving a bicyclist
 - Number of crashes involving a pedestrian

Data Source(s) - AMATS, City of Barberton

INFRASTRUCTURE CONDITIONS

- Number of Roads with pavement conditions less than “fair” (PCR 65 or below)
- Number of sidewalks in conditions less than “fair”
- Number of new or improved facilities installed to promote active transportation
- Number of parks serviced by sidewalks
- Miles of bike lanes
- Number of sidewalk and crosswalk gaps
- Number of pedestrian countdown signals
- Number of bikeway connections to off-road trails
- Liner Feet/miles of sidewalks and bike lanes

Data Source(s) - AMATS, City of Barberton

ECONOMIC VITALITY

- Residential Property Values
 - Number of Vacant Parcels
- Data Source(s) - City of Barberton

HEALTH

- On-Road Mobile Source Emissions
- Chronic Disease Rates
- METRO Ridership
- Transit Travel Times
- Number of transit stop connectivity sidewalk gaps

Data Source(s) - AMATS, City of Barberton, Akron METRO RTA, SCPH

SCHOOL

- Number of students that walk/bike to school
 - Number of Safe Routes to School countermeasures by school year
- Data Source(s) - SCPH, Barberton City Schools

POLICY

- Number of exceptions granted
- Data Source(s) - City of Barberton Planning Commission

9 PROJECT SELECTION CRITERIA



9.1 The projects will be sensitive to the community context as a factor in decision-making including current and planned buildings, parks, trails, as well as its current and expected transportation needs. The City will proactively assess the displacement impacts of transportation projects.

9.2 The ranking of projects should include assigning weight for active transportation infrastructure; targeting underserved communities; alleviating disparities in health, safety, economic benefit, and access to destinations; and creating better multimodal network connectivity for all people who use the street.

9.3 The City of Barberton has identified six priorities to serve as the guiding principles to assist with project selection criteria to ensure funding is allocated fairly and equitably.



SAFETY

Safety is imperative, with pedestrian safety having the highest priority followed by the next most vulnerable types of users. The transportation system needs to be accessible and comfortable for all. Priority will be given to the extent to which the project will have a positive impact on improving the level of safety. Data on accident rates and high crash intersections along with non-motorized crashes (bike and pedestrian) will be analyzed.

STREET CONDITIONS

Priority will be given to project areas that contain pavement that score 65 or below on the pavement condition index. The City recognizes that not all modes can receive the same degree of accommodations on every street, but the goal is for users of all ages and abilities to safely, comfortably, and conveniently travel across and through the network.



9 PROJECT SELECTION CRITERIA



NETWORK - LEVEL OF SERVICE

The City recognizes that not all modes can receive the same degree of accommodations on every street, but the goal is for users of all ages and abilities to safely, comfortably, and conveniently travel across and through the network. The City will categorize traffic flow with corresponding safe driving conditions. Average daily traffic count and functional hierarchy will also be taken into consideration.

ENVIRONMENT

Negative impacts on the natural environment such as stormwater runoff and air pollution are mitigated when we reduce reliance on single-occupancy vehicles. This policy facilitates a shift towards non-motorized modes of transportation such as walking and biking by making these options safe, convenient, and comfortable.

Priority will be given to street design elements that encourage and support walking, biking, and transit trips in a manner that considers the context of the surrounding community as well as the broader urban design needs of the city.



PROJECT COORDINATION

Enhancement of connection between organizations to allow for opportunities to coordinate with relevant projects/initiatives within the project area and leverage funding.

EQUITY, DIVERSITY, AND INCLUSIVITY

Everyone deserves to have safe, reliable, and affordable transportation options regardless of age, income, race, ethnicity, or disability. The City will facilitate equitable transportation investments and inclusive community engagement to help mitigate socio-economic, racial/ethnic, and health-related disparities while advancing mobility and access to opportunities. Priority will be given to projects that improve access for low- or moderate-income geographies and individuals. It is important to note that only three Barberton neighborhoods fall outside of this classification.



10 IMPLEMENTATION STEPS



10.1 This policy will be implemented with the cooperation of all departments in the City of Barberton and partner agencies.

10.2. The City Planning Department will be responsible for the incorporation of the policy established by providing oversight on the following:

- Review and revise all future or amended guidance, plans, manuals, policies, ordinances, and other decision-making documents based on the findings outlined in the assessment referenced in Section 8.
- Incorporate the elements of this policy into design and development standards, zoning code.
- Update design standards regularly.
- Identify performance measures to be tracked and additional data to be collected.
- Publish the findings of the assessment.
- Refine project selection criteria
- Manage internal and external communication and collaboration during implementation.
- Identify training opportunities that encompass the outlined vision and intent. The trainings will be made available to the City of Barberton employees, Planning Commission Members, Complete Streets Advisory Board Members, and the general public.
- Establish a community engagement plan utilizing AMATS Public Participation Plan as a guidance document that engages and empowers all users, including representation of underinvested and vulnerable communities for project selection, design, implementation, and evaluation.
- Seek grant sources and other funding opportunities to plan for and implement Complete Streets principles.
- Develop the City of Barberton's Active Transportation Plan.
- Assist in the review and revision of Barberton City Schools Safe Routes to School Travel Plan.



10 IMPLEMENTATION STEPS



10.3 The City Planning Department will be responsible for the establishment of a Complete Streets Advisory Board for the following purposes:

- A. Review and provide recommendations on restructuring procedures, updating design guidance, improving data collection, and establishing new performance measures.
- B. Assist in the community engagement process for complete street projects.
- C. The members of the Advisory Board shall be appointed by the Director and shall include one member representing each of the following:



- Akron Metropolitan Area Transportation Study
- Akron METRO RTA
- Barberton Chamber of Commerce
- Barberton City Schools
- Barberton Community Foundation
- Barberton Parks Department
- Barberton Planning Department
- Summit County Public Health
- Advocacy Group (interested in active transportation)
- Member of the public



BARBERTON

