

**Marion City Planning Commission**  
**TOTAL STREET USE POLICY**  
**(Known Nationally as “Complete Streets”)**  
Adopted May 1, 2018

**1. VISION**

Total Street Use Policies, known nationally as “Complete Streets” promote, an integrated and balanced transportation network. **Complete Streets strive to provide the best possible blend of service, mobility, and safety for citizens of all ages, income levels, and abilities.** The City of Marion has had its own complete street policy of, when doing major sanitary and storm sewer replacement, replacing everything, including pavement base, curbs, and sidewalks. This new policy is consistent with the existing policy, but goes beyond to include the transportation improvements for all users, where feasible.

**2. GOALS**

The goal of a Total Street Use Policy, from herein referred to as Complete Street Policy, is to ensure the city’s right of ways **accommodates all users, including drivers, bicyclists, pedestrians and transit patrons, older residents, children and persons with mobility impairments.** The specific goals are:

1. To protect and preserve the environment of the Marion City by reducing the emission of greenhouse gases, and reducing the consumption of non-renewable energy resources.
2. To ensure the neighborhoods of Marion City remain vibrant and livable.
3. To expand opportunities for bicyclists and pedestrians throughout the city.
4. To make the roadway and street environment safer and more inviting by reducing the frequency and severity of vehicular, bicycle and pedestrian-related accidents.
5. To ensure safe pedestrian and bicycle routes for children to get to school.
6. To improve and enhance the health and physical fitness of the city’s residents by providing more safe and convenient opportunities for bicycling and walking in Marion City.
7. To improve the city’s quality of life and local economy by providing high quality recreational and multi-modal transportation facilities and providing non-motorized means of transportation.

**3. GUIDING PRINCIPLES**

It is recognized that each Complete Street is unique and the following principles shall guide the development of transportation projects:

1. Shall be suitable and appropriate to the function and context of the transportation facility;
2. Shall be sensitive to the neighborhood context and cognizant of the neighborhood needs;
3. Shall be flexible in project design to ensure that all users have basic safe access and use;
4. Shall be considered a component of a comprehensive, integrated and interconnected transportation network that allows all users to choose between different modes of travel

#### **4. APPLICABILITY AND SCOPE**

The city will approach every planned transportation improvement as an opportunity to create safe and more accessible streets for all users. Transportation improvement phases include, but are not limited to, planning, programming, designing, engineering, construction and reconstruction.

#### **5. IMPLEMENTATION**

Marion City will plan, design, construct, operate and maintain appropriate facilities for pedestrians, bicyclists, transit riders, motorists, children, the elderly and people of all abilities in all new construction and reconstruction, improvements subject to the exceptions in Part 8 below.

#### **6. DEFINITIONS**

##### **Pedestrian and Bicycle Facilities Plan**

A comprehensive plan and accompanying map(s) that identifies a vision and framework for pedestrian and bicycle facility improvements to implement a continuous and easily accessible walking and bicycle route network within and through the city.

##### **Complete Streets**

Right-of-ways that are planned, designed, constructed, operated and maintained in such a way as to enable safe, comfortable and convenient access along and across the right-of-way by users of all ages and abilities and modes of transportation.

##### **Complete Streets Improvements**

Facilities and amenities associated with the transportation network, that are recognized as contributing to Complete Streets, such as, but not limited to, pavement markings and signs;

sidewalks and pedestrian safety improvements such as medians, curb extensions and crosswalks; ADA (Americans with Disabilities Act) accessible curb ramps and accessible pedestrian signals; transit shelters and signage and improved pedestrian and bicycle access to transit stops and stations; bicycle detection at intersections and wide travel lanes, bike lanes, or shared use lanes; bicycle parking facilities; street trees, landscaping, street lighting, street furniture; and adequate drainage facilities, including opportunities for storm water quality treatment facilities.

### **Complete Streets Improvement Plan**

A comprehensive plan and accompanying map(s) that identifies streets targeted for Complete Streets improvements throughout the city.

### **Facilities**

An area or structure which is built, installed or established to serve a particular purpose or transportation mode/user.

### **Maintenance Activity**

Ordinary repair designed to keep facilities in safe working condition, such as, but not limited to, mowing, cleaning, sweeping, spot repair, concrete joint repair, pothole filling, water, sewer and drainage or other utility installation or repairs.

### **Right-of-Way**

An area, public or private, dedicated for use by pedestrians and vehicles. Right-of-way includes thoroughfares such as streets, highways, bike paths and walkways and normally incorporates curbs, lawn strips, street trees, sidewalks, lighting, signage, drainage facilities, street furniture and other similar features.

## **7. COOPERATION AND COLLABORATION**

The implementation of Complete Streets will require cooperation and collaboration between many stakeholders on a regular basis. Besides the continuing the cooperation that has existed between the Director of Public Works, the City Engineering Department, the City Parks and Recreation Department, Regional Planning, and City Planning Commission, the City should strive to reach out to, when applicable, to:

1. Business and Industry
2. Marion Public Health
3. Creating Healthy Communities
4. Marion Bike Club
5. Downtown Marion Inc.
6. Ohio State University
7. Marion Technical College
8. Marion City Schools

9. Marion Community Foundation
10. Ohio Health and other health related stakeholders
11. Marion County Park District
12. Marion County Engineer
13. Marion Township
14. Marion County Commissioners
15. LODO Association

## **8. EXCEPTIONS**

The City, while being in favor of promoting Complete Streets, notes possible exceptions:

1. Where pedestrians and bicyclists are prohibited by law from using the facility (In such an instance, alternative facilities and accommodations shall be considered within the same transportation corridor.
2. If the cost of constructing Complete Streets Improvements, is disproportionate to the current need or anticipated future demand for such improvements.
3. Where there is an absence of current or projected need.
4. Public safety is compromised.
5. Unwanted or needed based on public preference or engineering judgment.
6. Historic preservation compromised by Complete Streets Policy.
7. Complete Streets accommodations already exist on a nearby road.
8. The improvement is a short distance and not continuous.

## **10. MEASURES OF SUCCESS:**

Miles of bicycle lanes, routes, or trails built / dedicated by width and type  
 Number of bicycle parking facilities installed  
 Number of traffic calming facilities built / installed  
 Number of traffic control signs/signals installed / upgraded  
 Linear feet of pedestrian accommodations built or repaired  
 Number of crosswalks built or improved  
 Number of ADA accommodations built / installed  
 Number of transit accessibility improvements built  
 Number of street trees planted  
 Maintenance activities of existing Complete Streets facilities.  
 Number of exceptions approved  
 User data .bicycle, pedestrian, transit and traffic counts  
 Bicycle and pedestrian accident data  
 Economic Growth Measure (where applicable)  
 Total dollar amount spent on Complete Streets improvements

## **APPENDIX A: ACCOMPLISHMENTS:**

**As of 2018, the City of Marion has;**

1. Added hundreds of ADA accessible sidewalk ramps,
2. Added bike lanes on East Center Street after a repaving project.
3. Enforced the sidewalk provisions of the Subdivision Regulations.
4. Established, with volunteers, Bike Club, and Pioneering Healthy Communities, a 10 mile on-street bike loop and branch routes.
5. Has added new sidewalks on over a dozen streets when redoing sanitary and storm sewers. In some cases, street pavement has been widened.
6. Has used Community Development Block Grant funds, not only to replace broken up sidewalks on over a dozen streets, but install new connecting sidewalks in areas without them, such as a half mile on the east side of Delaware Avenue.
7. Established a walk/bike trail directly into Sawyer Ludwig Park from Uncapher Ave and David Streets, and another one from Bellefontaine Ave.
8. Supported the County in obtaining grant funds for University Dr. and walkway adjacent to and is cooperating with Marion Township and OSUM on a bike route connector.

## **APPENDIX B: REFERENCE LIST FOR FURTHER READING**

### **American Association of State Highway and Transportation Officials (AASHTO)**

A Policy on Geometric Design of Highways and Streets (6th Edition, 2011)

Guide for the Development of Bicycle Facilities (4th Edition, 2012)

Guide for the Planning, Design and Operations of Pedestrian Facilities (2004)

### **American Planning Association (APA)**

Complete Streets: Best Policy and Implementation Practices (2012)

U.S. Traffic Calming Manual (2009)

### **Federal Highway Administration (FHWA)**

Manual of Uniform Traffic Control Devices (MUTCD)

PEDSAFE: Pedestrian Safety Guide and Countermeasures Selection System

### **Institute of Transportation Engineers (ITE)**

Designing Walkable Urban Thoroughfares: A Context Sensitive Approach (2010)

### **National Association of City Transportation Officials (NACTO)**

Urban Bikeway Design Guide (2nd edition, 2014) Urban Street Design Guide (2013)

### **U.S. Architectural and Transportation Barriers Compliance Board**

Accessible Rights-of-Way: Design Guide