

**RESOLUTION NO. 7811**

**A RESOLUTION TO UPDATE THE CITY OF OXFORD'S COMPLETE STREETS POLICY AS REFERENCED IN EXHIBIT A**

WHEREAS, the City of Oxford adopted its original Complete Streets Policy in 2019 to promote safe and accessible transportation options for all users; and

WHEREAS, the City of Oxford Comprehensive Plan establishes a goal of ensuring safe and efficient travel for all modes of transportation throughout the community; and

WHEREAS, the Comprehensive Plan includes Action Item M3-A1, which directs the City to treat pedestrian and cyclist mobility with equal importance to vehicular mobility; and

WHEREAS, the City recognizes the importance of designing, constructing, operating, and maintaining streets that enable safe access for all users, including pedestrians, bicyclists, motorists, transit riders, children, older adults, and individuals with disabilities.

**THE COUNCIL OF THE CITY OF OXFORD, OHIO, HEREBY RESOLVES THAT:**

SECTION 1: The City of Oxford hereby adopts the updated Complete Streets Policy as set forth in Exhibit A, attached hereto and incorporated herein by reference.

SECTION 2: The City Manager or their designee is authorized to take all necessary administrative actions to carry out the intent of this Resolution.

SECTION 3: This Resolution shall take effect and be in force from and after the earliest period allowed by law.



MAYOR

ADOPTED: APRIL 7, 2026

ATTEST:



CLERK OF OXFORD CITY COUNCIL

INTRODUCED BY: MICHAEL SMITH

PREPARED BY: LAW (STAFF)



## City of Oxford Complete Streets Policy & Procedures

### Complete Street Policy:

The City of Oxford shall incorporate Complete Streets principles into transportation-related projects and planning activities where feasible.

The City shall consider the needs of all users during the planning, design, construction, reconstruction, and maintenance of public streets and rights-of-way.

Complete Streets shall be considered in:

- New roadway construction
- Development and redevelopment review
- Capital improvement planning
- Transportation and land use planning

### Purpose and Intent

The purpose of this policy is to ensure that the City of Oxford plans, designs, constructs, operates, and maintains streets that provide safe, convenient, and comfortable travel for all users. These users include pedestrians, bicyclists, motorists, public transit riders, and individuals of all ages and abilities.

Implementing Complete Streets supports safety, economic vitality, environmental sustainability, and improved quality of life.

### Definition of a Complete Street

A Complete Street is a roadway designed and operated to enable safe access and mobility for all users regardless of their mode of transportation. This includes pedestrians, bicyclists, motorists, public transportation riders, children, older adults, and individuals with disabilities.

Complete Streets may incorporate a range of design elements depending on context, including:

- Sidewalks and accessible pedestrian infrastructure
- Bicycle lanes or shared-use paths
- Safe street crossings and crosswalks
- Transit stops and access improvements

## Exhibit A

- Traffic calming measures
- Street trees and streetscape amenities
- ADA-compliant curb ramps and crossings

The specific elements of a Complete Street vary based on the street's function, surrounding land use, and community needs.

### Importance of Complete Streets

Complete Streets improve safety, accessibility, and mobility for all residents and visitors. Traditional roadway design has historically prioritized automobile travel, which often limits safe access for pedestrians and bicyclists<sup>1</sup>. Complete Streets address this imbalance by considering the needs of all roadway users during planning and design.

Benefits of Complete Streets include:

#### Safety

- Infrastructure such as sidewalks, medians, crosswalks, and traffic calming measures have been shown to significantly reduce crashes and injuries for pedestrians, bicyclists, and motorists.

#### Accessibility and Equity

- Complete Streets ensure that residents of all ages and abilities, including those who do not drive, can safely access community destinations.

#### Economic Vitality

- Walkable, bike-friendly streets can enhance business districts, increase property values, and support local economic activity.

#### Public Health

- Providing safe opportunities for walking and biking encourages physical activity and healthier lifestyles.

#### Environmental Sustainability

- Complete Streets provide transportation alternatives that can reduce vehicle emissions and support climate and sustainability goals.

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<sup>1</sup> Ohio Department of Health, Complete Streets Policies FAQ, <https://odh.ohio.gov/know-our-programs/health-promotion/resources/complete-streets>

## Exhibit A

### **Complete Streets Procedures:**

#### **Implementation in Future Development**

##### **Development Review**

All new developments and major redevelopment projects shall incorporate Complete Streets principles during the planning and site design process.

Developers shall:

- Provide safe pedestrian connectivity to surrounding streets and destinations
- Incorporate sidewalks and accessible crossings
- Provide bicycle accommodations where appropriate
- Ensure connectivity to the existing transportation network, when feasible.

#### **Street Design Standards**

Street design for new developments shall consider:

- Context-sensitive roadway design
- Safe speeds and traffic calming where appropriate
- Accommodation of pedestrians and bicyclists
- ADA compliance for accessibility

The City may utilize recognized guidance such as:

- FHWA Complete Streets guidance
- AASHTO design standards
- NACTO design standards
- ODOT Multi-modal design guide

#### **Retrofit of Existing Streets**

The City of Oxford recognizes that many existing streets were designed primarily for automobiles and may not adequately serve all users.

The City will evaluate opportunities to retrofit existing streets to incorporate Complete Streets principles when:

- Corridor studies are conducted
- Safety concerns are identified

## **Exhibit A**

Retrofits may include:

- Addition or repair of sidewalks
- Installation of bicycle lanes
- Intersection improvements and crosswalks
- Traffic calming measures
- Streetscape improvements

### **Review Process for Retrofits**

#### **Project Identification**

Potential retrofit opportunities may be identified through:

- Safety analyses
- Citizen requests
- Transportation planning efforts

#### **Review**

Retrofit projects should be reviewed by:

- City engineering staff
- Planning staff
- Relevant advisory boards or commissions when appropriate

#### **Evaluation Criteria**

Retrofit projects shall consider:

- Safety improvements
- Connectivity gaps
- Proximity to schools, parks, and community destinations
- Cost and feasibility
- Right-of-way constraints

### **Integration with the Oxford Bike and Pedestrian Master Plan**

Sidewalk construction, bicycle facilities, and pedestrian infrastructure should be consistent with the City of Oxford Bike and Pedestrian Master Plan.

When evaluating Complete Streets improvements, the City shall:

- Use the Bike and Pedestrian Master Plan to identify priority corridors and routes.
- Reference the plan when determining locations for sidewalks, shared-use paths, and bicycle lanes.
- Coordinate improvements with the plan's recommended network to ensure long-term connectivity.

## **Exhibit A**

The Bike and Pedestrian Master Plan shall serve as the guiding document for pedestrian and bicycle infrastructure improvements within the City.

### **Exceptions**

Complete Streets accommodations may not be required where:

- Users are legally prohibited from the roadway (e.g., interstate highways)
- The cost of accommodation is excessively disproportionate to the need or probable use
- Physical or environmental constraints make accommodation infeasible

Exceptions to complete street design shall be documented in writing, providing the rationale for why the complete street design standards were not used in a given project.

### **Coordination and Public Engagement:**

The City of Oxford may coordinate with regional partners, public agencies, and community stakeholders when implementing Complete Streets improvements.

Public engagement may include:

- Community meetings
- Stakeholder outreach
- Advisory board review
- Collaboration with Miami University and regional planning agencies

### **Monitoring and Evaluation**

City staff shall periodically review Complete Streets implementation through:

- Transportation and safety analysis
- Updates to the Bike and Pedestrian Master Plan

This policy may be updated as needed to reflect evolving best practices.