



SPECIAL JOINT MEETING OF LAKEWOOD CITY COUNCIL'S COMMITTEE OF THE WHOLE & PLANNING COMMISSION

PUBLIC NOTICE

Committee of the Whole and Planning Commission will meet Monday June 30th at 6:30 p.m. in the Auditorium of Lakewood City Hall at 12650 Detroit Avenue. The meeting is open to the public.

The meeting will be livestreamed on the City's website at the following link:

www.lakewoodoh.gov/councilvideos

PUBLIC COMMENT PROTOCOL (Updated 4/2025)

The public is invited to comment on agenda items by submitting a written comment in advance of the meeting using the eComment platform available [HERE](#). New users must create an eComment account. Committee Chairs may also accommodate in person public comment.

The agenda is as follows:

1. Approval of the minutes of the joint meeting of Committee of the Whole and Planning Commission held April 28, 2025.
2. Communication from Mayor George, President Kepple & Vice President Baker regarding revised Complete Streets ordinance. (*referred to COW & PC 4/21/25*)
3. **ORDINANCE 16-2025** – AN ORDINANCE to take effect immediately provided it receives the affirmative vote of at least two thirds of the members of Council to enact Section 901.23 Complete Streets of the Codified Ordinances of the City of Lakewood, to address the livability and safety needs of Lakewood by building upon efforts to promote an equitable multimodal transportation system. (*referred to COW & PC 4/21/25*)

4. Communication from President Kepple, Vice President Baker, and Councilmember Strebig regarding Complete and Active Streets Education & Advisory Board. (*referred to COW & PC 4/21/25*)
5. **ORDINANCE 17-2025** - AN ORDINANCE to take effect immediately provided it receives the affirmative vote of at least two thirds of the members of Council, or otherwise to take effect and be in force at the earliest period allowed by law, enacting Chapter 161 Complete and Active Streets Education & Advisory Board, of the Codified Ordinances of the City of Lakewood, to establish a permanent Complete and Active Streets Education & Advisory Board for the purpose of collaborating with City officials regarding facilitating safe, effective, and enjoyable multi-modal community usage of public right of way corridors. (*referred to COW & PC 4/21/25*)

Sarah Kepple, Chair
COMMITTEE OF THE WHOLE

Sean McDermott, Chair
PLANNING COMMISSION

Individuals with disabilities who require accommodations for participation in meetings must request accommodations at least 3 business days ahead of the scheduled meeting. Contact Michelle Nochta at (216) 529-5906 michelle.nochta@lakewoodoh.net.



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Lakewood City Council
SARAH KEPPLER, PRESIDENT
KYLE BAKER, VICE PRESIDENT

Council at Large
THOMAS R. BULLOCK III
ANGELINA HAMILTON STEINER
SARAH KEPPLER

Ward Council
KYLE BAKER, WARD 1
BRYAN EVANS, WARD 2
CINDY STREBIG, WARD 3
CINDY MARX, WARD 4

April 21, 2025

Re: Joint City Council and Administration Complete Streets Ordinance

Dear Colleagues,

In an April 7, 2025 communication to the City Council Docket, Council Leadership notified the public of an upcoming new joint Complete Streets Ordinance that Council Leadership and the Administration have worked on over the past year. These efforts seek to build upon Council's earlier proposed legislation (Ordinance 11-2024) codifying Complete Streets and the Administration's proposed Resolution 2024-42 regarding a Complete Streets Policy and are a result of many meetings, public input, and research into what other peer communities are doing to implement safer street design. We seek to further our efforts for safe streets after the formal adoption of the [Active Transportation Plan and accompanying Safe Streets for All Plan](#) on April 15, 2024 (collectively, the "Active Transportation Plan"). The Active Transportation Plan specifically called for Complete Streets. Smart Growth America defines Complete Streets as **"an approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people who need to use them, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities."**

Over the past year, the Administration and City Council have been working diligently on the right Complete Streets Ordinance for Lakewood. To culminate that work, we are jointly introducing a new Complete Streets Ordinance that follows this communication. We bring forward this new joint Ordinance to enact Section 901.23 Complete Streets of the Lakewood Codified Ordinances, to address the livability and safety needs of Lakewood by building upon efforts to promote an equitable multimodal transportation system. This new joint Complete Streets Ordinance sets up an accountability structure to ensure that the City is meeting the laudable goals outlined in the Active Transportation Plan. We welcome additional input from our colleagues and the public as we seek to implement the laudable goals of the Active Transportation Plan.

Moreover, as we have discussed many times, the City and our School District are unique in that we do not provide school buses to bring students to school because we have neighborhood schools where most elementary and middle school students live within walking and/or biking distance to their respective school. It has proudly been called a "Walking School District." The Active Transportation Plan provided data that the key issues impacting caregiver decisions to let a child walk or bike to school included "safety of intersections and crossings" at 61%, "speed of traffic along route" at 45%, and "convenience of driving" at only 13%. As such, the convenience of driving is not driving those decisions. Safety is. Moreover, 67% of fatal or serious injury pedestrian crashes and 40% of fatal or serious injury bicycle crashes happened within ¼ miles of schools and over 83% and 90% occurred within a ½ mile of schools. We owe it to the most vulnerable among us to do all we can to implement the safety infrastructure improvements outlined in the Active Transportation Plan.

The new joint Complete Streets Ordinance speaks for itself, but it breaks all Transportation Projects into Tier I Transportation Projects and Tier II Transportation Projects. Tier I Transportation Projects are the major routes and intersections called out for specific Complete Streets elements in the Active Transportation Plan and will require submissions to Planning Commission and public input before implementation. Tier II Transportation Projects will be

all other Transportation Projects, and won't specifically require a public meeting before Planning Commission, but nonetheless seek to have the City include Complete Streets elements in the design of those Transportation Projects.

We ask that this communication and the accompanying new joint Complete Streets Ordinance be referred to the appropriate committee and that a joint meeting with that committee and Planning Commission be held to fully explore the ordinance and provide a forum for public input. We welcome everyone's input on this new ordinance as we seek to make our public rights-of-way safer for users of all ages and abilities.

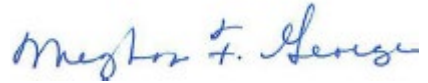
Sincerely,



Kyle G. Baker
Vice President of Council - Ward 1



Sarah Kepple
City Council President



Meghan F. George
Mayor



Cindy Strebj
Councilmember – Ward 3

AN ORDINANCE to take effect immediately provided it receives the affirmative vote of at least two thirds of the members of Council to enact Section 901.23 Complete Streets of the Codified Ordinances of the City of Lakewood, to address the livability and safety needs of Lakewood by building upon efforts to promote an equitable multimodal transportation system;

WHEREAS, the main objectives of Complete Streets are to design, build, and maintain roads, including multi-use trails, that safely and comfortably accommodate all users of roadways of all ages and abilities, including pedestrians, bicyclists, shared mobility device users, motorcyclists, public transit riders, motorists, delivery and service personnel, freight haulers, and emergency responders;

WHEREAS, on April 15, 2024, City Council adopted Resolution 2023-73 that adopted the Active Transportation Plan and accompanying Safe Streets for All Plan, which incorporate Complete Street elements in road design and construction;

WHEREAS, the City of Lakewood has long been a proponent of accommodating all modes of transportation within the public right-of-way, including but not limited to travel by pedestrians, bicyclists, transit users, motorists, emergency and commercial vehicle operators, and includes people of all ages and abilities;

WHEREAS, the City of Lakewood recognizes the importance of meeting the transportation needs of all its citizens by providing street networks that safely connect to all properties, creating a more livable and welcoming community to all citizens, regardless of age or ability;

WHEREAS, the City of Lakewood was planned as a dense, walkable, streetcar community whereby public rights-of-way were designed with tree-lined streets, sidewalks, and other amenities to support public transit, vehicular, and active modes of transportation;

WHEREAS, the City of Lakewood is committed to the preserving and enhancing a network of streets that will continue to encourage economic growth, increase property values, eliminate serious and fatal crashes through safety improvements, improve public health and fitness, reduce harmful emissions, and reduce the overall demand on our roadways by allowing people to replace motor vehicle trips with sustainable transportation options while also improving the environmental and social well-being of citizens;

WHEREAS, continued support of Complete Streets principles enhances and increases the overall capacity of the City's transportation network for all users;

WHEREAS, the City of Lakewood recognizes that non-motorized transportation options are an important means of transportation, with significant benefits for the environment and public health;

WHEREAS, the goals of Complete Streets are to preserve and enhance a comprehensive, integrated, and connected transportation network that supports dense, sustainable development and provides livable communities; to ensure safety, ease of use, and ease of transfer between modes for all users of the transportation system; and to provide context sensitive design flexibility for different types of streets, areas and users;

WHEREAS, the incorporation of Complete Streets is critical to achieving the goals of the Safe Streets for All commitment, which seeks to eliminate deaths and serious injuries from traffic crashes;

WHEREAS, integrating sidewalks, low stress bicycle facilities, public transit amenities, and safe crossings in the initial design of a project spares the expense and complications of retrofits later;

WHEREAS, Complete Streets may include facilities and amenities, including but not limited to: 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 signs 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; pavement markings and signs; and adequate drainage facilities, including opportunities for storm water quality treatment facilities;

WHEREAS, the Complete Streets Ordinance is integral to achieving the goals of Vision Zero commitment, which seeks to eliminate deaths and serious injuries from traffic crashes (City Council passed Resolution 19-9063 in 2019 in favor of achieving Vision Zero); and

WHEREAS, as set forth in Section 2.12 of the Third Amended Charter of the City of Lakewood, this Council by a vote of at least two thirds of its members determines that this Ordinance is an emergency measure and that it shall take effect immediately and that it is necessary for the immediate preservation of the public property, health, and safety; now, therefore,

BE IT ORDAINED BY THE CITY OF LAKEWOOD, OHIO:

Section 1. That new Section 901.23 Complete Streets, of the Lakewood Codified Ordinances, is hereby enacted to read as follows:

901.23 Complete Streets

(a) Definitions. For purposes of this ordinance, the following terms, not defined in the Codified Ordinances of the City of Lakewood, shall mean:

- (1) “Active Transportation” means being physically active for the purpose of transportation (typically biking or walking).

- (2) “Active Transportation Plan” means the Safe Streets for Lakewood Active Transportation Plan and Safe Streets for Lakewood Safety Action Plan adopted by Lakewood City Council on April 15, 2024, pursuant to Resolution Number 2023-73. Any update or amendment to the Active Transportation Plan will be referred to as the Active Transportation Plan.
- (3) “Complete Streets” means the City’s commitment to ensure that, when possible,
- a. Roads safely and comfortably accommodate users including pedestrians, bicyclists, mobility device users, motorcyclists, public transit users and motorists; and
 - b. Roadway projects add to the prevalence of trees and vegetation across Lakewood, as well as best practices for stormwater management; and
 - c. Roadway projects use sustainable and recycled materials.
- (4) “Connectivity” means the level to which travel routes are safe, accessible and convenient for road users to use across varying distances without gaps.
- (5) “Planning Commission” means the Lakewood Planning Commission as defined and authorized in Section 7.2 of the Third Amended Charter of the City of Lakewood.
- (6) “Transportation Project” means any project (i) for which the City is the sponsor and is responsible for the scope of work; and (ii) which requires the new construction, reconstruction, rehabilitation, or mill and fill of at least a majority of any right-of-way, road, street, intersection, or transportation facility. A Transportation Project does not include routine maintenance, emergency maintenance, a water main project, or a sewer project so long as the preceding projects do not require a mill and fill or reconstruction of more than a majority of a right-of-way, road, street, intersection, or transportation facility.
- (7) “Tier I Transportation Project” means any Transportation Project that involves a Route or Intersections and Crossings identified for Complete Streets implementation in the Active Transportation Plan.
- (8) “Tier II Transportation Project” means any Transportation Project that involves (i) any Route and Intersection and Crossings not specifically identified for Complete Streets implementation in the Active Transportation Plan; (ii) a single crosswalk undergoing construction or repair; or (iii) a Tier 1 Transportation Project under construction or repair pursuant to a government consent decree or **[DISCUSSION POINT]** [Community Development Block Grant consideration].

(b) The City of Lakewood Departments will consider Complete Streets principles in the transportation planning process for the design and construction of Transportation Projects in the public right-of-way. The design and development of a any Transportation Project should improve conditions for all users by:

- (1) Considering accommodations for users of all ages and abilities and being sensitive to the context of the project setting. Complete streets are not a one size fits all; every project may look different.
- (2) Designing context-appropriate facilities in accordance with available standards and guidance that best ensures safety and efficient operation for all users. The design of facilities for bicyclists, pedestrians and transit facilities should consider recognized design guidelines and standards, such as the Ohio Department of Transportation (ODOT) Multi Modal Design Guide, American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, AASHTO's Policy on Geometric Design of Highways and Streets, the Institute of Transportation Engineers (ITE) Context Solutions Guide, Americans with Disabilities Act Accessibility Guidelines, Public Right-of-Way Accessibility Guidelines (PROWAG), Federal Highway Administration (FHWA) Separated Bike Lane Design Guide, National Association of Transportation City Officials (NACTO) Design Guides and other recognized and acceptable design publications.
- (3) Prioritizing safety equally for all modes of transportation. Safety improvements for any one mode will not be minimized to achieve an improved level of service for any other mode.
- (4) Coordinating with adjacent jurisdictions to ensure consistency of facilities.
- (5) Including the transit agency (if applicable) in the project development process to ensure that sufficient accommodation of transit vehicles and access to transit facilities is provided.
- (6) Demonstrating how the project advances multimodal Connectivity and access to adjacent land uses and destinations within the corridor.
- (7) Anticipating likely future demand for all modes and not preclude the provision of future improvements.
- (8) Utilizing design criteria based on the thoughtful application of engineering, architectural and urban design principles such that all projects make the City a more appealing, enjoyable, and sustainable place in which to live and work.
- (9) Recognizing that street trees are a critical component of public infrastructure and shall be considered for all projects. Priority shall be given to native species and must be appropriate for the site.
- (10) Considering sidewalks, bike facilities, street crossings, pedestrian signals, signs, street furniture, transit stops and facilities, and connectivity pathways so that all modes and pedestrians, including people with disabilities, can travel safely and independently.

(c) Process for Tier I Transportation Projects beginning construction in 2027 and later, [DISCUSSION POINT] [but reasonable efforts will be made to have some public process for Tier I Transportation Projects scheduled for construction in 2026].

- (1) Stage I Submission. A schematic or conceptual predesign description of all Tier I Transportation Projects will be submitted to the Planning Commission for input and recommendation ("Stage I Submission"). The Stage I Submission will, at a minimum, include existing conditions, proposed Complete Street elements (as outlined in Active Transportation Plan or as recommended by the City Engineer as conditions change), [DISCUSSION POINT] [and a description of why certain

Complete Street elements are not feasible (if applicable).] The Stage I Submission is a forum for the public and Planning Commission to give input and feedback on Complete Streets implementation. Based upon public input, Planning Commission may provide a list of suggestions for inclusion in the Stage II Submission.

(2) Stage II Submission. After taking feedback from the Stage I Submission, a Stage II Submission will be made to Planning Commission showing a final plan and include the reasons for the elements in the final plan. The Planning Commission will review the Stage II Submission and provide a forum to allow the public to see the final plan for all Tier I Transportation Projects. The Planning Commission will [DISCUSSION POINT] [insert Planning Commission action/reporting] after reviewing the Stage II Submission. The final decision on the design of Tier I Transportation Projects will remain within the sole discretion of the City Engineer and Public Works Department. The City Engineer will duly consider the input received through the Planning Commission process in reaching its decision.

(b) (d) Process for Tier II Transportation Projects. The City Engineer and Public Works Department will make best efforts to include Complete Street elements in all Tier II Transportation Projects. The final decision rests with the City Engineer and Public Works Department with considerations being safety, funding, costs, timing, feasibility, and legal constraints.

(e) The Active Transportation Plan will be updated at least every ten (10) years.

(f) Starting with Transportation Projects constructed in 2027, the Department of Planning and Development, with the assistance of the City Engineer, will prepare an annual report to be presented to City Council and Planning Commission, which will include the following items, as available:

- (1) Linear feet of sidewalks built and repaired;
- (2) Number of ADA accessible curb ramps built;
- (3) Number of bicycle amenities built by type;
- (4) Number of citywide trees planted;
- (5) Type of crosswalk and intersections improvements;
- (6) Any pre- and post-Transportation speed or crash data (if available); and
- (7) [DISCUSSION POINT] [Any other information pertinent to Complete Streets implementation in Lakewood.]

Section 2. It is hereby found and determined that all formal actions of this Council concerning and relating to the adoption of this Ordinance were passed in an open meeting of this Council, and that all deliberations of this Council and of any of its committees that resulted in such formal action, were in meetings open to the public, in compliance with all legal requirements including R.C. Section 121.22.

Section 3. This Ordinance is hereby declared to be an emergency measure necessary for the immediate preservation of the public peace, property, health, safety and welfare in the City

and for the usual daily operation of the City for the reasons set forth and defined in the preamble to this Ordinance, and provided it receives the affirmative vote of at least two thirds of the members of Council this resolution shall take effect and be in force immediately upon its adoption by the Council and approval by the Mayor, or otherwise it shall take effect and be in force after the earliest period allowed by law.

Adopted: _____

Sarah Kepple, Council President

Maureen M. Bach, Council Clerk

Approved: _____

Meghan F. George, Mayor



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Ward Council
KYLE BAKER, WARD 1
BRYAN EVANS, WARD 2
CINDY STREBIG, WARD 3
CINDY MARX, WARD 4

April 21, 2025

Re: Complete and Active Streets Education & Advisory Board

Dear Colleagues,

As you know, at our recent Council retreat, this body identified improving multi-modal safety- the ability of all, pedestrians, cyclists, mobility device users, and motorists to safely use our public right of ways, as a continued top priority- a priority clearly shared by our constituents. Council Leadership expressed in a written communication on the docket at that same meeting, and previously at the retreat, that achieving our multi-modal safety goals will require multiple components, and committed to introducing two pieces of legislation at tonight's meeting. The Complete Streets Ordinance being introduced tonight addresses **infrastructure**, and the Ordinance following this communication addresses **prevention and education** through establishment of a citizen advisory board.

Whereas the Complete Streets Ordinance is meant to address safety through capital planning and construction, and will provide a mechanism for citizen engagement and public comment through the Planning Commission, The Complete and Active Streets Education & (CASE) Advisory Board's purpose is to support safe multi-modal transportation in between and beyond large scale construction. As the following CASE Advisory Board Ordinance notes, the City continues to invest in long-term construction in furtherance of the interconnected goals and infrastructure of Complete Streets, Active Transportation, Safe Streets for All, ADA Transition, and Integrated Wet Weather Improvement Plans, and these massive projects take time and extensive financial resources. As that work continues, CASE Advisory Board will help further a safe multi-modal transportation culture, provide lived experience perspectives on quicker, short-term solutions, and help to educate and inform the community.

We ask that this communication and the accompanying new joint Complete Streets Ordinance be referred to the appropriate committee, and we welcome feedback from all stakeholders.

Sincerely,

Sarah Kepple
President of Council – At Large

Kyle Baker
Vice President of Council- Ward 1

Cindy Strebiger
Councilmember – Ward 3

An ORDINANCE to take effect immediately provided it receives the affirmative vote of at least two thirds of the members of Council, or otherwise to take effect and be in force at the earliest period allowed by law, enacting Chapter 161 Complete and Active Streets Education & Advisory Board, of the Codified Ordinances of the City of Lakewood, to establish a permanent Complete and Active Streets Education & Advisory Board for the purpose of collaborating with City officials regarding facilitating safe, effective, and enjoyable multi-modal community usage of public right of way corridors.

WHEREAS, the Community Vision is the City's long-range vision for the community upon which future policy decisions are predicated and outlines broad goals, policies, and programs to strengthen the environmental, social and economic well-being of the community; and,

WHEREAS, on April 15, 2024, City Council passed Resolution 2023-73 that adopted the Active Transportation Plan and accompanying Safe Streets for All Plan, which incorporate Complete Street elements in road design and construction and lays out a strategic plan in furtherance of the following goals identified in the Community Vision:

- Build and maintain infrastructure to support active lifestyles.
- Make transportation decisions that aim to reduce greenhouse gas emissions and promote wellness.
- Expand the dedicated bicycle network city-wide.
- Improve and maintain the existing transportation infrastructure considering universal design, affordability, and environmental impact.
- Adopt "vision zero" goal to reduce motor-vehicle related deaths to zero; and,

WHEREAS, on March 20, 2023, City Council passed Resolution 2023-15 adopting the Climate Action Plan, which, among other things, identified increasing Active Transportation through community buy-in and infrastructure as a big move toward net-zero emissions; and,

WHEREAS, on November 20, 2023, City Council passed Resolution 2023-51 adopting the Americans with Disabilities Act Self-Evaluation and Transition Plan which outlines the necessary steps to become compliant with the requirements of Title II of the ADA including the Public Right of Way; and,

WHEREAS, on October 3, 2022, City Council passed a resolution authorizing a consent decree with the US Department of Justice further committing the City of Lakewood to the Integrated Wet Weather Improvement Plan to guide the implementation of sewer improvements in a cost-effective and continuous manner; and,

WHEREAS, these interconnected and large-scale infrastructure plans require significant financial and staffing resources and are budgeted over a multi-year timeframe; and,

WHEREAS, while the City continues to invest in long-term, permanent infrastructure in furtherance of these goals, citizens have an active role to play in furthering a safe multi-modal transportation culture, providing lived experience perspective on short-term solutions, and helping to educate and inform; and,

WHEREAS, as set forth in Section 2.12 of the Third Amended Charter of the City of Lakewood, this Council by a vote of at least two thirds of its members determines that this ordinance is an emergency measure and that it shall take effect immediately, and that it is necessary for the immediate preservation of the public property, health, and safety; now, therefore

BE IT ORDAINED BY THE CITY OF LAKEWOOD, OHIO:

Section 1. Chapter 161, Complete & Active Streets Education & Advisory Board is hereby enacted to read as follows:

161.01 ESTABLISHMENT; PURPOSE.

The Complete & Active Streets Education & Advisory Board is hereby established with the responsibility of collaborating with City officials regarding facilitating safe, effective and enjoyable multi-modal community usage of public right of way corridors, encouraging walking and biking as part of a transportation system, educating and increasing community awareness of traffic, pedestrian, bicycle, and personal mobility device safety and accessibility, working with the City to expand community knowledge of and implement recommendations in the Active Transportation Plan and Safe Streets for All Plan, providing diverse lived experiences of right-of-way usage to City officials to inform safety interventions to reduce speeding and create a safer transportation experience for all users, coordinating with City commissions, committees, departments and other pertinent organizations.

161.02 MEMBERSHIP

The Complete & Active Streets Education & Advisory Board shall be composed of five volunteer members: three members shall be appointed by Council and two members shall be appointed by the Mayor. Membership of the Board should, to the extent practicable, be made up of at least one each of the following:

- (a) A community member with significant lived experience navigating City rights of way as a motorist;
- (b) A community member with significant lived experience navigating the City rights of way as a pedestrian;
- (c) A community member with significant lived experience navigating the City rights of way with a disability;

- (d) A community member with significant lived experience navigating the City rights of way as a cyclist;
- (e) A community member with significant lived experience navigating the City rights of way with children;
- (f) The Planning Director or the Director's designee shall be Secretary of the Board and serve as a non-voting member;
- (g) The Public Works director or designee shall be an ex-officio member;
- (h) The Public Information Officer shall be an ex-officio member;
- (i) City Council shall appoint an ex officio non-voting member to serve as liaison.

161.03 TERMS

- (a) Members of the Complete & Active Streets Education & Advisory Board serve a term of three calendar years and receive no compensation for service. Initial appointment for members listed in Section 161.02 (a) through (e) shall be staggered so that no more than two members' terms expire in a single calendar year.
- (b) Member absences due to illness, emergency or other unavoidable reason may be excused by majority vote by the remaining board members. Any member with two or more unexcused absences may be removed from the Board ;

161.04 PUBLIC RECORDS AND REPORTING DUTIES

- (a) The Complete & Active Streets Education & Advisory Board shall meet at least quarterly, except when there is no business to conduct, and may meet more frequently to consider specific projects or other matters as may be necessary.
- (b) Any member who is unable to attend a meeting, whether regular or special, shall notify the Secretary as soon as possible to report whether a quorum can be established.
- (c) All meetings of the Complete & Active Streets Education & Advisory Board shall be open to the public and a record of its business be maintained by its Secretary.
- (d) The Complete & Active Streets Education & Advisory Board City Council liaison shall arrange for the Board to provide an annual update to City Council.

161.05 BYLAWS AND RULES OF OPERATION

The Complete & Active Streets Education & Advisory Board shall be empowered to adopt its own bylaws and rules which shall be consistent with this chapter, all other ordinances and the Charter of the City and laws of the State.

Section 2. It is hereby found and determined that all formal actions of this Council concerning and relating to the adoption of this Ordinance were passed in an open meeting of this Council, and that all deliberations of this Council and of any of its committees that resulted in such formal action, were in meetings open to the public , in compliance with all legal requirements including R.C. Section 121.22.

Section 3. This ordinance is hereby declared to be an emergency measure necessary for the immediate preservation of the public peace, property, health, safety, and welfare in the City and for the usual daily operation of the City for the reasons set forth and defined in the preamble to this ordinance, and provided it receives the affirmative vote of at least two thirds of the members of Council, this ordinance shall take effect and be in force immediately upon its adoption by Council and approval by the Mayor, or otherwise it shall take effect and be in force after the earliest period allowed by law.

Adopted: _____

Sarah Kepple, President of Council

Maureen M. Bach, Clerk of Council

Approved: _____

Meghan F. George, Mayor