



COMPLETE STREETS POLICY

December 2011

WHEREAS, transportation, quality of life, and economic development are all connected through well-planned, well-designed, and context sensitive transportation solutions; and

WHEREAS, a Complete Street is defined as one that provides safe and convenient access for all users of the road, including pedestrians, bicyclists, transit users, and vehicular traffic; and

WHEREAS, the City of Des Plaines views all transportation improvements as opportunities to calm traffic and improve safety, access, and mobility for users of the public way and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system; and

WHEREAS, the City of Des Plaines has taken formal initiative to create an interconnected bicycle and pedestrian network; and

WHEREAS, the City of Des Plaines has adopted a Neighborhood Traffic Management Policy to reduce speeds on local streets; and

WHEREAS, the City of Des Plaines engaged in a year-long effort culminating in a comprehensive Sustainability Report for the City that included the goal of increasing the number of trips taken via walking, biking and transit through a Complete Streets approach; and

WHEREAS, hundreds of jurisdictions in the United States have adopted Complete Streets policies, including the State of Illinois, the Counties of Cook and Du Page, the Cities of Champaign and Chicago, and the Villages of Oak Park and Forest Park; and

WHEREAS, Complete Streets are essential to providing safe routes for children to get to and from school; and

WHEREAS, the City strives to provide transportation options to maximize the independence and mobility of its aging population;

NOW THEREFORE BE IT RESOLVED by the Mayor and City Council of the City of Des Plaines, County of Cook, Illinois that the City of Des Plaines hereby adopts a Complete Streets Policy, the goals, elements, and procedures of which are as follows:

SECTION 1: Goals. The City of Des Plaines shall accommodate all users of the road, including bicyclists, pedestrians, transit users, and drivers of automobiles and freight vehicles, regardless of their age or ability in all roadway projects, as defined in Section 2, so as to create a comprehensive, integrated network for all users.

SECTION 2: Applicability. Review for consistency with and the potential incorporation of elements to advance the complete streets goals shall be applied to all roadway improvement projects, including new construction, reconstruction, street surfacing, grading, and water and sewer projects and into all phases of roadway projects including scoping, programming, planning, design, construction, maintenance, and operations. Exceptions to such applicability of the Complete Streets policy are:

- a) Projects occurring on a roadway where specified users are prohibited by law, such as within interstate highway corridors.
- b) The cost for a particular Complete Street design recommendation would be excessively disproportionate to the need of that particular improvement, with due consideration given to future users, latent demand, and the social and economic value of providing a safer and more convenient transportation system for all users.

SECTION 3: Planning and Review. The following procedures shall be used in order to ensure that the various projects within the City advance the goals of the Complete Streets Policy:

- a) **City of Des Plaines projects** – During the planning/design phase of any public transportation improvement project, a designee of the Director of Public Works & Engineering shall conduct a review of the project relating to the incorporation of complete streets elements into the project. The review shall be made with reference to current best practices, as detailed in the reference materials and design guidelines listed in Section 4.

In order to ensure that all relevant information is taken into account, including the experience of other stakeholder departments, the project will be presented before the Staff Traffic Advisory Committee (STAC) for comments at one of the regular STAC meetings.

A Complete Streets project checklist shall be developed and used to assist with and to document the Complete Streets review.

- b) **Other Public Agency projects** – The City shall coordinate with external agencies, including the Illinois Department of Transportation and the Cook County Highway Department, to ensure that all roadways and intersections within the City of Des Plaines meet the local community standards in accordance with this Resolution, regardless of jurisdiction.

As with the review process for City of Des Plaines projects, outside agency projects will be presented to the STAC for comments and the Complete Streets project checklist will be used to document the review.

- c) **Private Development** – The City shall review all private development proposals that come before the Technical Review Board with reference to the incorporation of complete streets elements and general consistency with the Complete Streets Policy.

Review for complete streets consistency will be added to the existing Community and Economic Development private development review process. This includes consideration of the complete streets elements of each development at the City's Technical Review Board meetings. The Complete Streets project checklist shall be used to assist with and document the Complete Streets review.

SECTION 4: Standards. In order to best balance the needs of all users and provide increased flexibility in design, the City shall develop design guidelines in accordance with the most up-to-date standards, requirements and recommendations as provided by, but not limited to:

- American Association of State Highway and Transportation Officials
 - *Guide for the Planning, Design and Operation of Pedestrian Facilities*
 - *Guide for the Development of Bicycle Facilities*
- National Association of City Transportation Officials – *Urban Bikeway Design Guide*
- Illinois Department of Transportation – *Bureau of Design and Environment Manual*
- The Access Board – *Pedestrian Rights-of-Way Accessibility Guidelines*
- FHWA – *PEDSAFE: Pedestrian Safety Guide and Countermeasures Selection System*
- Institute of Transportation Engineers – *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*
- American Planning Association
 - *U.S. Traffic Calming Manual*
 - *Complete Streets: Best Policy and Implementation Practices*
- Cook County – *Active Transportation Facilities Design Guidelines*

The City shall also reference applicable local land use regulatory documents, such as:

- Northwest Municipal Conference Regional Bicycle Plan
- Zoning Code and Subdivision Regulations
- City of Des Plaines 2007 Comprehensive Plan
- City of Des Plaines Active Transportation Plan
- City of Des Plaines School Travel Plan
- Cumberland Transit-Oriented Development Plan
- Oakton/Elmhurst Subarea Plan
- Five Corners TIF Redevelopment Plan
- City of Des Plaines 2011 Sustainability Report

The City will provide training opportunities to staff and elected officials tasked with implementing the Complete Streets policy as needed. All relevant City staff shall review and update as necessary their plans, manuals, rules, regulations, and programs to reflect the principles of this resolution.

Designing complete streets is not additional work for planners, architects and engineers; it is different work. The practitioners of these disciplines have in the past been asked to solve a particular problem – namely to safely and efficiently moving the maximum number of cars past a given point in the shortest time. The Complete Streets Policy simply redefines the problem. Under this Policy, these professionals are required to use their knowledge and skills to design roads and a road network that safely and efficiently move all users, motorized and non-motorized.

SECTION 5: Monitoring. In order to evaluate the City's progress toward implementation of the Complete Streets approach, the City will use the following performance measures:

- Number of speeding and safety or access-related concerns received through the Staff Traffic Advisory Committee
- Number of studies completed under the Neighborhood Traffic Management Policy
- Total miles of on-street bicycle routes defined by streets with clearly marked or signed bicycle accommodation
- Linear feet of new pedestrian accommodation
- Number of new ADA compliant curb ramps installed along City streets
- School walk/bike rates collected through the National Center for Safe Routes to School Student Travel Tallies
- Annual bike counts on bike routes
- Annual pedestrian/bicycle crash data analysis

The above performance measures will be incorporated in the annual city budget reports of the Public Works & Engineering Department and the Community & Economic Development Department.