

## ROADS AND BRIDGES AGENDA

### REVISED

DECEMBER 14, 2011

THE FOLLOWING COMMUNICATIONS ARE TRANSMITTED BY JOHN J. BEISSEL P. E., ACTING, SUPERINTENDENT, COUNTY DEPARTMENT OF HIGHWAYS SUBMITTING RECOMMENDATIONS FOR CHANGE IN PLANS AND EXTRA WORK INVOLVED IN IMPROVEMENTS AS DESCRIBED:

314552      **COMPLETE STREETS ORDINANCE (PROPOSED ORDINANCE).** Submitting a Proposed Ordinance sponsored by Deborah Sims and Larry Suffredin, County Commissioners.

### PROPOSED ORDINANCE

#### COMPLETE STREET ORDINANCE

**BE IT ORDAINED**, by the Cook County Board of Commissioners, that Chapter 66, Article III, Division 7 of the Cook County Code is hereby enacted as follows:

**Sec. 66-103. Purpose and Policy.**

(a) *Title.* This division shall be known and may be cited as the “Complete Streets Ordinance” of Cook County, Illinois.

(b) *Purpose.* Cook County agencies, including but not limited to; the Bureau of Administration, the Department of Budget and Management Services, the Department of Public Health, the Bureau of Economic Development, and the Highway Department; will undertake a formal initiative, as further outlined herein, in planning a comprehensive, integrated and connected transportation network. To this end, Cook County agencies, in cooperation with both public and private planning partners, will structure policies affecting all phases of project planning and development.

(c) *Policy.* Decisions regarding the public right-of-way shall promote use by pedestrians, bicyclists, public transit, and motor vehicles, in a safe and effective manner taking into account the surrounding community context and land uses. The principles and policies guiding these decisions shall be known as Complete Streets. Complete Streets can be achieved through network level improvements, through integration into single location projects, or incrementally, though a series of small improvements or maintenance activities.

(d) *Severability.* If any section, subsection, paragraph, sentence or clause of this ordinance or its application to any person or circumstance is held to be invalid or unconstitutional by any court of competent jurisdiction or administrative agency, the invalidity of that provision or application shall not affect, impair or invalidate any remaining section, subsection, paragraph, sentence or clause of this ordinance or its application.

**Sec. 66-104. Objectives.**

All county agencies are hereby directed to cooperate with each other and other governmental entities to ensure that all roads within Cook County are designed and operated to enable appropriate and safe access for all users. The enactment of this policy shall aim to achieve the following objectives:

(a) Pedestrians, bicyclists, motorists and transit riders of all ages and abilities will be able to move safely along and across appropriate County roadways.

(b) Cook County shall strive to create a comprehensive, integrated and connected network of transportation options for all modes.

(c) Cook County travel patterns will change so that 50% of all trips will be made by walking, bicycling and transit by 2030.

(d) A 50% reduction in bicycle and pedestrian crashes will be achieved by the year 2030.

(e) Cook County agencies will fully incorporate Complete Streets into budgeting processes, workplans, and staffing projections.

(f) To the extent that relevant roadways are under the jurisdiction of an agency excluding Cook County, county agencies are directed to provide such Complete Streets technical assistance as is available under their authority.

(g) County Department of Highways (Highway Department) shall cooperate with neighboring jurisdictions to encourage street connectivity with a specific emphasis on regional corridors.

**Sec. 66-105. Guidelines.**

(a) *Roadways Under the Jurisdiction of the Cook County Highway Department.* The Cook County Highway Department shall strive to plan, design, operate and maintain the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation in all appropriate transportation projects, including new construction, reconstruction, resurfacing, widening, and operations. In furtherance of this goal, the Highway Department will:

1. Consider Complete Streets as one of the priorities in roadway planning and funding decisions and will develop an internal Complete Streets Policy no later than 90 days following enactment of this ordinance.
2. Prioritize the safe movement of pedestrian, bicycle, and public transportation traffic in decisions regarding the use of limited public right-of-way, with consideration given to roadway context and land use.

3. Define standards to measure the progress of implementation of this ordinance. Such standards shall include, but not be limited to, improvements in safety for all roadway users; increased capacity for all modes of transportation; miles of new and repaired bicycle facilities; blocks of new and repaired sidewalks; number of new and repaired marked street crossings; amount of new and repaired signage; number of new and repaired curb ramps. Such measures shall be incorporated into relevant plans, manuals, policies, processes and programs. The Highway Department shall work with other departments and agencies to track such performance measures as appropriate.
4. Revise its plans, manuals, rules, policies, processes and programs as appropriate to incorporate any changes necessary to foster the timely implementation of Complete Streets principles. Such plans, manuals, rules, policies, processes and programs shall be reviewed upon enactment of this ordinance and no less frequently than every two years hence.
5. Report to the Cook County Board of Commissioners on no less than an annual basis on progress made in implementing Complete Streets.

(b) *Roadways Not Under the Jurisdiction of the Cook County Highway Department.* All relevant County agencies will review and revise as necessary their plans, manuals, policies, processes and programs to foster the implementation of Complete Streets on roadways not under the jurisdiction of Highway Department but subject to financing, regulation of or otherwise involving an action by any county agency. Such projects shall include, but not be limited to, privately-built roadways and projects on non-county roadways funded in part or entirely by county funds.

**Sec. 66-106. Exceptions.**

This ordinance shall not apply if the Superintendent of Highways makes a written finding that one or more of the following conditions apply:

(a) The scope of the relevant project is limited to maintenance activities intended to keep the roadway in serviceable condition. Resurfacing activities that are published in the multi-year plan may not be considered a maintenance activity for this determination; or

(b) There is sufficient documentation that there is no feasible way to accommodate improvements for non-vehicular traffic within a project's scope. Identified needs that are not included in a project should be tracked and included in future capital projects. Such a finding is not authorized on resurfacing projects if accommodations can be provided for non-motorized roadway users without undertaking a full roadway reconstruction; or

(c) There is no documented current or anticipated need for accommodation of non-motorized roadway users or the road is not a current or planned transit route. Such a finding is not authorized if the relevant roadway corridor is identified in a transportation plan of any government agency, including agencies outside the jurisdiction of Cook County, as a corridor anticipated for the future benefit of any non-motorized transportation or transit user.

**\*Referred to the Committee on Roads & Bridges on 9/20/11.**

- 315649 COUNTY HIGHWAY DEPARTMENT, by John J. Beissel, P.E., Acting Superintendent of Highways, submitting recommendation for change in plans and extra work on Section: 08-TSCMC-07-TL. Traffic Signal, Modernization and LED Retrofit (14 locations SW) in the City of Burbank, the Villages of Alsip, Bridgeview, Chicago Ridge and Oak Lawn and in Unincorporated Worth Township in County Board Districts #6 and 11. This change represents the difference between the estimated quantities and actual field quantities of work performed with a savings due to the elimination of the contract extra work item in its entirety. A new item for conduit was required, for the service installation in order to avoid a blockage in the exiting conduit. Adjustment of Quantities and a New Item. \$17,287.44 (Deduction).
- 315650 COUNTY HIGHWAY DEPARTMENT, by John J. Beissel, P.E., Acting Superintendent of Highways, submitting the Bureau of Construction's Progress Report for the month ending October 31, 2011.