

RESOLUTION NO. 2015 - R - 12

RESOLUTION ADOPTING A COMPLETE STREETS POLICY

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

WHEREAS, Complete Streets are defined as streets that are designed and operated to enable safe and convenient access for all users of the roadway including pedestrians, bicyclists, transit users, and vehicular traffic; and

WHEREAS, the City of Carbondale, Illinois, views all transportation improvements as opportunities to connect neighborhoods, calm traffic and improve safety, provide greater access and mobility of users of the public way, and recognize bicycle, pedestrian, and transit modes as integral elements of the transportation system; and

WHEREAS, the City of Carbondale Comprehensive Plan promotes a transportation principal that Carbondale residents should be able to drive, walk, or bike safely and conveniently through the City for daily needs and activities; and

WHEREAS, numerous jurisdictions in the United States have adopted Complete Streets policies, including the State of Illinois and the Illinois Department of Transportation (IDOT).

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CARBONDALE, ILLINOIS, AS FOLLOWS:

1. Complete Streets can be achieved through network level improvements, through integration into single location projects, or incrementally through a series of small improvements or maintenance activities. 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 City shall strive to create a comprehensive, integrated and connected network of transportation options for all modes of

conveyance, designed and operated to enable appropriate and safe access for all users.

2. The Complete Streets policy shall be applied to all projects involving roadway improvements and the movement of people when feasible. It is understood that there may be circumstances in which it may not be practical or feasible to apply the Policy. Such circumstances include the following:

- a. The scope of the relevant project is limited to maintenance activities intended to keep the roadway in serviceable condition.
- b. There is sufficient documentation that there is no feasible way to accommodate improvements for non-vehicular traffic with a project's scope and/or budget.
- c. There is no documented current or anticipated need for accommodations of non-motorized roadway users or the road is not a current or planned transit route.
- d. 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.
- e. Documented environmental constraints or unsafe transportation issues.

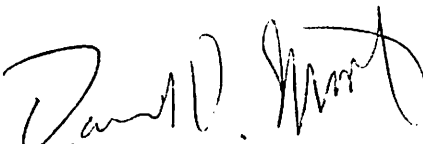
3. Complete Streets improvements create a connected network of facilities accommodating each mode of travel that is consistent with and supportive of the local community, recognizing that all streets are different and that the needs of various users will need to be balanced in a flexible manner. The City will generally follow accepted or adopted best practice design standards when implementing improvements intended to fulfill this Complete Streets Policy, but will also consider innovative or non-traditional design options to fit within the context of the community, provide the needed flexibility based on the characteristics of the corridor, and provide a comparable level of safety and connectivity.

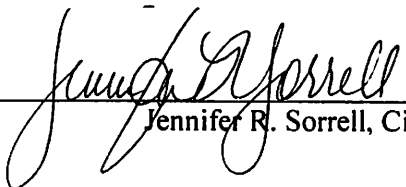
4. The City shall incorporate Complete Streets into budgeting processes, work plans, and staffing projections and consider Complete Streets as one of the priorities in roadway

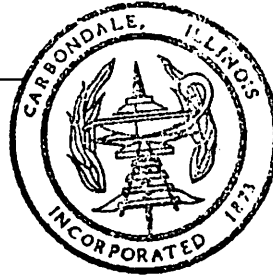
planning and funding decisions. Staff shall prioritize the safe movement of pedestrians, bicycle and public transportation traffic in decisions regarding the use of limited public right-of-way, with consideration given to roadway context and land use. Staff will review and revise as necessary plans, manuals, policies, processes and programs to encourage the implementation of Complete Streets.

5. That this Resolution be spread at length upon the minute records of the City Council of the City of Carbondale, Illinois.


This Resolution adopted at a regular meeting of the City Council of the City of Carbondale on the 14th day of April 2015.

APPROVED: 
Donald D. Monty, Acting Mayor

ATTEST: 
Jennifer R. Sorrell, City Clerk



APPROVED AS TO LEGALITY AND FORM:


P. Michael Kimmel, City Attorney

FOR: Jack, Adams, Fronabarger,
McDaniel, Bradshaw, Harvey, Monty
AGAINST: None
PASSED: April 14, 2015
APPROVED: April 14, 2015
RECORDED: April 15, 2015
PUBLISHED: April 15, 2015