RESOLUTION 2016-114    PASSED: OCTOBER 24, 2016

AUTHORIZING THE ADOPTION OF A COMPLETE
STREETS POLICY.

WHEREAS, the DeKalb 2025 Strategic Plan set a goal to implement a Complete Streets policy in future City planning to improve safety, accessibility, and aesthetics; and

WHEREAS, Complete Streets are facilities designed, operated, and maintained to assure safe and comfortable mobility appropriate to the function and context of the facility for users of all ages and abilities, including pedestrians, bicyclists, and transit passengers as well as truck, bus, and automobile drivers; and

WHEREAS, Complete Streets principles and best practices should be considered when planning, designing, operating, and maintaining the street network to determine if an appropriate context sensitive solution can be achieved based upon available funding;

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF DEKALB, ILLINOIS:

Section 1: That the City hereby adopts the attached Complete Streets Policy.

Section 2: That the City Clerk of the City of DeKalb, Illinois be authorized and directed to attest the Mayor’s Signature and shall be effective thereupon.

PASSED BY THE CITY COUNCIL of the City of DeKalb, Illinois at a Regular meeting thereof held on the 24th day of October, 2016, and approved by me as Mayor on the same day. Passed by an Omnibus roll call vote of 8-0 under the Consent Agenda. Aye: Jacobson, Finucane, Marquardt, Snow, Noreiko, Baker, Failvre, Rey.

ATTEST:

JENNIFER JEEP JOHNSON, City Clerk

JOHN A. REY, Mayor
Complete Streets Policy

Policy Number: 02-01  Date: October 19, 2016

Purpose: The City of DeKalb seeks to create a comprehensive, integrated, connected multi-modal transportation network for all roadway users to encourage accessibility, inclusiveness, and safety. Complete Streets principles and best practices should be considered when planning, designing, operating, and maintaining the street network to determine if an appropriate context sensitive solution can achieve this purpose.

Definition: Complete Streets are facilities designed, operated, and maintained to assure safe and comfortable mobility appropriate to the function and context of the facility for users of all ages and abilities, including pedestrians, bicyclists, and transit passengers as well as truck, bus, and automobile drivers.

Benefits:

1. Increases Accessibility: Streets that provide travel choices can give people the option to avoid traffic congestion and increase the overall capacity of the transportation network.

2. Improves Safety: Design and accommodation for bicyclists and pedestrians reduces crashes.

3. Creates a Sense of Place: Increased bicycling and walking are indicative of vibrant and livable communities, offering economic, social, and recreational opportunities for everyone.

4. Generates Community Vitality and Economic Development: Complete streets can reduce transportation costs and travel time while increasing property values and job growth in communities.

5. Advances Efficient, Quality, and Responsive Services: Integrating sidewalks, bike lanes, transit amenities, and safe crossings into the initial design of a project spares the expense of retrofits later.

6. Improves Public Health: Public health experts are encouraging walking and bicycling as a response to the obesity epidemic. Streets that provide room for bicycling and walking help people of all ages get physical activity and gain independence.
**Policy Goals:** The City’s Complete Streets policy will consider the needs of all users through the planning, design, and implementation processes for construction, reconstruction, or retrofit of streets, if the safety and convenience of users can be improved within the scope of the work.

1. Create a comprehensive, integrated, connected multi-modal network by providing connections to bicycling and walking trip generators such as employment, education, residential, recreational, and public facilities, as well as retail and transit centers.

2. Collaborate with the Metropolitan Planning Organization (DeKalb Sycamore Area Transportation Study) to work with regional partners to ensure that jurisdictional boundary conditions are considered as a part of infrastructure projects.

3. Provide safe and accessible accommodations for existing and future pedestrian, bicycle, and transit facilities.

4. Establish a checklist of pedestrian, bicycle, and transit accommodations, such as accessible sidewalks, curb ramps, crosswalks, countdown pedestrian signals, pedestrian scale lighting, median refuges, curb extensions, bike lanes, shoulders, and bus shelters, for consideration in street improvement projects.

5. Establish a procedure to evaluate resurfacing projects for complete streets inclusion according to length of project, local support, environmental constraints, total available right-of-way, funding resources and bicycle and/or pedestrian compatibility.

6. Evaluate the interaction of distinct modes of transportation along and at the intersection of transportation corridors.

7. Design bicycle and pedestrian facilities to the best currently available standards and practices including the American Association of State Highway Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, the AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, the AASHTO Green Book: A Policy on Geometric Design of Highways and Streets, the Federal Highway Administration (FHWA) Highway Capacity Manual (HCM), the FHWA Manual of Uniform Traffic Control Devices (MUTCD), the Americans with Disabilities Act Accessibility Guidelines (ADAAG), and others as related. Methods for providing flexibility within safe design parameters, such as context sensitive solutions and design, will be considered.

8. Research, develop, and support best practices in improving safety and mobility.

9. Implement training for Engineers and Planners on Bicycle/Pedestrian/Transit policies and integration of non-motorized travel options into transportation systems.

10. Make provisions for pedestrians and bicyclists when closing roads, bridges or sidewalks for construction projects.
11. Consider connections for Safe Routes to Schools, trail crossings, and areas or population groups with limited transportation options.

12. Comply with the Americans with Disabilities Act (ADA).

13. Complement the context of the surrounding community.

14. Update all necessary and appropriate codes, standards, and ordinances to ensure that design components for all modified streets follow the intent of the policy.

15. Identify all current and potential future sources of funding, including grant opportunities, for Complete Streets improvements.

**Exemptions:** The most context sensitive solution for street projects should be incorporated into the design to evaluate if Complete Streets Policy goals are appropriate. Exemptions include the following:

1. Non-motorized users are prohibited on the roadway.

2. The cost of accommodations for a particular mode is excessively disproportionate to the need and potential benefit of a project.

3. The project involves ordinary maintenance activities designed to keep assets in acceptable condition, such as cleaning, sealing, spot repairs, patching, and surface treatments, such as micro-surfacing.

**Evaluation Goals:**

1. Number of new miles of on-street bicycle routes defined by streets with clearly marked or signed bicycle accommodations.

2. Number of new bicycle parking spaces.

3. Number of linear feet of new or reconstructed pedestrian accommodations.

4. Number of new or reconstructed accessible curb ramps.

5. Total number of funded bicycle and pedestrian projects and new facilities.

6. A periodic review of performance measures will evaluate their effectiveness in achieving outcomes and modified as necessary to accomplish policy goals.