

RESOLUTION NO. R2019-50

**A RESOLUTION APPROVING AND ADOPTING
THE CITY OF WARRENVILLE COMPLETE STREETS POLICY**

WHEREAS, the City is a home rule municipal corporation pursuant to Article VII, Section 6(a) of the Constitution of the State of Illinois of 1970; and

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 views transportation investments as opportunities to improve the health, safety, welfare, and quality of life for its residents and visitors by encouraging and accommodating: (i) increased physical activity; (ii) reduced environmental impacts; and (iii) freedom of choice in transportation options and reduced reliance on a single transportation mode; and

WHEREAS, the City recognizes the importance of open and ongoing coordination with neighboring municipalities, the DuPage County Division of Transportation, the Forest Preserve District of DuPage County, the Illinois Department of Transportation, the Illinois Tollway, other local entities and private property owners to ensure Complete Streets principles are incorporated into the planning, design, construction, and maintenance of transportation networks; and

WHEREAS, the City desires to adopt a City of Warrenville Complete Streets Policy ("**Complete Streets Policy**"), pursuant to which decisions regarding the public right-of-way will promote the creation of Complete Streets; and

WHEREAS, the Mayor and the City Council have determined that it is in the best interest of the City and the public to approve and adopt the Complete Streets Policy;

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF WARRENVILLE, DUPAGE COUNTY, ILLINOIS, AS FOLLOWS:

SECTION 1: Recitals. The recitals listed above are incorporated in this Resolution as if fully set forth in this Resolution.

SECTION 2: Approval and Adoption of the Complete Streets Policy. The City Council hereby approves and adopts the Complete Streets Policy in substantially the form attached to this Resolution as **Exhibit A**.

SECTION 3: Effective Date. This Resolution shall be in full force and effect following its passage and approval in the manner provided by law.

[Signatures and Voting Record on Following Page]

PASSED THIS 18th day of November, 2019.

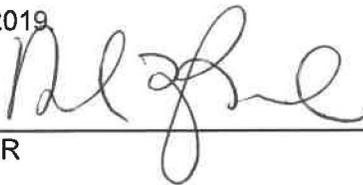
AYES: Ald. Krischel, Wilson, Bevier, Barry, Goodman, Weidner, and Aschauer

NAYS: None

ABSENT: Ald. Davolos

ABSTAIN: None

APPROVED THIS 18th day of November, 2019



MAYOR

ATTEST:

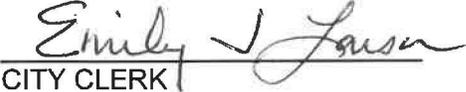

CITY CLERK

EXHIBIT A

COMPLETE STREETS POLICY

Vision and Purpose

The City of Warrenville (the City) embraces a vision for a community whose transportation system accommodates the movement of people of all ages and abilities and supports the freedom of choice in using any legally permitted modes of travel, including walking, bicycling, transit, and the use of motorized vehicles. The City is committed to incrementally implementing and proactively maintaining a network of streets, sidewalks, paths, public rights-of-way, and other corridors that serve the transportation and recreation needs of children, families, seniors, and persons with disabilities. As part of this commitment, the City supports a vision that is integrated and a multimodal network that enables these users to interact in a safe and predictable manner with all other users of the transportation network, including equestrians, people operating vehicles for transit, maintenance, freight, delivery, emergency response and public safety activities.

The purpose of this policy is to act as a foundation for fiscally responsible, cost effective, ongoing investment, and to provide the framework in which the City, its partner agencies, developers, and all other persons involved for the planning, design, construction, and maintenance of the transportation network incorporate Complete Streets principles into every day and commonplace practices in a proactive, incremental, realistic, and cost-effective manner. This will help to ensure that activities undertaken by the City, its contractors, and developers help to advance the comfort, safety, and quality of life for all residents and its visitors.

Diverse Users and Modes

The City recognizes residents and visitors travel in different ways for different purposes, and these needs and mode choices change during the course of the day, week, or year. As such, adoption of a Complete Streets Policy acknowledges this diversity of users, including people walking, bicycling, driving, those providing or consuming transportation network provider (TNP) services, and equestrians. Of these users those who cannot drive or do not drive for various reasons are the most vulnerable. The City will prioritize improvements to enhance the safety for these users.

Commitment in All Projects and Phases

The City must ensure Complete Streets principles are considered and responsibly applied during all phases of a project, including planning, design, construction, modifications or improvements, and maintenance. Project types subject to this consideration will include public spaces and plazas, roadway resurfacing, reconstruction, roadway expansion or reallocation of roadway space, grading,

stormwater management, water and sewer projects, and private development projects involving improvements to infrastructure that supports walking, bicycling, or the movement and parking of automobiles. The City will strategically provide accommodations for all modes of transportation to continue to use the road safely and efficiently during construction or repair work that infringes on the right- of-way and/or sidewalk.

Clear, Accountable Exceptions

The City acknowledges exceptions to the Policy may arise and will follow a policy to ensure these exceptions are rare. The Deputy Public Works Director and / or Community and Economic Development Director will document these exceptions in writing and will present them to the Bicyclist and Pedestrian Advisory Commission and to City Council as a matter of public record. Written documentation shall provide information that explains the reason for the exception, which shall be limited to the following conditions:

- Lack of dedicated City funding for the project.
- The project cannot accommodate a specific mode of travel due to prohibition by City ordinance, State, or Federal Law (e.g. pedestrians and bicyclists are not permitted on interstate highways);
- The cost of accommodation is disproportionate to an established and documented need or demand;
- On projects where it can be shown there is no current or future need;
- Projects that are defined as typical and/or regular maintenance of an existing facility (e.g. snow removal, sweeping)
- The project would result in a piecemeal or isolated improvement that would disconnected from existing system improvements.

Jurisdiction

The City will implement the Complete Streets Policy on all roadways and infrastructure under the jurisdiction of the City. The City also will develop and maintain relationships with other agencies to encourage implementation of Complete Streets beyond the jurisdiction of the City. Agencies with which the City will coordinate include but are not limited to the Illinois Department of Transportation, DuPage County Division of Transportation, Forest Preserve District of DuPage County, Illinois Tollway, Fermilab, Pace, the Regional Transportation Authority, adjacent municipalities including Aurora, Naperville, Wheaton, Winfield, and West Chicago. The City also will coordinate among local school and park districts for new construction or changes to facilities that accommodate walking, bicycling, and the movement or parking of vehicles including bicycles. The City will compel private developers to adhere to this Policy.

Design and Evaluation Guidelines

The City will utilize an array of design guidance to ensure flexibility and encourage innovation in design while also considering national and state standards. The City will refer to national best practices and state resources that guide the development and evaluation of complete streets infrastructure that includes, but is not limited to:

- IDOT Bureau of Design and Environment (BDE) and Bureau of Local Roads and Streets (BLRS) Manual
- Federal Highway Administration (FHWA) Manual on Uniform Traffic Control Devices (MUTCD)
- Illinois Supplement to the MUTCD
- American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities
- Americans with Disabilities Act (ADA) Accessibility Guidelines
- U.S. Access Board Draft Public Rights of Way Access Guidelines (PROWAG)
- National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, Urban Street Design Guide, Transit Street Design Guide, Urban Street Stormwater Guide
- National Center for Safe Routes to School (NCSRTS) Student In-class Travel Tally and Parent Survey
- National Bicycle and Pedestrian Documentation Project
- What Are “Complete Streets”? National Complete Streets Coalition

Definitions

Except as defined herein, all words shall have their accustomed meanings unless otherwise defined by pertinent state legislation. For the purposes of the Complete Streets Policy, the City shall refer to definitions contained within Section 1-3-2 of the Illinois Municipal Code for definitions of the terms “bicycle,” “bicyclist,” “pedalcyclist,” “pedestrian,” and “right-of-way.” For terms not defined in the Illinois Municipal Code, this Policy shall refer to facility definitions as identified in the above mentioned design guideline documents (e.g. shared use path, on-street bike lane).

Land Use and Context Sensitivity

The City recognizes transportation infrastructure and land use decisions are closely related. The City will design Complete Streets to achieve equity in social, health, and environmental outcomes, and seek to mitigate or minimize potential impacts to residents and users of public rights-of-way including vulnerable users, people with limited mobility options, those with disabilities, and transit-dependent individuals.

Performance Measures

The City will collect data to measure the progress of implementation of the policy. The Deputy Public Works Director will periodically review and revise performance measures, utilizing them to celebrate successful projects, revise designs or plans, determine trends, and modify reporting methods as needed. Performance measures the City will consider include, but are not limited to:

- Miles of on-street bike lanes and shared use paths constructed and/or percent of facilities constructed as a share of total facilities as recommended by the City's latest adopted plan(s)
- Miles or linear feet of sidewalks constructed and/or percent of Warrenville roadways with sidewalks on one or both sides
- Share of Warrenville residents living within ¼ mile of a shared use path, on-street bike lane, or transit stop
- Share of low-income residents living within ¼ mile of a shared use path, on-street bike lane, or transit stop
- Reports on roadway segment and intersection crashes by type, severity, rate
- Bicycle and pedestrian traffic counts at key locations within the City
- Annual increase in CMRP expenses as a result of the addition of new complete street improvements
- Annual expenditure on design, construction, and resurfacing or replacement of complete street improvements

Project Selection Criteria

The City will develop or modify its project selection criteria to focus resources on the closure of gaps, elimination of barriers, and the improvement of comfort and safety in the transportation network, specifically those that improve conditions for people walking and bicycling. To advance equity in outcomes regarding access, safety, and accommodation, the City will develop methods for scoring or rating potential projects to consider the needs of vulnerable users, people with limited mobility options, those with disabilities, and transit-dependent individuals.

Implementation Steps

Through adoption of this Complete Streets Policy, the City demonstrates its commitment to embracing Complete Streets through revisions to practices, policies, and programs that affect the implementation of Complete Streets. The City will review departmental guidelines, procedures, internal workflows, and reporting requirements to incorporate Complete Streets principles into the planning and design of infrastructure projects, interagency coordination, or any project involving the accommodation of people accessing the City's transportation network. Key implementation steps include, but are not limited to:

- The City will develop a methodology to review projects for the inclusion of Complete

Streets elements, and use this information to inform existing or revised project scoping

- The City will develop a methodology to receive and document resident requests for the inclusion of Complete Streets elements into future transportation projects where a project scope has not been defined
- The City will develop methods and a policy for ranking of potential projects.
- The City will develop a Performance Measures process, including report template, to report progress on implementation of the policy.
- The City will prepare an annual report for the City Council and provide a copy to the Bicyclist and Pedestrian Advisory Commission on Performance Measures and the development or revision of Project Selection Criteria
- The City will develop a long-term funding policy and funding source that supports the design and construction of new complete streets projects, and the long-term maintenance and replacement of the same improvements. The policy and funding levels will be based on the Warrenville Complete Streets Policy Cost Estimate Scenario Planning memo dated November 1, 2019.
- Where applicable and relevant to the duties and job descriptions of staff and leadership, the City will participate in training and development activities and attend seminars, meetings, and conferences on the best practices in planning, designing, funding, programming, maintaining, and/or evaluating Complete Streets projects.