

DATE: October 19, 2016

TO: Honorable Mayor John Rey
City Council

FROM: Anne Marie Gaura, City Manager
Tim Holdeman, Public Works Director
John Laskowski, City Engineer
Jo Ellen Charlton, Principal Planner
Jessica Hyink, Assistant Transportation Planner

SUBJECT: Authorizing the Adoption of a Complete Streets Policy. (First Reading)

I. Summary

The Community Development and Public Works Departments request City Council adopt a Complete Streets policy in order to create a comprehensive, integrated, connected multi-modal transportation network for all roadway users to encourage accessibility, inclusiveness, and safety. The policy is goal-setting and focuses on context sensitive solutions. If adopted, the policy will be incorporated into the Public Works Department policy. The adoption of the policy will meet goals set in the DeKalb 2025 Strategic Plan.

II. Background

At the September 26, 2016 Committee of the Whole meeting, staff presented the topic of Complete Streets to City Council. Included in this presentation was an explanation of Complete Streets, the benefits a policy could provide for the City, and the experience of implementing the policy in other communities. In response to this presentation, staff received direction to return to City Council with a Complete Streets policy for consideration.

In addition to the staff presentation, citizens commented in support of adopting a policy. Joel Maurer indicated a Complete Streets policy could increase the connectivity of the transportation network. He mentioned the City has taken advantage of Complete Streets principles in the past when it planned to connect the Prairie Park Bike Path under Lincoln Highway to the Kishwaukee-Kiwanis Bike Path on the north side of Lincoln Highway on the Northern Illinois University campus. He also commented there are health benefits to a Complete Streets Policy, because it promotes alternate modes of transportation including bicycling and walking.

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. These policies consider the total right-of-way space and the best way to accommodate the needs of the users within the context of the right-of-way.

Complete Streets provide the following benefits:

- **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.
- **Improves Safety:** Design and accommodation for bicyclists and pedestrians reduces crashes.
- **Creates a Sense of Place:** Increased bicycling and walking are indicative of vibrant and livable communities, offering economic, social, and recreational opportunities for everyone.
- **Generates Community Vitality and Economic Development:** Complete streets can reduce transportation costs and travel time while increasing property values and job growth in communities.
- **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.
- **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.

The Public Works Department developed a Complete Streets policy based on performance measures set by the National Complete Streets Coalition. The policy sets goals to consider the needs of all users through the planning, design, and implementation processes for construction, reconstruction, or retrofit of streets. The policy is context sensitive, thus the goals set within the policy will only be incorporated if the safety and convenience of users can be improved within the scope of work.

The policy meets the following goals set in the DeKalb 2025 Strategic Plan:

- **Vision of Community Vitality and a Vibrant Downtown:** 1.c.i. Implement a Complete Streets policy in future City planning to improve safety, accessibility, and aesthetics.
- **Vision of Accessibility:** 1.b.i. Embrace the “Complete Streets” philosophy in future transportation and planning initiatives, i.e. Long-Range Transportation Plan.



III. Community Groups/Interested Parties Contacted

The policy was presented to the Citizens' Environmental Commission (CEC) at their September 1, 2016 meeting. A letter of support from the CEC follows this memo.

In addition, the Active Transportation Initiative of Live Healthy DeKalb County has been a proponent of a Complete Streets policy. Partners of Live Healthy DeKalb County who have provided support for the development of this policy include KishHealth System, Kishwaukee Family YMCA, DeKalb Park District, City of DeKalb, DeKalb Sycamore Area Transportation Study, Kish Bike and Rec Club, North Central Cyclery, and many other local leaders.

IV. Legal Impact

The policy sets goals for making the transportation network safe and accessible for all roadway users. There are no legal mandates to meet any of these goals nor are there any repercussions if the City does not meet a goal.

V. Financial Impact

There is no cost associated with the adoption of the policy. The policy sets a goal to identify additional funding sources in order to incorporate complete streets design principles in future street projects.

VI. Options

1. Council can choose to support and adopt a Complete Streets Policy.
2. Council can choose to amend the policy.
3. Council can choose not to support a policy, thereby choosing not to meet the Complete Streets policy goals set within the DeKalb 2025 Strategic Plan.

VII. Recommendation

Staff recommends Council's support of the policy.



September 2, 2016

John Laskowski, City Engineer
200 South Fourth Street
DeKalb, IL 60115

Dear John:

First of all, I wish to thank you and Jessica Hyink from DSATS for your presentation on "Complete Streets" at the September 1, 2016, meeting of the Citizens' Environmental Commission. The presentation was very informative and helpful in understanding the principles and goals of Complete Streets.

Following your presentation, the Commission discussed the policy document you provided ("City of DeKalb Complete Streets Policy") and expressed its overall support for the implementation of this policy. We believe that a Complete Street's policy similar to what you have proposed would help to improve the environment of DeKalb and the overall quality of life in the community. As you know, the City's Sustainability Plan, which is being overseen and monitored by the Citizens' Environmental Commission, has a goal related to transportation issues (Goal 14) that seeks to integrate alternative means of transportation within the City. One of this goal's medium term action plans states:

"Implement a 'complete streets' program to improve connectivity of existing bike paths and pedestrian walkways, including widened walkways, to accommodate bicyclists and pedestrians. Secure pedestrian and bicycle paths to improve safety and a sense of security."

We believe the proposed policy will help to assure progress toward Goal 14 and this particular action plan. We therefore support your efforts.

Sincerely,

William A. Oleckno, Chair
Citizens' Environmental Commission
oman@niu.edu

RESOLUTION 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;

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 _____ day of _____, 2016, and approved by me as Mayor on the same day.

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.