

**A RESOLUTION APPROVING AND ADOPTING A
COMPLETE STREETS POLICY FOR THE CITY OF ROLLING MEADOWS**

WHEREAS, the City of Rolling Meadow, Cook County, Illinois (the "City") is a duly organized and existing municipal corporation created under the provision of the laws of the State of Illinois and under the provisions of the Illinois Municipal Code, as from time to time supplemented and amended; and

WHEREAS, the City is a vibrant and diverse community and technology center that enjoys an existing street and sidewalk network that connects residents, local workforce employees, and visitors to shopping, employment, recreational, and public transportation opportunities; and

WHEREAS, the City recognizes that street rights-of-way are our most prominent public spaces, and that great communities must achieve a balance between mobility needs, adjoining land uses, environmental and community interests; and

WHEREAS, some City residents and employees that work within the community do not have access to a personal automobile, and for reasons such as age, economics, or ability to drive, the only alternative transportation options to them are walking, bicycling or using public transit; and

WHEREAS, many residents and visitors choose to utilize non-auto-oriented travel options such as walking, bicycling, and taking public transit as convenient, economical, or sustainable alternatives to driving a motor vehicle; and

WHEREAS, increasing walking, bicycling, and the use of transit offers the potential to improve the health of a community, decrease congestion, decrease air pollution, decrease dependence on fossil fuels and their foreign supply sources, and increase the efficiency of road space and transportation resources; and

WHEREAS, a "Complete Street" is defined as a corridor that provides a safe, convenient network that is sensitive to the character of the surrounding area while serving all modes of travel, including walking, biking, transit, automobile and freight, for all ages and all abilities

WHEREAS, Complete Streets are designed to improve mobility and connectivity, increase physical exercise, increase safety, enhance neighborhoods, businesses, and institutions, and advance the quality of life for all Rolling Meadows citizens, businesses and visitors; and

WHEREAS, Complete Streets improve access and safety for those who cannot or choose not to drive motor vehicles; and

WHEREAS, Complete Streets provide safe and convenient access for all users to key community destinations, including parks, commercial districts, libraries, employment centers, transit opportunities and public buildings; and

WHEREAS, the City views all transportation improvements as opportunities to connect neighborhoods, parks, schools, businesses, services, trails, and adjacent communities, to calm traffic and improve safety, provide greater access and mobility for users of the public right-of-way, and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system; and

WHEREAS, the City of Rolling Meadows' Comprehensive Plan promotes a transportation principle that residents, employees and visitors should be able to drive, walk, or bike safely and conveniently throughout the City for their daily needs and activities; and

WHEREAS, adoption of a Complete Streets policy will help support the City of Rolling Meadows in securing funding for future Complete Streets projects from the Northwest Municipal Conference and other regional and State of Illinois grant programs.

NOW THEREFORE BE IT RESOLVED that the Mayor and City Council of the City of Rolling Meadows, Illinois, as follows:

Section 1. The foregoing recitals are incorporated herein by reference as though fully restated.

Section 2. The City approves and adopts the Complete Streets Policy, attached hereto as Exhibit A, and fully incorporated herein.

Section 3. Within two years from the date of the passage of this Resolution, the City's Complete Streets Policy shall be reviewed by the City Council, after review and commentary from City staff, for appropriate modifications to address changing conditions.

Section 4. Nothing in this Resolution shall be construed or held to abrogate or limit the City's immunities under the Illinois Tort Immunity Act, 745 ILCS 10/1 *et seq.*; and

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Section 5. This Resolution shall be in full force and effect from and after its passage and approval in the manner provided by law.

YEAS: Budmats, O'Brien, Vinezeano, Bisesi, D'Astice, Sanoica

NAYS: 0

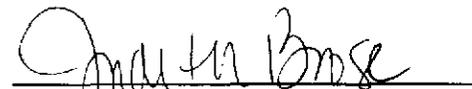
ABSENT: Cannon

Passed and approved this 28th day of January, 2020.



Joe Gallo, Mayor

ATTEST:



Judith Brose, Deputy City Clerk

EXHIBIT A

COMPLETE STREETS POLICY OF THE CITY OF ROLLING MEADOWS

Section 1. Vision and intent

Under this Complete Streets policy, Rolling Meadows will develop and support an integrated multimodal transportation network that contributes directly to the safety, health, economic vitality and quality of life of all residents, especially the most vulnerable (pedestrians, bicyclists, youth, senior citizens, disabled, low-income, minority and immigrant populations).

Non-automobile modes of transportation including bicycling, walking, and public transportation will be included in transportation planning and project delivery to create a complete and connected network of Complete Streets. Underserved populations will be prioritized throughout the planning process.

The transportation system of the city of Rolling Meadows will be an equitable, balanced, and effective system where every transportation user can travel safely and comfortably. Persons of all ages, abilities and circumstances will be able to use their transportation mode of choice for trips including commuting, shopping, going to school, and recreating; and they will be able to meet their transportation needs safely, conveniently, reliably, affordably, and efficiently in the connected public rights-of-way within Rolling Meadows' municipal boundaries. Together, this integrated transportation system will support healthy and thriving individuals and communities, as well as the cultural life and businesses of those communities.

Section 2. Prioritization of diverse users

Transportation choices should be safe, convenient, reliable, affordable, accessible and timely regardless of race, ethnicity, religion, income, gender, immigration status, age ability, languages spoken, or level of access to a personal vehicle. Rolling Meadows' Complete Streets project delivery process will evaluate proposed capital improvement projects in a manner that prioritizes underserved populations to ensure that access to a car is not a barrier to travel, safety, health, employment, and housing. These underserved populations will include census tracts where at-risk populations meet or exceed county averages. These at-risk populations include people of color, people with disabilities, senior citizens, youth, households with no or limited access to a vehicle, and households where people speak English less than very well.

Section 3. Applicability across projects, phases, and jurisdictions

All City rights-of-way projects will incorporate a Complete Streets approach, where Complete Streets objectives and elements are incorporated into all phases of the project development process, including statement of purpose and need, scoping, design, and construction, and for newly constructed roads, reconstruction and roadway

retrofits, resurfacing projects, repaving projects, to allow all road users to move safely, comfortably, conveniently and independently.

During construction projects and repair work, accommodations will be provided for pedestrians, cyclists, transit users, and motor vehicles to ensure safe and comfortable temporary access or detours are provided.

All projects and facilities in public rights-of-way, whether publicly or privately funded, will be required to adhere to this Complete Streets Policy. Rolling Meadows will work with each transportation agency or private party at the start of each project to scope out opportunities for the inclusion of Complete Streets elements, such as sidewalks, bicycle infrastructure, transit amenities, and intersection improvements. These agencies include but are not limited to the Illinois Department of Transportation (IDOT), Cook County Department of Transportation and Palatine, Wheeling, Schaumburg and Elk Grove Townships, and home owners associations.

In addition, Rolling Meadows will coordinate with external partner agencies to get input on roadway projects including, but not limited to, the Cook County Health Department, Illinois Department of Natural Resources, Pace, Metra, Park Districts, School Districts, local non-profits, and members of the public.

The Public Works Department will be the lead department managing transportation projects for Rolling Meadows, and will ensure inter-departmental and external coordination. Interdepartmental groups will include City planning, engineering, public works, and consultants, as well as Rolling Meadows elected and appointed officials, and others.

Section 4. Exceptions to the policy

This policy allows for the exclusion of the application of this policy where the Director of Public Works certifies in writing that:

- a. Accommodation for the specified users is prohibited, such as limited-access highways or walking paths.
- b. Cost of the facility or accommodation for a specific mode or user type in order to comply with this policy causes financial hardship.
- c. A documented absence of current and future need as specified by local and regional long-range plans, including the most recent versions of the Chicagoland Metropolitan Agency for Planning's Regional Trails and Greenways Plan, and local and regional bicycle, pedestrian, and comprehensive plans.
- d. Emergency repairs that require an immediate, rapid response will not require the addition of Complete Streets accommodation; however, opportunities to improve multi-modal access should be considered where feasible. Temporary accommodations for all modes currently served by the corridor should still be made.

- e. Projects that were initiated prior to this policy, where additional design and engineering costs would exceed the budget and/or impact the project timeline.
- f. The scope of the project is limited to minor or routine upkeep on the public way.
- g. There is sufficient documentation that there is no feasible way to accommodate improvements for all modes of healthy, active transportation within a project's scope due to existing structures or corridors, or the use of certain healthy, active modes of transportation are prohibited by law.
- h. The street jurisdiction (County of Cook or State of Illinois) refuses suggested plans.

The Director's written certification of exceptions will be presented to the City Council for approval after such exceptions have been publicized, discussed, and open for public comment during a City Council meeting.

Section 5. Design guidelines and flexibility

Rolling Meadows will consult the latest best practices when designing projects, including, but not limited to, the most recent editions of:

- American Association of State Highway and Transportation Officials (AASHTO)
 - A Policy on Geometric Design of Highways and Streets
 - Guide for the Development of Bicycle Facilities
 - Guide for the Planning, Design and Operations of Pedestrian Facilities
- American Planning Association (APA)
 - Complete Streets: Best Policy and Implementation Practices
 - U.S. Traffic Calming Manual
- Federal Highway Administration (FHWA)
 - Small Towns and Rural Multi-Modal Networks
 - Manual of Uniform Traffic Control Devices (MUTCD)
 - PEDSAFE: Pedestrian Safety Guide and Countermeasures Selection System
 - Incorporating On-Road Bicycle Networks Into Resurfacing Projects
- Institute of Transportation Engineers (ITE): Designing Walkable Urban Thoroughfares: A Context Sensitive Approach
- National Association of City Transportation Officials (NACTO)
 - Urban Bikeway Design Guide
 - Urban Street Design Guide
- U.S. Access Board: Accessible Public Rights-of-Way: Planning and Designing for Alterations

- Pace: Transit Supportive Guidelines
- Chicagoland Metropolitan Agency for Planning: Complete Streets Toolkit
- Active Transportation Alliance: Complete Streets Complete Networks

The above guidelines will serve as a starting point for all projects and will be adhered to on all locally-led and funded projects.

Rolling Meadows will review design manuals for guidance on projects led by other jurisdictions to identify opportunities for the inclusion of Complete Streets policies. Additional manuals that will be used on projects led by, controlled by, or funded by outside jurisdictions include the Illinois Department of Transportation's (IDOT's) Bureau of Design Environment and Bureau of Local Roads manuals, and the Cook County Division of Transportation design standards.

Staff, elected officials and all members of the Capital Improvement Committee will receive training on Complete Streets design considerations best practices for implementation annually.

Section 6. Land use and context

Rolling Meadows will require new or revised land use policies, plans (including Planned Unit Development amendments), zoning ordinances or equivalent documents to incorporate and reference the Rolling Meadows Complete Streets policy and vision. Existing plans, policies, and ordinances will be reviewed in the early scoping phase of each roadway project. Where existing plans and policies conflict with the Complete Streets policy, the former will be revised to ensure consistency with this Complete Streets policy.

Complete Streets elements considered for projects will be sensitive to the surrounding context, including current and planned buildings, parks, trails, other adjacent land uses and nearby destinations, general development pattern, roadway typologies, as well as its current and expected transportation needs.

Unintended consequences, such as involuntary displacement, will be avoided when possible or addressed with equity and fairness to the affected party or parties.

Section 7. Performance measures

In general, Rolling Meadows will use available information and datasets to track high-level progress toward the implementation of the Complete Streets policy. The Rolling Meadows Public Works Director, or designee, will report annually in a public forum to the Rolling Meadows City Council on performance measures similar to those listed below or as recommended by the Capital Improvement Committee. These performance measures include:

- a. Accommodations and infrastructure constructed:
 - o Linear miles, by bikeway facility type, of bike infrastructure, and linear feet of sidewalks installed, maintained or reconstructed: calculated upon completion of each Complete Streets project and tallied annually.
 - o Number of bike racks installed.
- b. User Counts:
 - o Five-year American Community Survey data on modes of travel to work.
 - o Students walking and biking to school: collected at least annually by school districts.
 - o Trail counts: conducted annually at major access points along existing and newly constructed trails.
- c. Safety and Equity:
 - o Severe and fatal crash statistics for all modes of transportation using IDOT's annual crash summaries for Rolling Meadows, and local data.
 - o The number of community members and community organizations involved in project development.

Other measures may be tracked at the project level including cost of project, potential number of users, traffic safety impact, and/or percent of transportation- and public works-related budget, which is spent on bicycle and pedestrian infrastructure, facilities, or elements.

Section 8. Project selection criteria

When considering the various elements of street design, Rolling Meadows shall give priority as follows:

- a. Above all, safety is imperative, with pedestrian safety having the highest priority followed by bicyclists, the next most vulnerable types of users. Safety of children, seniors, and mobility-challenged individuals and populations, who cannot or choose not to drive, shall also be a high priority.
- b. Street design elements that encourage and support walking, biking, and transit trips in a manner that considers the context of the surrounding community as well as the broader urban design needs of Rolling Meadows as recommended in the Rolling Meadows Comprehensive Plan shall be a priority.
- c. Rolling Meadows recognizes that not all modes can receive the same degree of accommodations on every street, but the goal is for users of all ages and abilities to safely, comfortably and conveniently travel across and through the network.

During Rolling Meadows' annual budgeting process, projects that advance Complete Streets and the performance standards outlined in Section 7 will be prioritized for funding. Rolling Meadows will also consider universal and equitable investment in

underserved neighborhoods throughout Rolling Meadows which lack existing infrastructure that encourages walking, biking, and transit trips, as well as areas where data indicate crash risk and health disparities. Projects will be reviewed and recommended by the Capital Improvement Committee during Rolling Meadows' annual budgeting process.

Section 9. Implementation

The Rolling Meadows Capital Improvement Committee will implement this policy with the assistance of Public Work Department staff. Tasks will include, but are not limited to:

- a. Developing a project delivery process that ensures:
 - o High need areas with at-risk or underserved populations as set forth in Section 2 of this policy are identified and included in future year project selection process.
 - o Complete Streets considerations are included in Rolling Meadows' scoping and budgeting process
 - o A checklist is developed to ensure the inclusion of Complete Streets in all projects and all phases of development.
 - o Standards and a review process are developed for the inclusion of Complete Streets in private development.
 - o Diverse users and community-based organizations, including bicycling groups and organizations, walking and running clubs, organizations representing senior and disabled persons, and minority or underserved populations are incorporated into public engagement processes and project decision-making.
 - o Relevant agencies, departments, legislative bodies and partners are consulted at key points.
 - o Previous planning studies are reviewed during project scoping and design for consistency.
 - o A transparent, public process is established for requesting and approving exceptions to this policy.
- b. Establishing a methodology and protocol for providing a public approach for performance measures identified in Section 7.
- c. Identifying training opportunities for staff and elected officials to receive regular training on internal processes, procedures, protocols, and best practices in Complete Streets design and policy implementation.