

**A RESOLUTION
ADOPTING A COMPLETE STREETS POLICY**

WHEREAS, transportation, quality of life, and economic development are all connected through an integrated, 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, students, commuters, transit vehicles, and vehicular traffic; and

WHEREAS, a strong multimodal transportation system has many benefits including reducing roadway congestion, providing connectivity to all destinations, reducing household transportation costs, reducing pollution and energy consumption, and providing travel options for those who do not drive;

WHEREAS, the Village of Palatine has taken formal initiative to create an interconnected bicycle network through the Village of Palatine Bicycle Transportation Plan (2011); and

WHEREAS, the Village of Palatine has an adopted Comprehensive Plan objective to “Establish Palatine as a safe and desirable place to walk and ride bicycles for recreation and transportation purposes”; and

WHEREAS, the Village of Palatine strives to be opportunistic, implementing bicycle and pedestrian improvements during other projects and development; and

WHEREAS, hundreds of jurisdictions in the United States have adopted Complete Streets policies, including the State of Illinois, the Counties of Cook and Du Page, the Cities of Des Plaines, Highland Park, and Chicago, and the Villages of Hoffman Estates and Lemont; and

WHEREAS, Complete Streets are essential to providing safe, connected and affordable routes for people to travel throughout the Village; and

WHEREAS, Designing Complete Streets is not additional work for planners, architects and engineers; it is different work. The practitioners of these disciplines have in the past been asked to solve a particular problem – namely to

safely and efficiently move the maximum number of cars past a given point in the shortest time. The Complete Streets Policy simply redefines the problem. Under this Policy, these professionals are required to use their knowledge and skills to design roads and a road network that safely and efficiently move all users, motorized and non-motorized; and

NOW THEREFORE BE IT RESOLVED by the Mayor and Village Council of the Village of Palatine, County of Cook, Illinois that the Village of Palatine hereby adopts a Complete Streets Policy, the goals, elements, and procedures of which are as follows:

SECTION 1: Goals. The Village of Palatine shall strive to accommodate all users of the road network, including bicyclists, pedestrians, transit users, and the drivers of automobiles, transit vehicles, and freight vehicles, in roadway projects, as defined in Section 2, so as to create a connected, comprehensive, integrated network for all roadway users.

SECTION 2: Applicability. Review for consistency with and the potential incorporation of elements to advance the complete streets goals shall be evaluated and, if warranted, applied to new construction and reconstruction roadway improvement projects and into all phases of roadway projects including scoping, programming, planning, design, construction, maintenance, and operations. Exemptions to the Complete Streets policy must be documented in writing, submitted to the Traffic Engineering Committee(TEC) and approved by the Village Manager. In the event that consensus cannot be reached between the Village Manager and the TEC, the Village Council may make the final determination for an exemption. Requests shall include supporting data that indicates the reason for the decision and should consider the following:

- a) Projects occurring on a roadway where specified users are prohibited by law, such as within interstate highway corridors.
- b) The project involves ordinary maintenance activities such as cleaning, sealing, spot repairs, patching and surface treatments that do not impact active transportation users.
- c) The cost of accommodations for a particular mode is excessively disproportionate to the need and potential benefit of a project.
- d) Lack of need and/or a lack of increased safety benefits are evident.

In cases where a roadway improvement project does not fall under the applicability of this Complete Streets Policy, consideration should be given to incorporating components of the Village's Bicycle Transportation Plan when the opportunity exists.

SECTION 3: Planning and Review. The following procedures shall be used in order to ensure that the various projects within the Village advance the goals of the Complete Streets Policy. A Complete Streets project checklist shall be developed for each project type and used to assist with and to document the Complete Streets review.

- a) Village of Palatine projects – During the planning/design phase of any public transportation improvement project or project that impacts the public right of way, the TEC shall conduct a review of the project relating to the incorporation of complete streets elements. The review shall be made with reference to current best practices, as detailed in the reference materials and design guidelines suggested in Section 4.

Participants in the TEC include, but is not limited to, representatives from the Public Works, Engineering, Planning and Zoning, Police, and Village Administration Departments.

- b) Other Public Agency projects – The Village shall coordinate with external agencies, including the Illinois Department of Transportation, the Cook County Highway Department, Park Districts and School Districts serving Village residents, Lake County Department of Transportation, and adjacent municipalities, to ensure that all roadways and intersections within or adjacent to the Village of Palatine meet the local community standards in accordance with this Resolution, regardless of jurisdiction.

As with the review process for Village of Palatine projects, outside agency projects will be presented to the TEC for comments and review using a Complete Streets checklist developed by the Village.

- c) Private Development –
Review for Complete Streets consistency will be added to the existing private development review process. This includes consideration of the Complete Streets elements of each development at the Village's staff and administrative level. The Complete Streets project checklist shall be used to assist with and document the Complete Streets review. If an exemption is required, projects will be reviewed by the TEC.

SECTION 4: Standards. In order to best balance the needs of all users and provide increased flexibility in design, the Village shall use design guidelines in accordance with the most up-to-date, relevant standards available at the time. Examples of such guidelines are listed below.

- American Association of State Highway and Transportation Officials
 - *Guide for the Planning, Design and Operation of Pedestrian Facilities*
 - *Guide for the Development of Bicycle Facilities*
- National Association of City Transportation Officials – *Urban Bikeway Design Guide*
- Illinois Department of Transportation –
 - *Bureau of Design and Environment Manual*
 - *Bureau of Local Roads Manual*
- The Access Board – *Pedestrian Rights-of-Way Accessibility Guidelines*
- FHWA – *PEDSAFE: Pedestrian Safety Guide and Countermeasures Selection System*
- Institute of Transportation Engineers – *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*
- American Planning Association
 - *U.S. Traffic Calming Manual*
 - *Complete Streets: Best Policy and Implementation Practices*
- Active Transportation Alliance – *Complete Streets Complete Networks: A Manual for the Design of Active Transportation*

The Village shall also reference applicable local land use regulatory documents, such as:

- Village of Palatine Comprehensive Plan
- Zoning Ordinance and Subdivision Regulations
- Downtown Palatine Land Use Guide
- Village of Palatine Bicycle Transportation Plan
- Village Code of Ordinances
- Northwest Municipal Conference Regional Bicycle Plan

The Village will utilize training opportunities for staff and elected officials tasked with implementing the Complete Streets policy as needed. All relevant Village staff shall review and update as necessary their plans, manuals, rules, regulations, and programs to reflect the principles of this resolution.

SECTION 5: Monitoring. In order to evaluate the Village's progress toward implementation of the Complete Streets approach, the Village will prepare an annual report that may contain progress measures such as:

- Total miles of on-street bicycle routes and lanes
- Total miles of off-street bicycle paths and trails
- Linear feet of new pedestrian accommodation
- Number of new ADA compliant curb ramps installed along Village streets
- Annual crash data analysis related to motor vehicle crashes with pedestrians and bicycles, focusing on number and severity of crashes
- Progress toward certification as a Bicycle Friendly Community by the League of American Bicyclists
- Exceptions granted by the TEC

SECTION 6: Severability. If any section, subsection, paragraph, sentence or clause of this resolution or its application to any person or circumstance is held to be invalid or unconstitutional by any court of competent jurisdiction or administrative agency, the invalidity of that provision or application shall not affect, impair or invalidate any remaining section, subsection, paragraph, sentence or clause of this ordinance or its application.

PASSED: This 21st day of April, 2014

AYES: 5 NAYS: 1 ABSENT: 0 PASS: 0

APPROVED by me this 21st day of April, 2014



Mayor of the Village of Palatine

ATTESTED and FILED in the office of the Village Clerk
this 21 day of April, 2014



Village Clerk

COMPLETE STREETS

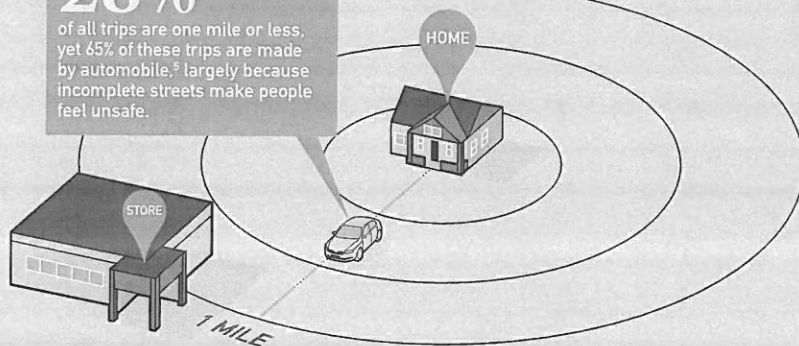
benefit public & environmental health

Most of us know that the growing number of cars and trucks on the road takes a toll on our environment. But did you know that this trend also takes a heavy toll on our health? Increased traffic means that more people are spending more time in their cars, and less time getting the exercise they need. In walkable, bikable communities, every trip taken is an opportunity for physical activity. Every time a person chooses active travel instead of driving, they are helping to curtail traffic congestion and pollution. Complete Streets benefit both public and environmental health by decreasing the number of vehicle miles driven and encouraging more people to choose active forms of transportation.



28%

of all trips are one mile or less, yet 65% of these trips are made by automobile,² largely because incomplete streets make people feel unsafe.



Americans choose to drive, even for very short trips.

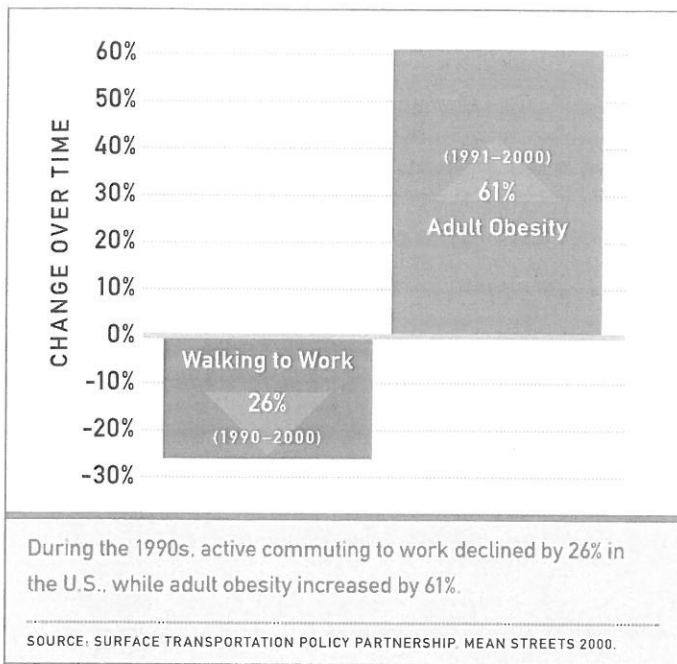
This is often because local streets aren't safe enough for healthy, environmentally friendly travel like walking or biking. Complete streets help to make the healthier choice the easier choice.



ENVIRONMENT & PUBLIC HEALTH

Incomplete streets take a toll on the environment and people's health. Driving increases vehicle emissions.

- Between 30 and 45 percent of Americans live in areas impacted by traffic-related air pollution. Evidence shows pollution from car exhaust causes asthma attacks in children, and can lead to cardiovascular disease and premature death.⁸
- A single person, who replaces a 20-mile round-trip car commute with public transit can reduce his annual CO₂ emissions by 4,800 pounds per year, equal to a 10 percent reduction in all greenhouse gases produced by an average two-adult, two-car household.⁶
- Newer, more efficient fuels and 'clean' vehicles won't be enough to offset the anticipated 59 percent increase in driving between now and 2030.⁷



INCOMPLETE STREETS & HEALTH

Illinois is experiencing a growing obesity problem.

- The number of overweight or obese Illinoisans has increased 80 percent in the last 15 years.¹
- More than 27 percent of adults and 20 percent of children in Illinois are overweight or obese.²

Americans are leading more sedentary lifestyles.

- Fifty-five percent of adults do not meet the minimum recommended physical activity.³
- Twenty-five percent of adults report being completely inactive.⁴

WHAT CAN BE DONE?

Increased walking, biking, and transit reduce vehicle emissions.

- When the Village of Mount Prospect, Illinois completes all recommendations in its bike plan, two percent of all trips taken per day will be on bike, and the community will travel 13,000 fewer miles by vehicle per day, resulting in 117,096 fewer kilograms of greenhouse gas emissions.⁹
- In 1993, Boulder, Colorado, constructed a comprehensive transit network. Following completion, the number of transit trips grew by 500 percent, resulting in 500,000 fewer pounds of annual CO₂ emissions.¹⁰

And improve community health...

- Residents who have access to sidewalks are 65 percent more likely to walk than those who do not.¹¹
- Nearly one-third of transit users meet the daily physical activity guidance recommended by the U.S. Surgeon General.¹²
- Public transit users take 30 percent more steps and spend roughly eight more minutes walking each day than drivers.¹³

...but roads must be designed to safely accommodate walking, biking, and transit use.

Get involved



Supporting Complete Streets means better to public health and a healthier environment. Get involved to give people in your community the ability to choose healthier, more environmentally responsible transportation. Join Communities for Complete Streets and visit activetrans.org/completestreets for more resources and to connect with fellow advocates.

¹ Levi, Jeffrey, et al. (2011). *F as in Fat: How Obesity Threatens America's Future*. Washington, DC: Trust for America's Health. Retrieved from <http://healthyamericans.org/assets/files/TFAH2011FasInFat10.pdf>

² Ibid.

³ U.S. Department of Health and Human Services. (2000). *Healthy People 2010*. 2nd edition. Washington, DC: U.S. Government Printing Office.

⁴ Ibid.

⁵ Federal Highway Administration. (2001). *National Personal Transportation Survey*. Washington: U.S. Department of Transportation. Retrieved from <http://nhts.ornl.gov/download.shtml#2001>

⁶ Davis, Todd and Monica Hale. (2007). *Public Transportation's Contribution to U.S. Greenhouse Gas Reduction*. McLean, VA: American Public Transportation Association. Retrieved from http://www.apta.com/resources/reportsandpublications/Documents/climate_change.pdf

⁷ Ewing, Reid. (2007). *Growing Cooler: The Evidence on Urban Development and Climate Change*. Urban Land Institute/Smart Growth America.

⁸ Ibid.

⁹ Health Effects Institute (2010). *Traffic-Related Air Pollution: A Critical Review of the Literature on Emissions, Exposure, and Health Effects*. Retrieved from <http://pubs.healtheffects.org/view.php?id=334>

¹⁰ Active Transportation Alliance and Sam Schwartz Engineering. (2011). *Mount Prospect Bicycle Plan*. Retrieved from <http://www.mountprospect.org/Modules/ShowDocument.aspx?documentid=1924>

¹¹ Giles-Corti, B. and R. J. Donovan. (2002). "The relative influence of individual, social, and physical environment determinants of physical activity." *Social Science & Medicine*. 54: 1793–1812.

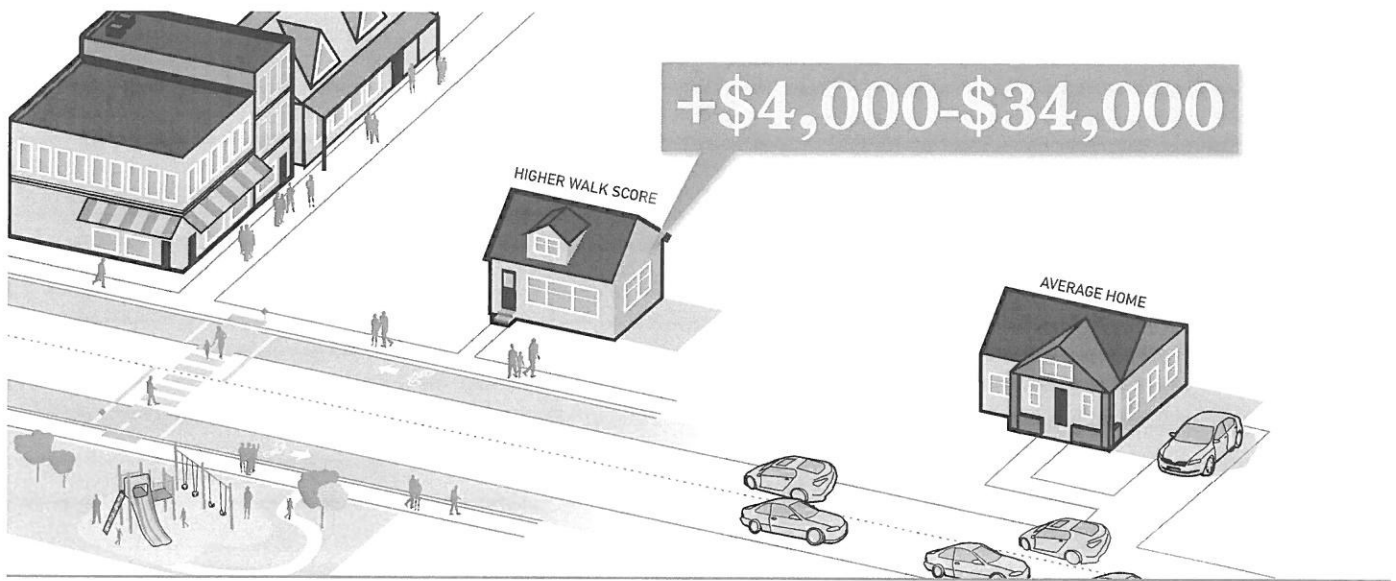
¹² Besser, L. M. and A. L. Dannenberg. (2005). "Walking to public transit stops to help meet physical activity recommendations." *American Journal of Preventive Medicine*. 29(4): 273–280.

¹³ Edwards, R. 2008. *Public Transit, Obesity, and Medical Costs: Assessing the Magnitudes*. *Preventive Medicine*. 46(1): 14–21. January 2008.

COMPLETE STREETS

make economic sense

Complete Streets contribute to economic growth and stability. People want to live and work in healthier, walkable, bikeable communities. Complete Streets appeal to that demand and, as a result, they benefit the local economy by creating more consumer spending, boosting the real estate market, and supporting efforts at economic development.



Homes in neighborhoods with high Walk Scores sell for \$4,000 to \$34,000 more than the average home.⁶



BENEFITS TO INDIVIDUALS

Complete Streets give individuals the freedom to choose between multiple types of transportation. When people choose more cost-effective travel modes, they have more money to spend in the local economy.

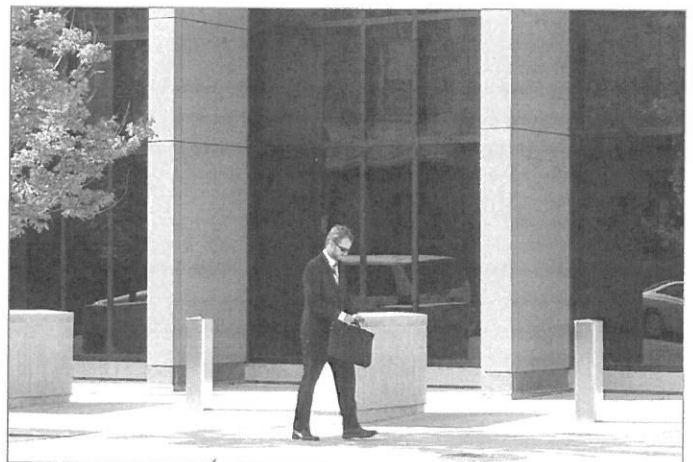
- Wisconsin public transit users save nearly \$7 per trip when compared to drivers. These individual savings have resulted in enough additional investments in the local economy to create 11,671 new jobs, \$163.3 million in tax revenue, and \$1.1 billion in total output.¹
- Vehicle-dependent households devote 20% more income to transportation than households in communities with Complete Streets.²
- A two-person adult household that uses public transportation saves an average of \$6,251 annually compared to a household with two cars that uses no public transportation.³



RAISING PROPERTY VALUES

Communities with Complete Streets have stronger real estate markets. Homes located near bicycle, pedestrian, and transit facilities are worth more and maintain their value:

- Chicago-area homes located within one-half mile of a Metra station sell for \$36,000 more on average than homes that are not within walking distance of a Metra station.⁴
- In Indianapolis, a house located within one-half mile of the Monon Trail sold for 11 percent more than an identical house one-half mile further away.⁵
- Homes in neighborhoods with high Walk Scores sell for \$4,000 to \$34,000 more than the average home.⁶



ECONOMIC DEVELOPMENT

Complete Streets stimulate the local economy. They help communities attract large employers and employees:

- In Washington, D.C., the addition of new patterned sidewalks, streamlined public parking, and new traffic signals helped a business district to attract 44 new businesses and 200 new jobs. Sales, employees, and pedestrians have more than tripled since the project was completed.⁷
- In Pittsburgh, 30 percent of employers responded that transportation was the number one barrier to hiring and retaining qualified workers.⁸



ACTIVE TRANSPORTATION
ALLIANCE

Get involved

Supporting Complete Streets makes economic sense. Get involved to help support individuals, the housing market, and local businesses. Join Communities for Complete Streets and visit activetrans.org/completestreets for more resources and to connect with fellow advocates.

¹ Bekka, Khalid. (2003). Socio-Economic Benefits of Public Transit. Wisconsin Department of Transportation. Retrieved from <http://wisdotresearch.wi.gov/wp-content/uploads/03-07/transitsector-f1.pdf>

² McCann, Barbara. (2000). Driven to Spend: Sprawl and Household Transportation Expenses. Surface Transportation Policy Project, Center for Neighborhood Technology. Retrieved from <http://www.transact.org/report.asp?id=36>

³ Lipman, Barbara. (2006). A Heavy Load: The Combined Housing and Transportation Burdens of Working Families. Center for Housing Policy.

⁴ American Public Transportation Association. (2001). Public Transportation Means Business. Retrieved from http://www.apta.com/resources/reportsandpublications/Documents/brochure_transit_means_business.pdf

⁵ Lindsey, G., et al. (2004). "Property Values, Recreation Values, and Urban Greenways." *Journal of Park and Recreation Administration*, 22(3): 69-90.

⁶ Cortright, Joe. (2009). How Walkability Raises Home Values in U.S. Cities. Chicago: CEOs for Cities. Retrieved from <http://documents.scribd.com/s3.amazonaws.com/docs/bnp4mimm81hufdk.pdf?l=1333050594>

⁷ National Complete Streets Coalition. (n.d.). Complete Streets Spark Economic Revitalization. Retrieved from <http://www.completestreets.org/webdocs/factsheets/cs-revitalize.pdf>

⁸ Airport Corridor Transportation Association. (2006). Study of Improved Shared Ride Transportation Services to the Robinson/North Fayette Employment Center. Retrieved from http://www.acta-pgh.org/nu_upload/Final_Report_102606.pdf

TYPE: RESOLUTION **SUBMITTED BY:** COMMUNITY SERVICES **DATE:** 4/21/2014

DESCRIPTION: Consider a Resolution Adopting a Complete Streets Policy

COMMITTEE ACTION:

DATE:

BACKGROUND: In recent years there has been a trend by many Federal, State, and local agencies across the country to adopt complete streets policies. The intent of Complete Streets policies is to create and maintain safe streets for everyone. IDOT and the Cook County Highway Department have adopted such policies, as well as have many of our neighboring communities such as Hoffman Estates, Arlington Heights, and Des Plaines. Seeing this trend and realizing the benefits of such a policy, a Complete Streets Committee was created to investigate and develop a complete streets policy. The committee consisted of representatives from Community Services, Planning & Zoning, Engineering, Public Works, Police, and Administration. Additionally, the Active Transportation Alliance provided their guidance and expertise in crafting our complete streets policy.

KEY ISSUES:

- A Complete Street Policy helps to achieve the following.
 - ✓ Promotes economic development by providing safe and convenient access to local businesses.
 - ✓ Provides people with a choice of travel modes.
 - ✓ Helps people save money on transportation.
 - ✓ Improves property values.
 - ✓ Helps youth stay active by allowing them to safely walk and bike to school each day.
 - ✓ Allows older adults to age in place by preserving their mobility options.
 - ✓ Improves transportation networks by providing greater access to more destinations.
- In many cases, having a Complete Streets Policy is a benefit when competing for grant monies.
- A Complete Streets Policy does not place any mandatory requirements on the Village.
- A Complete Streets Policy provides guidance with which Staff can view all transportation improvements as opportunities to create safer, more accessible streets for all users.

ALTERNATIVES:

1. Adopt the Complete Streets Policy.
2. Refer back to Staff with comments.

RECOMMENDATION: Staff Recommends Adoption of the Complete Streets Policy.

BUDGET IMPACT: None

ACTION REQUIRED: Consider a motion to approve a resolution adopting a Complete Streets Policy for the Village of Palatine.