



AGENDA ITEM # 6

AGENDA ITEM EXECUTIVE SUMMARY Committee of the Whole Meeting February 24, 2020

Item Title: Complete and Green Streets Policy

Staff Contact: Kristin Mehl, P.E., Asst. Director of Public Works/Village Engineer

COMMITTEE OF THE WHOLE ACTION

Consider a staff recommendation to formalize a Village of Roselle Complete and Green Streets Policy.

Executive Summary:

The Village is applying for Surface Transportation Program (STP) Funding for the resurfacing and reconstruction of Rodenburg Road. Due to recent changes implemented by the Chicago Metropolitan Agency for Planning (CMAP) and the DuPage Mayors and Managers Conference (DMMC), who distribute STP funds, the new project selection criteria includes a component that will award additional points to agencies with a Complete and Green Streets policy formally adopted by the Village Board.

A Complete and Green Streets Policy addresses the need to develop a safe, efficient, accessible and integrated multi-modal transportation network that balances the need and desire for access, mobility, economic development and aesthetics while focusing on infrastructure that efficiently manages stormwater runoff, cleaner air and reduced congestion. The policy establishes the design standards to be referenced during the planning, design and engineering phases of roadway improvement projects and developments. While features supporting Complete and Green Streets are important to evaluate, the policy establishes exceptions to their incorporation.

The Village currently doesn't have a formal adopted policy related to Complete and Green Streets. For the design of Village projects and review of development projects, there are a set of standards and specifications that are followed to meet several local, county, state and federal standards. Some of these standards include, but not limited to: the Village's Code of Ordinances, DuPage County Stormwater and Floodplain Ordinance, Illinois Department of Transportation (IDOT) standards, and the Federal Highway Administration (FHWA) standards. Through the application of these standards a majority of the components of the Complete and Green Streets policy are already being satisfied. Therefore, this policy formalizes the current Village practices.

Because the Village routinely applies for and receives STP funding for projects such as roadway resurfacing, roadway reconstruction, and other transportation-related capital improvement projects, it is in the best interest of the Village to formally adopt the current practices as a Complete and Green Streets Policy to support current and future federal funding applications for roadway improvement projects.

Implications:

Is this item budgeted? N/A

Any other implications to be considered? There are no implications of this policy on any currently planned Village projects. Staff will continue to evaluate the use of Complete and Green Streets strategies on upcoming development projects.

Attachments:

Complete and Green Streets Policy

VILLAGE OF ROSELLE COMPLETE AND GREEN STREETS POLICY

Section 1: Summary and Purpose

The Village recognizes the need to develop a safe, efficient, accessible and integrated multi-modal transportation network that balances the need and desire for access, mobility, economic development and aesthetics while focusing on infrastructure that efficiently manages stormwater runoff, cleaner air and reduced congestion. This policy establishes design standards to be referenced during the planning, design and engineering phases of future roadway improvement projects. The policy also discusses exceptions to the parameters listed in the policy, as Complete and Green Streets elements are not feasible in all situations. The Director of Public Works or designee will use this policy as a guideline to determine the projects that will utilize the Complete and Green Streets policy.

Section 2: Terms

- **Complete Street:** A street designed and operated to enable safe access for all users including motor vehicles, pedestrians, bicyclists, emergency vehicles, and public transit.
- **Green Street:** A street designed and operated to focus on cleaner air, the greater health of the population, reduced traffic congestion, less reliance on fossil fuels, efficient use of right-of-way space, and assist in the management of stormwater runoff and encourage permeable surfaces.
- **Pedestrian:** A person traveling by means of self-propulsion or walking or rolling either with or without mobility assistance.
- **Bicyclist:** A person traveling by means of a vehicle with two wheels in tandem, usually propelled by pedals connected to the rear wheel by a chain, and having handlebars for steering and a saddle-like seat.
- **Public Way:** Any passageway (sidewalk, bike lane, street, right-of-way, etc.) accessible to the public and designed for travel by pedestrians, mobility assistance device users, cyclists, motor vehicle drivers, and/or public transit.
- **User:** Individuals of all ages and abilities who travel within a public way including pedestrians, mobility assistance device users, bicyclists, motor vehicle drivers, and public transit riders and drivers.
- **Public Transit:** Transport of passengers by group travel systems available for use by the general public, typically managed on a schedule, operated on established routes, and that charge a posted fee for each trip.

- **Multi-Modal Transportation:** The movement of a body from point A to point B by means of walking, biking, automobile, or public transit. Multi-modal transportation provides more than one transport option from one destination to another.
- **Project:** The construction, reconstruction, retrofit, or alteration of any street or public way and includes planning, design, and implementation processes. (Project does not include minor or routine upkeep or maintenance.)
- **Village:** Refers to the Village of Roselle.

Section 3: Benefits of Complete and Green Streets

The Complete and Green Streets systems serves all types of users and modes of transportation. People of all ages and abilities benefit from a system that provides safe access for people travelling as pedestrians and by bicycle, public transit, or motor vehicle. Some of the key benefits include:

- Providing safe walking and bicycling options for children that are consistent with the national Safe Routes to School program.
- Encouraging walking and bicycling that improve health and fitness.
- Improving pedestrian safety and cyclist safety by reducing the number of accidents between motorized and non-motorized users.
- Encouraging economic growth, positively impacting property values.
- Providing driving alternatives that positively impact the environment and conserve fuel.
- Improved management of stormwater runoff.

Section 4: Design Elements and Standards

The Village will evaluate and apply Complete and Green Streets elements to its network of public ways with the following approach:

- Consider all users in public way projects
- Link transportation networks and develop multi-modal transportation hubs where possible.
- Seek opportunities during redevelopment to enhance accessibility to all modes of transportation.

Complete and Green Streets design elements include, but are not limited to:

- Multi-use paths and sidewalks
- Bicycle accommodations
- Crosswalk improvements
- Traffic calming measures
- Public transit accommodations
- Signage or other application to increase awareness and safety for all users
- Parkway landscaping
- Street, sidewalk or bikepath lighting
- Stormwater Best Management Practices

In order to best balance the needs of all users and provide increased flexibility in design, the Village of Roselle will complete all planning, design, and implementation in accordance with the latest approved standards, requirements, and recommendations as provided by, but not limited to:

- Village of Roselle Code of Ordinances
- American Association of State Highway and Transportation Official (AASHTO)
- Illinois Department of Transportation (IDOT)
- Institute of Transportation Engineers (ITE)
- Federal Highway Administration (FHWA)
- American Planning Association (APA)
- Americans with Disabilities Act (ADA)
- Public Right-of-Way Accessibility Guidelines (PROWAG)
- DuPage County Stormwater and Floodplain Ordinance
- United States Environmental Protection Agency

The Village of Roselle will follow a flexible design approach that balances the needs of the users and allows for an innovative application of accepted and adopted design standards.

Pedestrian and bicycle facilities as well as improved stormwater runoff management will be considered during the planning and design phases of all public way and private development projects. The implementation of these facilities will ultimately be determined following traffic, environmental, feasibility, and economic studies during the design phase. Transit connections and facilities will be considered for public infrastructure improvement projects. The focus will be on providing connections to transit services through all modes of transportation with the goal of improving accessibility for all users. In addition, private developments will be encouraged to include transit amenities where applicable during the planning and approval processes.

Section 5: Context Sensitivity

There is no single design standard that achieves the Complete and Green Streets outcome; therefore, designs for individual projects will be context-sensitive, considering the local character, existing transportation network, and land uses. These designs will recognize the needs of the users may vary by case, community, and roadway. Each project must be considered both separately and as part of a connected network to determine the level and type of treatment necessary for the street to be considered complete.

Section 6: Planning and Review

Staff will apply Complete and Green Streets elements to the greatest extent possible on public way improvement projects. Several factors, including those in the Exceptions section of this policy, will determine whether or not a project is suitable to implement the design elements of Complete and Green Streets. The following procedures will ensure various projects within the Village of Roselle advance the goals of the Complete and Green Streets Policy.

- **Village of Roselle Projects**

During the planning and design phases of any public transportation improvement project or project that impacts the public right-of-way, staff shall conduct a review of the project relating to the incorporation of complete and green streets elements. The review shall be made with reference to current best practices as detailed in Section 4.

- **Other Public Agency Projects**

Staff shall coordinate with external agencies, including the Illinois Department of Transportation, the Cook County Department of Transportation and Highways, the DuPage County Division of Transportation, adjacent municipalities, as well as Park Districts and School Districts serving Village of Roselle residents, to ensure that all roadways and intersections within or adjacent to the Village of Roselle meet the local community standards in accordance with this policy, regardless of jurisdiction.

- **Private Development**

Review for Complete and Green Streets will be part of the private development review process. This includes consideration of the Complete and Green Streets elements of each development by staff.

Section 7: Exceptions

Any exceptions to this policy must be approved the Director of Public Works or designee and documented to indicate the basis for the decision. The following exceptions to this policy may be considered:

- The proposed roadway prohibits by law the use by pedestrians and bicyclists.
- The costs of providing accommodations for some travel modes are excessively disproportionate to the need or probable use by those modes.
- Where the construction is not practically feasible or cost effective because of unreasonable adverse impacts on the environment or surrounding land uses including impacts from right-of-way acquisition.
- The scope of the project is limited to routine maintenance, upkeep or surface repairs only to keep the roadway safe and serviceable.
- There is a reasonable and equivalent project along the same corridor, effectively serving the same destinations and providing the same access and mobility.