



Village of Glen Ellyn

Resolution No. 19-03

A Resolution Adopting the Village of Glen Ellyn Complete Streets Policy

Whereas, The National Complete Streets Coalition defines Complete Streets as a transportation approach that ensures all future street projects will take into account the needs of all travelers, regardless of age, ability, or mode of transportation; and

Whereas, Complete Streets are designed to improve mobility, access, and connectivity for persons traveling by all modes; and

Whereas, Developing Complete Streets as part of transportation projects shall be treated as an opportunity to offer improvements in access and connectivity by all modes of travel to and from Glen Ellyn's services, businesses, neighborhoods, schools, parks, trails, and adjoining communities; and

Whereas, Glen Ellyn is a key destination and connection point on the Illinois Prairie Path, Great Western Trail, and Union Pacific Railroad West-Line, all of which encourages local development, promotes healthy lifestyles, and brings many visitors to Glen Ellyn by foot, bicycle, train, car, and bus; and

Whereas, the Village of Glen Ellyn already practices the incorporation of Complete Streets into its transportation projects, where appropriate and taking all factors into consideration, including the construction of accessible sidewalks, traffic lanes sufficient in width for simultaneous use by bicycles and vehicles, dedicated bicycle lanes on Village roadways, improvements to the Illinois Prairie Path such as paving where the facility is heavily used by commuters and patrons of the Central Business District, construction of grade-separated crossings of the UP-West line such as at Taylor Avenue, support for new trail projects such as the East Branch DuPage River trail project, studies for potential future projects which support Complete Streets such as the Glen Ellyn Metra Train Station project, and continued investments in maintaining the Village's already vast multi-modal transportation facilities; and

Whereas, the President and the Board of Trustees of the Village of Glen Ellyn believe and hereby declare that it is in the best interests of the Village and its residents to commemorate its commitment to Complete Streets by formally adopting a Complete Streets Policy to ensure the Community's continued support of Complete Streets.

NOW THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF GLEN ELLYN, DUPAGE COUNTY, ILLINOIS, in exercise of its home rule authority, as follows:

Section One, Complete Streets Policy: This Complete Streets Policy shall direct the Village of Glen Ellyn to continue to provide a safe, accessible, well-connected, and visually attractive surface transportation network that balances the needs of all users including: motorists, pedestrians, bicyclists, public transportation riders and drivers, emergency vehicles and promote a more livable community for people of all ages and abilities, including children, youth, families, older adults, including those with disabilities.

Section Two, Purpose: This policy is intended to ensure that all planning, scoping, programming, design, right-of-way acquisition, construction, construction engineering, reconstruction, operation and maintenance activities for surface transportation projects take all potential users of the Village's transportation network into consideration. It is important to note that this policy is not intended to mandate that complete streets be incorporated into every project; rather, that complete streets improvements are considered as part of projects where the Village determines incorporation of the improvements is permissible, practical, feasible, financially viable, and consistent with other Village policies and plans. This policy is also intended to encourage walking and biking, producing the health benefits that result from these types of activities, help reduce the demand for fossil fuels, ease traffic congestion, reduce wear on roadways, improve air quality and make streets and public and private spaces more attractive for businesses and customers and increase economic activity.

Section Three, Projects: The Village of Glen Ellyn shall approach every transportation facility related improvement and project phase as a potential opportunity to create safer and more accessible streets for all users. These phases include, but are not limited: planning, scoping, programming, design, right-of-way acquisition, construction, construction engineering, reconstruction, operation, and maintenance. It is understood that maintenance activities do not necessarily trigger requirements for major street improvements that would be required to incorporate Complete Streets and should not be expected to do so. However, maintenance activities do present some opportunities that can improve the environment for other transportation network users. Complete Streets principles will be applied on Village projects, incrementally over time. Maximum financial flexibility is important to implement Complete Streets principles. All sources of transportation funding, public and private, should be considered as available, to implement Complete Streets within the Village of Glen Ellyn.

Section Four, Exceptions: As noted in Section Two, the intent of the Policy is not to mandate the incorporation of Complete Streets with facilities such as sidewalks, bike lanes, shared lanes, grade-separated pedestrian crossings, and other Complete Streets improvements provided within all projects. However, the Village shall consider the incorporation of the aforementioned types of improvements within projects. As part of its consideration, the following are some, but not all, of the exceptions to incorporating Complete Streets within a given project:

1. An affected roadway prohibits by law the use by pedestrians and bicyclists (such as state & federal limited-access highways) in which case a greater effort shall be made to accommodate those specified users elsewhere, including on roadways that cross or otherwise intersect with the affected roadway.
2. The costs of providing accommodation for some travel modes are excessively disproportionate to the need or probable use by those modes.
3. Where the construction is not practically feasible or cost effective because of unreasonable adverse impacts on the environment or on neighboring land uses including impact from right-of-way acquisition.
4. There is a reasonable and equivalent accommodation along the same corridor, effectively serving the same destinations and providing the same access and mobility, which is already programmed to provide facilities, therefore exempting the project at hand.
5. The project scope precludes the practical and cost-effective incorporation of complete streets.
6. The incorporation of complete streets would violate another Village, County, State, or Federal policy.

Section Five, Integrated Network of Transportation Modes: The Village of Glen Ellyn Complete Streets Policy shall support creating integrated networks of transportation modes. The

needs, design guidelines, and context of transportation facilities will be taken into consideration to support the ability of users to walk, drive, and utilize the available transit modes of transportation to travel in Glen Ellyn.

Section Six, Multi-Jurisdictional Involvement: The Village of Glen Ellyn Complete Streets Policy shall involve multiple jurisdictions by pursuing and incorporating Complete Streets within rights-of-way owned and maintained not only by the Village but also by the State of Illinois, DuPage County, and Union Pacific Railroad. Examples include, but are not limited to, constructing improvements such as multi-use paths and sidewalks within the aforementioned agencies' rights-of-way, pursuing improvements to the Glen Ellyn Metra Train Station, and supporting the construction of a recreational trail along the East Branch of the DuPage River.

Section Seven, Design Guidelines: The Village of Glen Ellyn shall follow accepted or adopted design standards and use the best and latest design standards available, including but not limited to, existing design guidance from: Illinois Department of Transportation, American Association of State Highway and Transportation Officials, Federal Highway Administration, the Institute of Transportation Engineers, National Association of City Transportation Officials, the Americans with Disabilities Act, the Public Right-of-Way Accessibility Guidelines, and the Active Transportation Alliance. In recognition of various contexts and public input, a flexible, innovative and balanced approach that follows other appropriate design standards may be considered, provided that a comparable level of safety for all users is present.

Section Eight, Context: The Village of Glen Ellyn shall implement Complete Streets solutions in a manner that is sensitive to the local context and character, aligns transportation and land use goals and recognizes that the needs of users may vary throughout the community.

Section Nine, Performance Measures: The Village of Glen Ellyn shall measure the success of this Complete Streets policy using, but not limited to, the following criteria:

1. Linear feet of pedestrian accommodations built along Village streets, where no such accommodations currently exist.
2. Miles of bike accommodations built or marked where no such accommodations exist.
3. Number of crosswalk/sidewalk ramp locations improved where deficiencies exist.
4. Square feet of sidewalk rehabilitated/improved where deficiencies exist.
5. Incorporation of improvement into the Metra Train Station.

Section Ten, Implementation and Next Steps: To implement this Complete Streets Policy, the Village of Glen Ellyn will:

1. Continue to review all roadway projects, public and private developments and other opportunities to ensure Complete Streets are incorporated into projects as applicable. Review and the overall implementation of this policy shall be the responsibility of the Village's Professional Engineering Staff with input and direction from the Village's Capital Improvements Commission and Village Board sought as necessary.
2. Continue to ensure that the Village's Capital Plan supports implementation of the Complete Streets Policy with applicable Capital Projects.
3. Encourage staff professional development and training in areas that related to Complete Streets such as ADA/Public Right-of-Way Accessibility Guidelines, Active Transportation, Transit Oriented Development, Traffic Engineering, and other applicable subjects that relate to Complete Streets.
4. Continue to implement and monitor the effectiveness of this policy and make adjustments as necessary to ensure the Village's objectives for supporting Complete Streets are met.

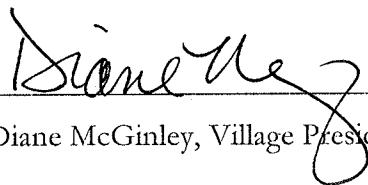
5. Continue to pursue funding for improvement the Glen Ellyn Metra Train Station including the incorporation of a grade-separated pedestrian crossing of the Union Pacific West Railroad Line.

Section Eleven: This Resolution shall be in full force and effect from and after its passage and approval.

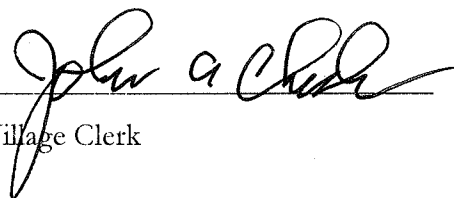
Passed by the President and Board of Trustees of the Village of Glen Ellyn, Illinois this 11 day of Feb 2019

Ayes	Diane McGinley	<input checked="" type="checkbox"/>	Pete Ladesic	<input checked="" type="checkbox"/>	Mark Senak
	Craig Pryde	<input checked="" type="checkbox"/>	Bill Enright		Gary Fasules
	<input checked="" type="checkbox"/> John Kenwood				
Nayes	Diane McGinley		Pete Ladesic		Mark Senak
	Craig Pryde		Bill Enright		Gary Fasules
	John Kenwood				
Absent	Diane McGinley		Pete Ladesic		Mark Senak
	<input checked="" type="checkbox"/> Craig Pryde		Bill Enright	<input checked="" type="checkbox"/>	Gary Fasules
	John Kenwood				

Approved by the Village President of the Village of Glen Ellyn, Illinois this 11 day of Feb 2019.


Diane McGinley, Village President

Attest:


Village Clerk

AFFIX VILLAGE SEAL

(Published in pamphlet form and posted on the 12 day of Feb, 2019.)