

STATE OF ILLINOIS        )  
  ) SS  
COUNTY OF DU PAGE     )

I, Maura Montalvo, Deputy City Clerk of Wood Dale, Illinois DO HEREBY CERTIFY that as such Deputy City Clerk and keeper of the records, that the foregoing is a true and correct copy of Resolution #R-20-07 A **RESOLUTION ADOPTING THE CITY OF WOOD DALE COMPLETE STREETS POLICY**

Passed by The City of Wood Dale, Du Page County, Illinois, IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed the seal of the City of Wood Dale, this 20<sup>th</sup> day of February, 2020

  
Maura Montalvo, Deputy City Clerk

SEAL



**Resolution #R-20-07**


**A RESOLUTION ADOPTING THE CITY OF WOOD DALE COMPLETE  
STREETS POLICY**

Passed: February 20, 2020  
Published in Pamphlet Form: February 21, 2020

I, Maura Montalvo, as the Deputy City Clerk for the City of Wood Dale, hereby certify  
that the attached Resolution is a true and correct copy of #R-20-07

**A RESOLUTION ADOPTING THE CITY OF WOOD DALE COMPLETE  
STREETS POLICY**

Passed and approved by the City Council of the City of Wood Dale on February 20, 2020  
and hereby published in pamphlet on February 21, 2020

  
Maura Montalvo, Deputy City Clerk

SEAL



## RESOLUTION NO. R-20-07

### A RESOLUTION ADOPTING THE CITY OF WOOD DALE COMPLETE STREETS POLICY

**WHEREAS**, the City of Wood Dale (hereinafter referred to as the "City") is a duly organized and existing body politic and corporate governed by the provisions of the Illinois Municipal Code, 65 ILCS 5/1-1-1, *et seq.*, and its own duly adopted Municipal Code; and

**WHEREAS**, the City aims to enhance transportation, quality of life, and economic development through well-planned, well designed, and context sensitive transportation solutions; and

**WHEREAS**, the City has previously adopted a Comprehensive Plan which promotes key corridors and identifies the City's diverse travel options; 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, and vehicular traffic; and

**WHEREAS**, the City views all transportation improvements as opportunities to connect neighborhoods, calm traffic, and improve safety, provide greater access and mobility for users of the public way, and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system; and

**WHEREAS**, the City strives to provide transportation options to maximize the independence and mobility for all ages of its population.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF WOOD DALE, DUPAGE COUNTY, AN ILLINOIS CORPORATION, as follows:**

**SECTION 1:** The recitals set forth above are incorporated herein and made a part hereof.

**SECTION 2: Goals** Complete Streets can be achieved through network level improvements, through integration into single location projects, or incrementally, through a series of small improvements or maintenance activities. Decisions regarding public right-of-way shall promote use by pedestrians, bicyclists, public transit, and motor vehicles, in a safe and effective manner taking into account the surrounding community context and land uses. The City shall strive to create a comprehensive, integrated, and connected network of transportation options for all modes of conveyance, designed and operated to enable appropriate and safe access for all users.

**SECTION 3: Applicability and Exceptions** The Complete Streets Policy shall be applied to all projects involving roadway improvements and the movement of people

when feasible. It is understood that there may be circumstances in which it may not be practical or feasible to apply the Policy. Such circumstances include, but are not limited to, the following:

- a) The scope of the relevant project is limited to maintenance activities intended to keep the roadway in serviceable condition.
- b) There is sufficient evidence that there is no feasible way to accommodate improvements for non-vehicular traffic within a project's scope.
- c) There is no evidence of current or anticipated need for accommodations of non-motorized roadway user or the road is not a current or planned transit route.
- d) The cost for a particular Complete Street design recommendation would be excessively disproportionate to the need of that particular improvement, with due consideration given to future users, latent demand, and the social and economic value of providing a safer and more convenient transportation system for all users.
- e) There is evidence of an environmental constraint or unsafe transportation issue.

**SECTION 4: Implementation** The City will implement the following procedures to ensure that various projects within the City advance the goals of the Complete Streets Policy.

- a) ***City Projects:*** During the planning and design phase of any public transportation improvement project, staff shall conduct a review of the project relating to the incorporation of Complete Streets elements into the project. The review shall be made with reference to current best practices, as detailed in the reference materials and design guidelines as described in Section 5. Staff shall incorporate complete streets into budgeting processes and work plans, and prioritize the safe movement of pedestrians, bicycle, and public transportation traffic in decisions regarding the use of limited public right-of-way, with consideration given to roadway context and land use. Staff will review and revise as necessary any plans, policies, processes, and programs to encourage the implementation of the Policy.
- b) ***Other Public Agencies:*** The City shall coordinate with external agencies including the Illinois Department of Transportation, DuPage County Division of Transportation, other local agencies, as well as entities such as Metra and Pace to provide such Complete Streets technical assistance as is accepted by the other agency,
- c) ***Private Development Projects:*** Staff will review all private development proposals with reference to the incorporations of Complete Streets elements and general consistency with the Policy as is accepted by the private developer.

**SECTION 5: Standards and Guidelines** The following standards shall be used as reference for best practices including but not limited to:

- a) American Association of State Highway and Transportation Officials
- b) *Guide for Planning, Design, and Operation of Pedestrian Facilities*
- c) *Guide for the Development of Bicycle Facilities*
- d) National Association of City Transportation Officials – *Urban Bikeway Design Guide*

- e) Illinois Department of Transportation – *Bureau of Design and Environment Manual*
- f) Federal Highway Administration – *PEDSAFE: Pedestrian Safety Guide and Countermeasures Selection System*
- g) Federal Highway Administration – *Manual on Uniform Traffic Control Devices*
- h) *U.S. Traffic Calming Manual*
- i) *Complete Streets: Best Policy and Implementation Practices*
- j) *Active Transportation Alliance – Complete Streets Complete Networks*

PASSED this 20<sup>th</sup> day of February, 2020.

AYES: Alderman Catalano, Sakab, Messina, Sorrentino,  
Sosmariski, E. Wesley, Woods

NAYS: None

ABSENT: R. Wesley

APPROVED this 20<sup>th</sup> day of February, 2020.

SIGNED: Annunziato Pulice  
 Annunziato Pulice, Mayor

ATTEST: Maura Montalvo  
 Maura Montalvo, City Deputy Clerk