
THE VILLAGE OF BLOOMINGDALE
DUPAGE COUNTY, ILLINOIS

RESOLUTION
NUMBER 2020-R-03

**A RESOLUTION ADOPTING THE VILLAGE OF
BLOOMINGDALE COMPLETE STREETS POLICY**

Franco A. Coladipietro, Village President
Jane E. Michelotti, Village Clerk

Vince Ackerman
William Belmonte
Bill Bolen
Frank Bucaro
Judi Von Huben
Patrick Shannon

Village Board

Published in pamphlet form by authority of the
President and the Board of Trustees of the Village of Bloomingdale
On this the 10th day of February, 2020

RESOLUTION NO. 2020-R-03

**A RESOLUTION ADOPTING THE
VILLAGE OF BLOOMINGDALE COMPLETE STREETS POLICY**

WHEREAS, a Complete Street is defined as one that provides safe and convenient access for all users of the road and includes pedestrians, bicyclists, transit users, freight where applicable, emergency and public work services as well as passenger vehicles; and

WHEREAS, Complete Streets are designed to improve mobility and connectivity, reduce obesity, increase safety, enhance neighborhoods, businesses, and institutions, and advance the quality of life for all Village of Bloomingdale citizens and visitors; and

WHEREAS, the Village of Bloomingdale seeks to meet the transportation needs of all its citizens by providing street networks that safely connect to all properties thereby creating a more livable and safer community for all citizens, regardless of age or ability; and

WHEREAS, the Village of Bloomingdale views Complete Streets as an opportunity to improve safety, access, and mobility for users of the public way and recognizes bicycle, pedestrian, and transit users as integral elements of the transportation system;

NOW, THEREFORE, BE IT RESOLVED, by the Village President and Board of Trustees of the Village of Bloomingdale, DuPage County, Illinois, as follows:

Section One – Recitals: The Village Board of Trustees hereby finds that all of the recitals hereinbefore stated as contained in the preamble to the Resolution are full, true and correct and do hereby, by reference, incorporate and make them part of this Resolution as legislative findings.


Section Two – Complete Streets Policy: The President and Board of Trustees of the Village of Bloomingdale hereby adopt the attached Complete Streets Policy dated September 27, 2019, which may be amended from time to time as necessary as determined by the Village Engineer.

Section Three: – This Resolution shall be in full force and effect after its passage and approval as required by law.

DECIDED pursuant to a roll call vote as follows:


| | YES | NO | ABSENT | PRESENT |
|------------------------------------|----------|----------|----------|----------|
| Vince Ackerman | | | X | |
| William Belmonte | X | | | X |
| Bill Bolen | X | | | X |
| Frank Bucaro | X | | | X |
| Judi Von Huben | X | | | X |
| Patrick Shannon | X | | | X |
| Franco Coladipietro (if necessary) | | | | X |
| TOTAL | 5 | 0 | 1 | 6 |

PASSED AND APPROVED by the Village of Bloomingdale Board of Trustees on the 10th day of February, 2020.



Franco A. Coladipietro, Village President

ATTEST:



Jane E. Michelotti, Village Clerk

COMPLETE STREETS POLICY

January 6, 2020

Definitions:

Complete Streets – 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.

Transportation System – streets, alleys, sidewalks, sidepaths, bicycle paths and bicycle lanes, parking lots and bike racks, bus lanes and bus stops, and the related infrastructure such as pavement type and markings, lighting, signage and striping.

Transportation User – Any person or persons moving or travelling about the community. Transportation users can move about via foot (walker, jogger or runner), motor vehicle (car, truck, bus, motorcycle), non-motorized vehicle (bicycle, skateboard, scooter) and other forms of transit.

Goals:

The Village of Bloomingdale desires to have a **Complete Streets** network which accommodate all modes of travel for all **transportation users** including travel by all pedestrians, bicyclists, transit users, and private and commercial vehicles, to the greatest extent practicable in the design, construction, operation and maintenance of new and retrofit transportation facilities in the public right-of-way.

All Public Works projects planned within right-of-way within the municipal boundary, especially those affecting the **transportation system**, including new construction, reconstruction, street resurfacing, or utility construction projects shall incorporate elements of **Complete Streets** to improve mobility for **transportation users**.

Maintain a balanced network of pedestrian and vehicular thoroughfares that provides safe and efficient circulation, encourages land development where appropriate, and protects residential development from adverse traffic impacts to a reasonable extent.

Applicability:

Land Use Planning - Ensure that scale of new development and **transportation system** is appropriate for surrounding land uses, and **transportation users** including pedestrian and vehicular traffic patterns. Ensure that **transportation users** needs especially pedestrian circulation to and within specific sites is evaluated as a high priority as part of specific site plan reviews.

Transportation – Provide an all inclusive, balanced **transportation system** that provides safe and efficient movement of all **transportation users**, including vehicles and pedestrians. Plan streets in new subdivisions or non-residential developments according to the design standards and functional classifications in the Bloomingdale Subdivision Ordinance. Create balanced land use patterns that provide access to all **transportation users** between residential land uses and places of employment, shopping and other public spaces.

Residential Neighborhoods - Encourage site plans which provide **transportation systems** for all users including on-site pedestrian connections to existing or planned recreational pathways. Sidewalks should be constructed on both sides of residential streets to allow for access to the neighborhood and surrounding areas. Provide **transportation systems** for all users with connectivity to other neighborhoods, land uses, employment centers, shopping opportunities, public transportation and open spaces.

Commercial/Business Parks - Require developers to provide sidewalks along both sides of streets for pedestrian access to commercial centers, and promote internal pedestrian linkages within commercial developments. Provide bike racks and pedestrian/bicycle friendly connections to commercial destinations to increase the number of utilitarian trips using this mode of transportation.

Parks and Recreation – The **transportation system** should provide users with safe and convenient access to parks and recreation areas. Require developers to provide active and passive recreation areas within walking distance of all new dwellings. Plan for and provide convenient pedestrian and bicycle linkages from residential areas to parks and open spaces. Facilitate resident access to forest preserve lands by promoting pedestrian and vehicular linkages.

Village Infrastructure/Public Works - **Complete Streets** policy shall be applied to all public right-of-way projects, including new construction, reconstruction, rehabilitation, maintenance, and planning of roadways, intersections, paths and sidewalks or other transportation facilities. **Transportation users** desire **transportation systems** providing access to key destinations such as schools, commercial areas, parks and recreation facilities.

Regional Planning – The Village will work with our surrounding communities and other regional agencies having transportation interests including but not limited to the Illinois Department of Transportation (IDOT), DuPage County Division of Transportation (DuDOT), Chicago Metro Agency for Planning (CMAP), DuPage Mayors, Managers Conference (DMMC), local school districts (Bloomingdale Elementary 18, Lake Park HS 108, Marquardt Elementary 15, Keeneyville 20, CCSD 93, Glenbard HS 87), Bloomingdale Park District, METRA and PACE and others having transportation interests in Bloomingdale and the region. Regional planning will help **transportation users** achieve connectivity of the **transportation system** from within Bloomingdale to our surrounding areas.

Exceptions:

1. Minor maintenance projects/construction/repairs and routine activity undertaken by the Village Public Works Department or Village contractors as determined by the Village Engineer.
2. Projects where the cost of accommodations for the transportation system is excessively disproportionate to the need and potential benefit of the project as determined by the Village Engineer.

Planning and Review/Standards: The Village will utilize the standards, requirements and recommendations in the following resource documents, as well as its own guidelines, in order to provide a certain measure of flexibility in design.

- **Village of Bloomingdale Comprehensive Land Use Plan** *and amendments as applicable*
- **Village of Bloomingdale Construction and Design Standards** *and amendments as applicable*
- **American Association of State Highway and Transportation Officials (AASHTO)**
 - *Guide for Planning, Design and Operation of Pedestrian Facilities*
 - *Guide for the Development of Bicycle Facilities*
 - *A Policy on Geometric Design of Highways and Streets*
- **Federal Highway Administration (FHWA)**
 - *Highway Capacity Manual*
 - *Manual of Uniform Traffic Control Devices (MUTCD)*
- **Illinois Department of Transportation**
 - *Bureau of Design and Environment Manual*
 - *Pedestrian Right-of-Way Accessibility Guidelines (PROWAG)*
 - *Accessible Public Right-of-Way Field Guide, January 2016 and amendments as applicable*
- **Accessibility Codes and Guidelines**
 - **U.S. Access Board** - *Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way*
 - *Illinois Accessibility Code*
- **The Americans with Disabilities Act Accessibility Guidelines (ADAAG)**