

**A RESOLUTION SETTING FORTH CATS'S COMMITMENT TO COMPLETE STREETS**

WHEREAS, the University of Illinois, the City of Champaign, the City of Urbana, and the Champaign-Urbana Mass Transit District have formed the Campus Area Transportation Study (CATS) to jointly address campus area transportation problems within a defined University District; and

WHEREAS, CATS's adopted mission is "To better accommodate pedestrian, bicycle, transit, and vehicle movements in a more user-friendly environment"; and

WHEREAS, the University of Illinois' 2007 Master Plan Update adopted the principles set forth in the 1999 Campus Area Transportation Study and gives the highest priority to transportation strategies that emphasize pedestrian, bicycle, and transit movement;

WHEREAS, the "complete streets" concept has developed as a design philosophy within the field of transportation and which supports CATS's mission; and

WHEREAS, the term "complete streets" describes a comprehensive, integrated transportation network designed and constructed to support safe and convenient travel along and across streets for all users, whether traveling by foot, bicycle, motor vehicles, or transit, and regardless of age or physical abilities; and

WHEREAS, the Illinois Department of Transportation (IDOT) has adopted a complete streets policy in conformance with the Illinois Complete Streets Law (Public Act 95-0665); and

WHEREAS, the Campus Area Transportation Study's Technical Advisory Committee has recommended establishing complete streets guidelines for the University District to promote campus transportation facilities being designed, constructed, maintained, and reconstructed to accommodate all users; and

WHEREAS, the University District includes streets falling under the jurisdiction of the University of Illinois, the City of Champaign, the City of Urbana, and the Illinois Department of Transportation, and CATS members strive to coordinate transportation policies and improvements of its constituent organizations;

WHEREAS, CATS wishes to promote best management practices in building and maintaining transportation facilities; and

WHEREAS, CATS has determined it is in the best interest of its members to adopt a complete streets policy.

NOW, THEREFORE, BE IT RESOLVED BY THE CAMPUS AREA TRANSPORTATION STUDY (CATS) POLICY COMMITTEE, as follows:

Section 1. That the complete streets principles attached hereto as "Attachment A" are adopted.

Section 2. That member jurisdictions of CATS are requested to adopt and implement their own complete streets policies, guidelines and procedures in conformance with "Attachment A".

This Resolution is hereby passed by the affirmative vote of the members of the Committee, the "ayes" and "nays" being called at a regular meeting of said Committee.

PASSED AND ADOPTED by the CATS Policy Committee by a vote of \_\_\_\_\_ to \_\_\_\_\_, this \_\_\_\_\_ day of \_\_\_\_\_, 2012.

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Chair, CATS Policy Committee

## Attachment A

### Complete Streets Principles

Adopted: \_\_\_\_\_

*Purposes.* The purpose of these Complete Streets Principles is to promote “complete streets” principles for all transportation infrastructure projects carried out within the University District, whether by the University of Illinois, City of Champaign, City of Urbana, or the Champaign-Urbana Mass Transit District.

*Complete Streets Principles.* The complete streets concept is to design, build, maintain, and reconstruct public streets to provide for the safety and convenience of all users of a corridor, whether traveling by foot, bicycle, transit, or motor vehicle; regardless of age or physical abilities; and including freight providers, emergency responders, and adjacent land users.

*University District.* Reflecting the Campus Area Transportation Study Area and subsequent modifications by the City of Champaign and City of Urbana, the University District is currently defined as follows:

Beginning at the intersection of the southern right-of-way (ROW) line of University Ave. with the eastern right-of-way line of First Street in the City of Champaign, thence easterly along the southern ROW line of University Ave. to its intersection with the western ROW line of Lincoln Ave. in the City of Urbana; thence southerly along the western ROW line of Lincoln Ave. to its intersection with the northern ROW line of Windsor Road in the City of Urbana; thence westerly along the northern boundary of the Windsor Ave. ROW to its intersection with the eastern ROW line of Neil Street in Champaign; thence north along the eastern ROW line of Neil Street to its intersection with the southern ROW line of Springfield Ave; thence easterly along the southern ROW line of Springfield Ave. and its extension to the eastern right-of-way line of First Street; thence northerly along the eastern ROW line of First Street to the point of beginning.

*Values.* The values to incorporate within complete streets considerations should not only include safety, mobility, and fiscal responsibility, but also community values and qualities including: environmental, scenic, aesthetic, historic and natural resources, and social equity values. This approach demands careful multi-modal evaluation for all transportation corridors integrated with best management strategies for land use and transportation. The public should be consulted, when appropriate, as a factor in the transportation infrastructure decision-making process.

*Adaptability.* The complete streets concept recognizes the need for flexibility to accommodate different types of streets and users, and to promote complete streets design solutions that fit within the context(s) of the community.

*Applicability.* Appropriate complete streets accommodation(s) should be considered as part of all transportation infrastructure projects, including:

- Project identification
- scoping procedures and design approvals, including design manuals and performance measures
- construction
- maintenance, and
- reconstruction.

Complete streets principles should:

- Apply to both existing and future streets,
- Apply to all transportation infrastructure projects, regardless of funding source(s), and
- Not apply to streets ultimately to be privately owned and maintained.

*Existing Policies and Regulations.* To support complete streets design principles, existing policies and regulations of member jurisdictions should be reviewed and modified where appropriate. Such policies and regulations may include any:

1. Comprehensive plan
2. Campus master plan
3. Transportation plan(s)
4. Subdivision code
5. Manual of practice
6. Departmental policies and procedures, and
7. Any other applicable procedures and standards.

*Latest Standards.* In furthering complete streets principles, transportation projects should make use of the latest and best design standards, policies, and guidelines.