

COAL CITY VILLAGE BOARD MEETING

**WEDNESDAY
FEBRUARY 26, 2020
7:00 P.M.**

**COAL CITY VILLAGE HALL
515 S. BROADWAY, COAL CITY, ILLINOIS**

AGENDA

1. Call meeting to order
2. Pledge of Allegiance
3. Approval of Minutes February 12, 2020
4. Approval of Warrant List
5. Public Comment
6. Ordinance 20-03 Conditional Use Permit
2 S. Broadway
McDonald's USA LLC

7. Resolution 20-04 Adopting a Complete Streets Policy
8. Resolution 20-05 Donation Agreement for a Portion of Right-a-Way Along North Broadway Adjacent to the Coal City Elementary School
9. Resolution 20-06 Supporting the Expenditures of Public Funds Providing the Local Match for the North Broadway Reconstruction Project
10. Resolution 20-07 Allowing the Village Administrator to Enter Into An Agreement with NIMEC for Electrical Supply
11. Report of Village President
12. Report of Village Trustees:
 - S. Beach
 - T. Bradley
 - D. Spesia
 - D. Greggain
 - R. Bradley
 - D. Togliatti
13. Report of Village Clerk
14. Report of Village Attorney
15. Report of Village Engineer
16. Report of Chief of Police
17. Report of Village Administrator
 - a. Rescheduling of March 11, 2020 Village Board Meeting
18. Executive Session to Discuss Potential/Probable Litigation per ILCS 5 120/2(c)(11)
19. Adjourn

MEMO

TO: Mayor Halliday and the Board of Trustees

FROM: Matthew T. Fritz
Village Administrator

MEETING

DATE: February 26, 2020

**RE: CONDITIONAL USE FOR THE CONSTRUCTION OF A NEW
 MCDONALDS AT 2 S. BROADWAY**

McDonald's USA, LLC who has operated the fast food restaurant at the southwest corner of Broadway & Division for many years is wishing to significantly change its land use plan due to the planned acquisition of the property adjacent to McDonald's on its west side. Due to its planned expansion for drive thru service at this newly constructed restaurant, the company has requested a conditional use for a new larger 3,800 square ft. building to be constructed slightly farther west than the existing structure with a greater setback from Broadway to enable the entrance into the parking lot to be farther away from the intersection. This usage is located within the Village's C-4 zoning area, which allows the new building to contain significantly less offstreet parking than if the restaurant were located within a C-3 or C-5 area.

The Zoning Board of Appeals reviewed a great deal of architecture and civil engineering plans for this property, including a landscaping plan. At the public hearing, the neighbors from across the west side of the alley attended and were pleased to see McDonald's included fencing on the western edge of the property along with a trash corral as required within the Commercial Design Guidelines. Work continues with IDOT concerning the entrance from State Route 113. The petitioner request consideration of their current petition and should IDOT restrict the access from what has been provided, the Village consider such a potential consideration as a more restrictive requirement than what would be approved within the conditional use to be considered this evening. The recommendation for the approval of this request was unanimously supported.

In addition to the consideration of the conditional use, McDonalds has already provided enough information for an Ad Hoc Committee to consider its effectiveness of meeting the Core Area design Guidelines. That Committee met and issued a Certificate of Appropriateness indicating the restaurant is set for a building permit following the Board's determination. McDonalds is not expecting construction to occur until 2021.

Recommendation:

Adopt Ordinance No. ____: Approving a Conditional Use at 2 S. Broadway for the operation of a Drive In Establishment.

COAL CITY ZONING APPLICATION

Owners name or beneficiary of land trust: MCDONALD'S USA LLC.

Address: 110 N. CARPENTER ST. Phone number: 630-836-9090

Owner represented by: Self CHICAGO, IL. Attorney N/A

Contract purchaser MCDONALD'S USA LLC Other agent _____

Agents name CHRIS STEPP Phone number: 630-210-2413

Address: 711 JORIE BOULEVARD OAK BROOK IL. 60523

Existing zoning: C-4 Use of surrounding properties: North C-4, C-5 South C-4

East C-4 West C-4

What zoning change or variance: (specify) APPLYING FOR CONDITIONAL USE

To allow what use DEMOLISH EX. MCDONALD'S SITE AND SITE TO

THE WEST OF THE EXISTING MCDONALD'S. CONSTRUCT NEW BUILDING WITH PARKING FACILITIES.

Tax number of subject property: 09-03-227-005, 09-03-227-004

Common address of property: 2 SOUTH BROADWAY

Parcel dimensions: 285' X 118' Lot area (sq. ft.) _____

Street frontage DIVISION STREET (FRONT), SOUTH BROADWAY (EAST)

Legal description SEE ATTACHED.

In addition, the applicant must comply with the ZONING ORDINANCE OF THE VILLAGE OF COAL CITY, adopted June 1, 1989, Chapter II, sections A through F available for review at the Village Clerks office. Also attached to the application are tables 1, 2 and 3 for the applicant's reference.

I, (we) certify that all of the above statements and the statements contained in any papers or plans submitted herewith are true to the best of my (our) knowledge and belief.

McDonald's USA LLC, being first duly sworn, on oath deposes and says,
Applicant's Name

that all of the above statements and the statements contained in the documents submitted herewith are true,



Subscribed and sworn before me on this 3rd day of December, 2019.
Claudia H. Karagianis Notary Public (Seal) Chris Egg - McDonald's USA LLC Signature of Owner

You may attach additional pages, if needed, to support the documentation of application.

Please note the number of pages attached. 1

FOR OFFICE USE ONLY

Case number	<u>ZA-314</u>	Location of hearing	
Filing date	<u>1-13-20</u>	Village Hall	
Hearing date	<u>2-17-20</u>	515 South Broadway	
Filing fee	<u>\$ 100.00</u>	Coal City, Illinois	
Hearing time	<u>7 pm</u>		

LEGAL DESCRIPTION

PARCEL 1:

THE WEST 141 FEET OF LOT 1 BLOCK 1 BUCHANAN'S ADDITION TO COAL CITY, IN GRUNDY COUNTY, ILLINOIS.

PARCEL 2:

THE EAST 144 FEET OF LOT 1, IN BLOCK 1, IN BUCHANAN'S ADDITION TO THE VILLAGE OF* COAL CITY (EXCEPT THE COAL AND OTHER MINERALS UNDERLYING THE SURFACE OF SAID LAND AND ALL RIGHTS AND EASEMENTS IN FAVOR OF THE ESTATE OF SAID COAL AND MINERALS) AND ALSO EXCEPTING THEREFROM THAT PART THEREOF CONVEYED TO THE PEOPLE OF THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION BY TRUSTEE'S DEED DATED JUNE 21, 1993 AND RECORDED SEPTEMBER 1, 1993 AS DOCUMENT NUMBER 326329, DESCRIBED AS FOLLOWS:

PART OF LOT 1, IN BLOCK 1 OF BUCHANAN'S ADDITION TO THE VILLAGE OF COAL CITY, AS RECORDED IN BOOK B, PAGE 27, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 1; THENCE ON AN ASSUMED BEARING, SOUTH 00 DEGREES 19 MINUTES 32 SECONDS EAST, 10.00 FEET ALONG THE EAST LINE OF SAID LOT 1; THENCE NORTH 56 DEGREES 51 MINUTES 50 SECONDS WEST, 17.98 FEET TO THE NORTH LINE OF SAID LOT 1; THENCE NORTH 89 DEGREES 20 MINUTES 41 SECONDS EAST, 15.00 FEET TO THE POINT OF BEGINNING, ALL IN GRUNDY COUNTY, ILLINOIS.

AFFIDAVIT RE: NOTICE TO ADJOINING PROPERTY OWNERS

The undersigned, James E. Olguin, being first duly sworn on oath, deposes and states as follows, to wit:

1. That I am the applicant, or the agent for the applicant, in zoning case #ZA- 314, now pending before the Zoning Board of Appeals of the Village of Coal City, Illinois.
2. That with respect to said Zoning Case, and pursuant to requirement. I have notified all owners of property adjacent to the property in question, as to the date, time and place of the public hearing to be conducted by the said Zoning Board of Appeals; and in conjunction therewith, I have included with said notification a copy of the zoning application heretofore filed in this matter.
3. That said notification was given to all such adjoining property owners, by letter, a copy of which is attached hereto and made a part hereof, which letter was sent by Certified Mail Return Receipt Requested or in another type of form showing receipt thereof.
4. That, further said notification was effective at least fifteen (15) but not more than (30) days prior to the said public hearing.
5. Following, is a list of the names and addresses of all such adjoining property owners, all of whom have been notified in the manner aforesaid; and attached hereto are the certified mailing receipts, or another type of form, evidencing such notification:

See Attached Notice List.

6. That further notice was published in a newspaper of general circulation that is published in the Village at least fifteen (15) but not more than thirty (30) days before the scheduled date of the hearing and evidenced by a publishers certificate of publication a copy of which is attached hereto and made a part hereof.
7. In addition to the above requirements at least one sign was posted in the front yard of the affected property facing and visible from a public street and no further than thirty (30) feet from the right-of-way line.

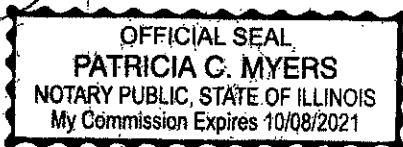
McDonald's USA, LLC

By:

Applicant
Agent for applicant

SUBSCRIBED and SWORN to before me,
this 14th day of February, 2020

Notary Public



09-03-227-019
COAL CITY KOTARA LLC
19400 HUNTER TRAIL
MOKENA, IL 60067

09-02-101-001 & 09-02-101-002
BRANDON ROAD PROPERTIES
1488 S. BROADWAY STREET
COAL CITY, IL 60416

09-02-101-004
VILLAGE OF COAL CITY
515 S. BROADWAY STREET
COAL CITY, IL 60416

09-02-101-005
DOCS DRUGS LTD
455 EAST REED STREET
BRAIDWOOD, IL 60408

09-03-227-003
FARRERO, STEVEN J. & KATHLEEN S.
85 W. DIVISION STREET
COAL CITY, IL 60416

09-03-227-034
COAL CITY FIRE PROT DIST
FIRE STATION
P.O. BOX 219
COAL CITY, IL 60416

06-35-359-015
MINIT MART LLC
302 W. 3RD STREET, FLOOR 3
CINCINNATI, OH 45202-3437

06-34-481-019
KOOSHTARD PROP & COUTAR REMAIN
C/O MACS CONVENIENCE STORES #1329
P.O. BOX 347
COLUMBUS, OH 47202-0347

06-34-481-014
BULANDA, NICHOLAS J.
38 W. DIVISION STREET
FAST N FRESH
COAL CITY, IL 60416

06-34-481-013
HINES, ROBERT J.
60 W. DIVISION STREET
COAL CITY, IL 60416

06-34-481-012
BEIER, RONALD L.
C/O ANDERSON, SHAWN & TRICIA
80 W. DIVISION STREET
COAL CITY, IL 60416

Certificate of Design Standards

This Certifies That

An Ad Hoc Design Reviews Committee convened a meeting on Thursday, February 20, 2020. At this time, the McDonald's Land Use Plan for 25 Broadway was reviewed for its conformity with the Core Area Commercial Design Guidelines as required within Section 156-53.

McDonald's USA, LLC

Has followed all the requirements set forth in the Commercial Guidelines for Annexation and Outside the Core Area and has successfully shown compliance in the Design Standards

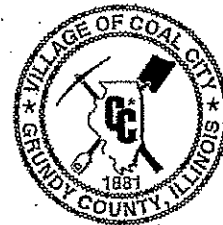
Given this 20th Day of February 20 20

Signed By John Barkman

Signed By Dana W. [unclear]

Signed By [unclear]

[Signature]



THE VILLAGE OF COAL CITY
GRUNDY & WILL COUNTIES, ILLINOIS

ORDINANCE
NUMBER _____

**AN ORDINANCE GRANTING A CONDITIONAL USE TO OPERATE A DRIVE-IN
ESTABLISHMENT AT 2 S. BROADWAY IN THE VILLAGE OF COAL CITY**

TERRY HALLIDAY, President
PAMELA M. NOFFSINGER, Village Clerk

SARAH BEACH
ROSS BRADLEY
TIMOTHY BRADLEY
DAN GREGGAIN
DAVID SPESIA
DAVID TOGLIATTI
Village Trustees

Published in pamphlet form by authority of the President and Board of Trustees of the Village of Coal City
on _____, 2020

ORDINANCE NO. _____

AN ORDINANCE GRANTING A CONDITIONAL USE TO OPERATE A DRIVE-IN ESTABLISHMENT AT 2 S. BROADWAY IN THE VILLAGE OF COAL CITY

WHEREAS, an application for a conditional use according to Section 156.93 of the Village of Coal City Zoning Code (“Zoning Code”) was filed by McDonald’s USA, LLC (“applicant”) on January 13, 2020 for the operation of a drive-in establishment, which is a restaurant with drive-up facilities within a C-4 zoned property; and

WHEREAS, a public hearing regarding the conditional use consideration was held on February 17, 2020; and

WHEREAS, Section 156.230 permits the Village Board to approve certain uses on a conditional basis from the Zoning Code; and

WHEREAS, the Village Board of Trustees and the President of the Village of Coal City believe it is in the best interests of the Village to grant conditional uses.

NOW THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Coal City, Grundy and Will Counties, Illinois, as follows:

Section 1. Recitals. The foregoing recitals shall be and are hereby incorporated into and made a part of this Ordinance as if fully set forth in this Section 1.

Section 2. Findings of Fact. The Board of Trustees finds as follows concerning the Conditional Use for 2 S. Broadway:

- A. **Traffic.** The new restaurant along with the designed drive through facility design will minimize the adverse effects the current pattern, which exists at this existing business.
- B. **Environmental Nuisance.** The new design for drive-through facilities would meet current environmental requirements concerning drainage and update the landscaping for this restaurant.
- C. **Neighborhood Character.** This property has been utilize din this manner for many years; the considered improvement shall continue to allow it to be used in this manner and update the existing facility.
- D. **Public Services and Facilities.** The newly construction project will vastly improve this facility’s impact upon the public road, which receives the drive-thru traffic to receive the restaurant’s order for a majority of their clientele.

- E. **Public Health and Safety.** The new drive thru improvements will increase the safety of patrons who interact with the facility by providing greater means of circulating around the restaurant through the design allowing an additional lane to pass by the south side of the building, which does not currently exist.
- F. **Other Factors.** This restaurant provides the only means of allowing Coal City residents to gain access to prepared foods via a drive through facility; the petitioner's plan greatly enhancing the current operation that has successfully operated within a smaller footprint for many decades.

Section 3. Description of the Property. The property is located at 2 South Broadway in the Village of Coal City within a C-4 District.

Section 4. Public Hearings. A public hearing concerning the consideration of a conditional use was advertised on January 29, 2020 in the Coal City Courant and held by the Planning and Zoning Board on February 17, 2020 at which time a majority of the Planning and Zoning Board members recommended passage of the Conditional Use to the Board of Trustees.

Section 5. Conditional Use. The conditional use requested in the January 13, 2020 Conditional Use petition is granted in conjunction with Section 156.93 is hereby granted to allow the operation of a drive-in establishment within a C-4 commercially-zoned district as set forth within the drive-thru facility design.

Section 6. Conditions. The conditional use granted herein is contingent and subject to the final land use plan must comply with the one submitted with the petition and reviewed at the public hearing for the conditional use.

Section 7. Severability. In the event a court of competent jurisdiction finds this ordinance or any provision hereof to be invalid or unenforceable as applied, such finding shall not affect the validity of the remaining provisions of this ordinance and the application thereof to the greatest extent permitted by law.

Section 8. Repeal and Savings Clause. All ordinances or parts of ordinances in conflict herewith are hereby repealed; provided, however, that nothing herein contained shall affect any rights, actions, or causes of action which shall have accrued to the Village of Coal City prior to the effective date of this ordinance.

**AN ORDINANCE GRANTING A VARIANCE TO OPERATE A DRIVE-IN ESTABLISHMENT AT 2 S.
BROADWAY IN THE VILLAGE OF COAL CITY**

Section 9. Effectiveness. This ordinance shall be in full force and effect from and after passage, approval and publication in pamphlet form as provided by law.

SO ORDAINED this _____ day of _____, 2020, at Coal City, Grundy & Will Counties, Illinois.

AYES:

NAYS:

ABSENT:

ABSTAIN:

VILLAGE OF COAL CITY

Terry Halliday, President

Attest:

Pamela M. Noffsinger, Clerk

ROUTE 113
(DIVISION STREET)

PROPOSED ADA
CONNECTION TO ROW

PROPOSED ACCESSIBLE
PAINTED SYMBOL,
STRIPING AND SIGNAGE.

PROPOSED DIRECTIONAL
SIGNS (TYP.)

PROPOSED ACCESS

PROPOSED TYPE "C"
RIER CURB (TYP.)

B6-24 CURB & GUTTER

5' CONCRETE WALK

284.94'(M) 285'(R)

N88°24'44"E(M) 140.97'(M)

105.98'(M)

143.97'(M)

20' PUBLIC ALLEY

N01°20'36"W(M) 117.98'(M) 118'(R)

ADDITIONAL PROPERTY

CURRENT LEASED AREA

PROPOSED PAINTED
DRIVE-THRU
INSIGNIAS (TYP.)

ONE STORY
FRAME RESIDENCE
65 W. DIVISION STREET
BUILDING FOOTPRINT
= 1,117 SQ. FT.

FRAME
GARAGE
BLDG. FT. PRX
= 315 SQ. FT.

ONE STORY
FRAME RESIDENCE
BLDG. FT. PRX
= 454 SQ. FT.

PROPOSED 38111
BUILDING
(WITH MODIFIED FRONT)

PROPOSED DIRECTIONAL
ARROWS (TYP.)

S88°24'22"W(M)
140.96'(M)

284.93'(M) 285'(R)

PROPOSED 4' HIGH
BOARD ON BOARD FENCE

EXISTING PARKING LOT FOR

MEMO

TO: Mayor Halliday and the Board of Trustees

FROM: Matthew T. Fritz
Village Administrator

MEETING

DATE: February 26, 2020

RE: ADOPTION OF A COMPLETE STREETS POLICY

The Village of Coal City annually decides upon which streets and alleys to improve on an annual basis. When taking into account the limited resources of the Village, the concepts of complete streets are often taken into account. The greatest example of this consideration comes with the impact of fixing drainage within an area. Often a road will fall into disrepair due to a lack of proper drainage. The Village prefers to fix the underlying problem, which may lead to the problem persisting a bit longer in order for the storm drainage to be completed, resulting in new sidewalks and ADA ramps once the new street is constructed.

Most recently, the village's S. Broadway Reconstruction Project incorporated bike lanes within the design to alleviate the problem of no bikes being allowed on the business side of the Core Area. Officially adopting the policy of complete streets in addition to annually considering such a policy during the year's planning shall allow the Village to receive additional points when the N. Broadway Construction project is submitted to Will County Governmental League for consideration in the upcoming managed transportation improvement plan.

Attached is the Complete Streets Basics, which is a Chicago Metropolitan Area Planning Guide for the reasons to adopt such a policy along with some considerations. While Coal City does not regularly accommodate public transportation, many buses come through the Village to bring children within the districts to schools. Every morning, there are many modes of traffic utilized to deliver children to each of their respective schools. The planning for future transit routing surrounding the Elementary School along with accommodating parking improvements within the parkway are examples of Complete Streets accommodation to street construction.

The Resolution has been created in order to express the Village's intent to give these concepts consideration as street dollars are spent on the repair and replacement of Coal City roads.

Recommendation:

Adopt Resolution No. _____: Incorporating Complete Streets Concepts within the Village Code.



Complete Streets The Basics

March 2015



This document is one component of the Complete Streets Toolkit, which is the result of a collaboration between the Chicago Metropolitan Agency for Planning, Active Transportation Alliance, and the National Complete Streets Coalition. The Toolkit is a guide for incorporating a Complete Streets approach into local planning, design, and construction. The entire Toolkit consists of seven components:

- 1) Complete Streets: The Basics
- 2) Policy Development and Adoption
- 3) Policy Implementation
- 4) Overall Design Concepts and Considerations
- 5) Facility Types
- 6) Select Treatments
- 7) Additional Resources

For more information and access to additional components of the Complete Toolkit, please visit the homepage at: <http://www.cmap.illinois.gov/programs-and-resources/local-ordinances-toolkits/complete-streets>.

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Complete Streets: The Basics

The National Complete Streets Coalition (NCSC) 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.”¹ Other agencies and organizations define the concept slightly differently, but all definitions emphasize that individual examples of Complete Streets projects can and will look and function differently in different neighborhoods, communities, or land use contexts.

Chicago-based Active Transportation Alliance takes a broad, holistic approach, defining Complete Streets as “a movement that brings together policy and people, networks and neighborhoods, designs, and destinations. The Complete Streets concept reclaims streets for people, reexamines the public realm, and challenges some commonly held perceptions about transportation... A Complete Streets approach combines the physical planning, design, and maintenance of infrastructure with an institutional understanding of project management, funding, and prioritization.”²

These definitions treat Complete Streets as a singular concept rather than a plural description of roadways in order to stress that Complete Streets is a way of thinking about roadways and their function in the larger contexts of multimodal transportation, land use and urban development, and society as a whole. The definitions also emphasize that Complete Streets is a transportation *network* approach. While one road or segment of road may be “complete” in and of itself, it will not achieve the objectives or realize the full benefits of Complete Streets unless it is part of larger network that accommodates all users safely and conveniently. This focus on a network approach is a reflection of both the complexity of modern travel patterns and the important and diverse roles that public rights-of-way play in our lives.

“The Complete Streets concept focuses not just on individual roads but on changing the decision-making and design process so that all users are routinely considered during the planning, designing, building and operating of all roadways. It is about policy and institutional change.”

“Complete Streets: We Can Get There from Here”

ITE Journal, Vol. 78, May 2008

(Article by John LaPlante and Barbara McCann)

Different roadway types and different contexts require different design solutions. An urban arterial, a suburban residential street, a rural byway, a downtown main street each will look different under Complete Streets. Rather than a prescriptive approach, the design elements of Complete Streets change depending upon the existing or future character of the built environment and the roadway type and function within the local land use context. Together, context and roadway type drive design.

¹ [Taking Action on Complete Streets: Implementing processes for safe, multimodal streets](http://www.smartgrowthamerica.org/documents/cs/impl/taking-action-on-cs.pdf) (July 2013); available online at <http://www.smartgrowthamerica.org/documents/cs/impl/taking-action-on-cs.pdf>.

² [Complete Streets Complete Networks: A Manual for the Design of Active Transportation](http://www.atpolicy.org/Design), available at <http://www.atpolicy.org/Design>.

History

In the post-war period, transportation planning and roadway design in the United States focused on the movement of automobiles and the needs of drivers. Many communities developed plans, enacted land use regulations, prioritized funds, built and expanded infrastructure, and designed the whole built environment around the automobile.

In the 1970s, community groups and a small number of state and local governments began to promote the idea of "routine accommodation," in which the needs of people walking and bicycling are accounted in roadway projects. By the 1990s, the idea and the practice of accommodating pedestrians of all abilities and bicyclists were advanced on the federal level by the Americans with Disabilities Act (1990) and the Intermodal Surface Transportation Equity Act (ISTEA) of 1991. ISTEA established the current federal transportation landscape and many of its programs continue in some form today. It changed funding eligibility for bicycling and walking projects and required states to employ a dedicated bicycle and pedestrian coordinator.³

Despite the continued support for spending on bicycling and walking projects in federal transportation programs authorized in subsequent law, few states and cities routinely accommodated the needs of these modes. In 2003, national public interest organizations, advocacy groups, and professional associations gathered to broaden the scope of "routine accommodation" to better reflect the needs of all types of users. The phrase "Complete Streets" was coined. In 2005, the NCSC was officially founded. Today, the NCSC brings together professional organizations including the American Planning Association, the American Society of Landscape Architects, the Institute of Transportation Engineers, and the Association of Pedestrian and Bicycle Professionals; non-profit organizations, such as the Smart Growth America, the Alliance for Biking and Walking, and America Walks; associations including AARP, the American Public Transportation Association, and the National Association of Realtors; and a number of consultants and engineering firms who work with localities to plan and build Complete Streets. The Coalition works for the adoption and effective implementation of Complete Streets policies at the local, state, and federal levels.

While there is, at present, no federal Complete Streets policy, the concept is supported by the current administration's Partnership for Sustainable Communities, a joint initiative of the U.S. Departments of Transportation (U.S. DOT), Housing and Urban Development, and the Environmental Protection Agency.⁴ Federal Highway Administration policy supports Complete Streets concepts and encourages the development of active transportation infrastructure at all levels of government. In 2010, U.S. DOT issued its "Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations," which affirmed the agency's support for

³ U.S. Department of Transportation Federal Highway Administration. "Bicycle and Pedestrian Walkways – Legislative and Policy History"

http://www.fhwa.dot.gov/environment/bicycle_pedestrian/legislation/history_legpol.cfm

⁴ For more about the federal partnership, visit <http://www.sustainablecommunities.gov/mission/about-us>. Complete Streets-supportive legislation has been introduced in the U.S. Congress in each session since 2005.

transportation decision-making that support the needs of people walking and bicycling and provided recommendations for how to achieve transportation networks that are “safe, attractive, sustainable, accessible, and convenient” for all users.⁵ In 2013, USDOT endorsed the use of guidance that provided additional flexibility for designing bicycle and pedestrian facilities that were appropriate for a variety of neighborhood contexts: including AASHTO’s *Guide for the Development of Bicycle Facilities* (2012, Fourth Edition), NACTO’s *Urban Bikeway Design Guide*, and ITE’s *Designing Walkable Urban Thoroughfares: A Context-Sensitive Approach*.⁶

The Complete Streets movement is growing steadily across the country. As of the end of 2013, more than 600 U.S. jurisdictions, at all levels of government, had Complete Streets policies in place.⁷ These policies take many forms: legislation (ordinances and statutes), resolutions, executive orders, departmental policies, policies adopted by an elected board, plans, and design guidance that supports Complete Streets or incorporates Complete Streets principles.

⁵ http://www.fhwa.dot.gov/environment/bicycle_pedestrian/overview/policy_accom.cfm

⁶ <http://www.fhwa.dot.gov/pgc/results.cfm?id=5333>.

⁷ See *The Best Complete Streets Policies of 2013*. <http://www.smartgrowthamerica.org/documents/best-complete-streets-policies-of-2013.pdf>.

Timeline: Complete Streets

1940
1950
1960
1970
1980
1990
2000
2010



1940s-1960s: AUTOMOBILE-ORIENTED TRANSPORTATION
Post-World War II period: Transportation Planning and design focuses on facilitating easy and fast access to destinations via automobile.



1970s: ROUTINE ACCOMMODATION
Community groups and a small number of state and local governments began to promote the idea of "routine" accommodation in which the needs of people walking and bicycling are accounted in roadway projects.



1990s: ADA and ISTEA
Idea and practice of accommodating pedestrians of all abilities and bicyclists advanced on federal level by American with Disabilities Act (1990) and Intermodal Surface Transportation Equality Act (ISTEA) of 1991.



2003: TERM "COMPLETE STREETS" COINED
National public interest organizations, advocacy groups, and professional associations meet to discuss need for "routine accommodation" to better reflect the needs of all users.

2005: NATIONAL COMPLETE STREETS COALITION FOUNDED



2010: USDOT BIKE-PED POLICY STATEMENT
USDOT Issues Policy Statement on Bicycle and Pedestrian Accommodations and Regulations and Recommendations: affirming agency's support for transportation decision-making that includes needs of people walking and biking and provides recommendations to achieve transportation networks that are "safe, attractive, sustainable, accessible and convenient" for all users.



2013: USDOT ENDORSES DESIGN GUIDANCE
USDOT endorses use of guidance providing additional flexibility for designing bicycle and pedestrian facilities appropriate for a variety of neighborhood contexts: including AASHTO's Guide for the Development of Bicycle Facilities, NACTO's Urban Bikeway Design Guide, and ITE's Designing Walkable Urban Thoroughfares: A Context-Sensitive Approach.



TODAY: GROWTH OF COMPLETE STREETS
As of the end of 2013, more than 600 U.S. jurisdictions had Complete Streets policies in place. This included 27 states as well as the Commonwealth of Puerto Rico and the District of Columbia, 51 regional planning organizations, 48 counties, and 482 municipalities in 48 states.

Source: Chicago Metropolitan Agency for Planning.

Benefits

Complete Streets can improve resident quality of life in very specific ways. Cost savings in a walkable neighborhood accrue to residents as well as local governments. More time spent walking or biking has enormous health benefits. Studies have found that children who walk or cycle to school “perform measurably better on tasks demanding concentration.”⁸

Recent opinion polls found that 66 percent of Americans want more transportation options, yet 73 percent feel they have no choice but to drive as much as they do.⁹ Many of our streets are incomplete, offering mediocre conditions for people walking, biking, or using transit—meaning many people really do not have the choice but to drive. Changing policy so that our transportation system routinely includes the needs of pedestrians, transit users, or bicyclists will give people of all ages and abilities more options when traveling.¹⁰

“For communities concerned with public health, safety, welfare, and long term sustainability, a Complete Streets transportation approach should be considered essential, not an option.”

Michigan Planner, **“Mobility for All Users: Complete Streets.”**
(Article by Brad Strader, LSL Planning, Inc.)

Safety

Most roads built in the post-war period were designed to ensure drivers’ safety. But drivers adjust to their environment, and when roads are designed to be safe for drivers traveling 40 mph, drivers are more likely to travel at an increased rate of speed despite a lower posted speed limit.¹¹ Roadway *improvements* often widen streets to improve the flow of cars, but wide roads can make people feel comfortable driving faster, leading to unsafe habits.

People are at risk when streets are planned and designed without safe places to walk, cross, catch a bus, or bicycle. More than 4,500 pedestrians die on U.S. roads each year, and more than 67,000 are injured.¹² Pedestrian crashes are more than twice as likely to occur in places without

⁸ Goodyear, Sarah. “The Link Between Kids Who Walk or Bike to School and Concentration.” The Atlantic Cities. Feb 5, 2013. <http://www.theatlanticcities.com/commute/2013/02/kids-who-walk-or-bike-school-concentrate-better-study-shows/4585/> Accessed: 3/21/14.

⁹ Future of Transportation survey, Transportation for America

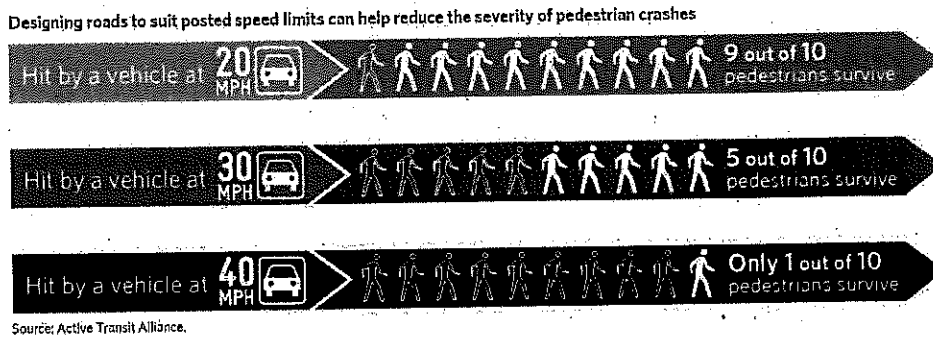
¹⁰ For more information on the benefits of Complete Streets, see the National Complete Streets Coalition Fact Sheets on benefits at <http://www.smartgrowthamerica.org/complete-streets/complete-streets-fundamentals/factsheets>, from which the following text was taken.

¹¹ Speck, Jeff. *Walkable City: How Downtown Can Save America, One Step at a Time*. North Point Press: New York, 2012.

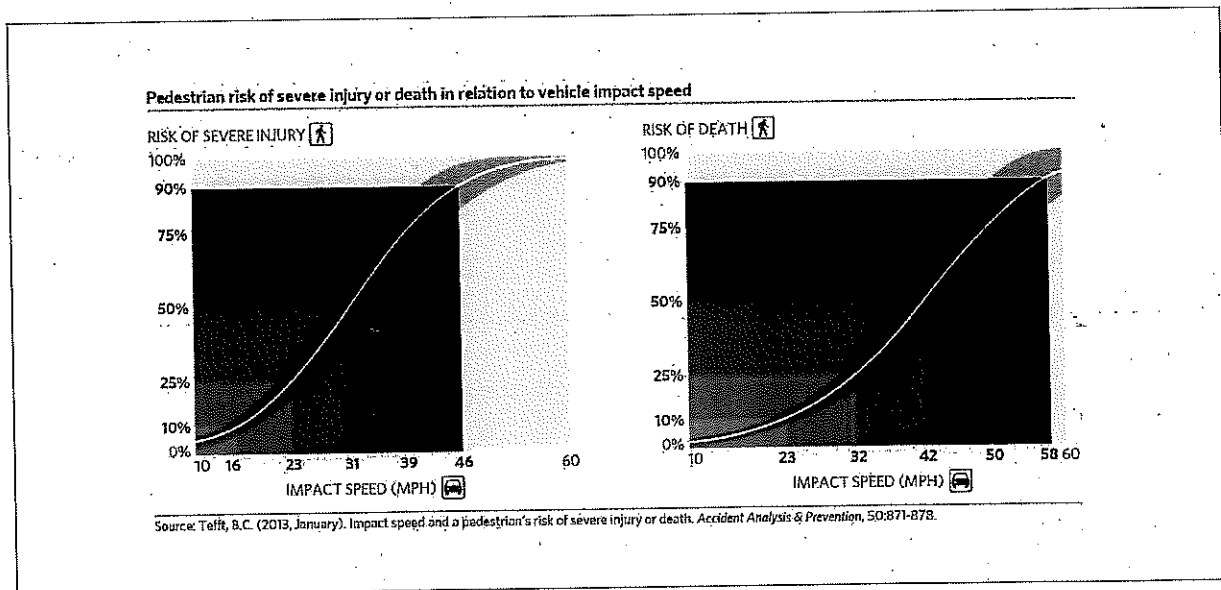
¹² Smart Growth America (2014). *Dangerous by Design 2014*.

<http://www.smartgrowthamerica.org/documents/dangerous-by-design-2014/dangerous-by-design-2014.pdf>

sidewalks; streets with sidewalks on both sides have the fewest crashes.¹³ Of pedestrians killed between 2003 and 2012, more than 50 percent died on arterial roadways.¹⁴ More than 40 percent of pedestrian fatalities between 2000 and 2009 occurred where no crosswalk was available.¹⁵



As the chart below shows, the risk of severe pedestrian injury and death rises quickly with increasing vehicle speeds. A pedestrian struck by a vehicle driven at 20 mph has around a 15 percent chance of being severely injured and a 5 percent risk of death. At 30 mph, these risks rise to around 50 percent for severe injury and 25 percent for death, and at 45 mph, 90 percent and 60 percent, respectively. At speeds above 50 mph, a pedestrian has almost no chance of escaping grievous injury or death.¹⁶



¹³ Campbell, B., et al. (2004). "A Review of Pedestrian Safety Research in the United States and Abroad." Federal Highway Administration Publication # FHWA-RD-03-042

¹⁴ Smart Growth America (2014), op. cit.

¹⁵ Ernst, M. (2011). *Dangerous by Design 2011*. Transportation for America.

¹⁶ Tefft, B.C. (2013, January). Impact speed and a pedestrian's risk of severe injury or death. *Accident Analysis & Prevention*, 50:871-878

While the human cost of losing a family member or friend in a traffic collision is unquantifiable, crash investigations and resulting traffic jams are demonstrably expensive. According to the auto club AAA, the cost of a single motor vehicle fatality is \$6 million, the total cost of crashes in urbanized areas in 2009 was nearly \$300 billion, and the annual cost of crashes per person is \$1,522.¹⁷ Fewer crashes can save communities enormous amounts of money.

Complete Streets practices reduce crashes through comprehensive safety improvements and the use of proven safety countermeasures that recast the entire right-of-way (ROW) with pedestrians, including transit users, in mind. Well-designed bicycle infrastructure discourages sidewalk riding and reduces bike crashes by large margins. The design and engineering approaches commonly found in Complete Streets create long-lasting speed reduction. Speed plays a role in 30 percent of *all* traffic crashes, so all road users benefit from slower speeds that are appropriate for streets serving neighborhoods and communities.

Economy

In *Walkable City*, Jeff Speck describes what he calls the “Walkability Dividend,” using Portland, Oregon as an example. Decades of investments in Complete Streets have created a city where people drive 20 percent less than other major metropolitan areas, saving Portlanders \$1 billion annually.¹⁸ Since nearly 85 percent of car and fuel expenses leave the local economy,¹⁹ the billions of dollars saved are staying in Portlanders’ pockets and are more likely to be spent locally.

For households: Transportation is the second most-costly item in most household budgets. Providing safe and convenient options for walking and bicycling can help households cut transportation costs by thousands of dollars a year.

For businesses: Local businesses benefit from the increased exposure generated by more pedestrian and bicycle activity and slower-moving automobile traffic. Giving people more options for getting to commercial areas can help reduce regional traffic congestion and boost sales and employee retention by providing improved access to employment centers.

For communities: Complete Streets can spur private investment with an impressive rate of return. Communities across the country have multiplied the impact of their revitalization efforts including well-designed multimodal streets in economic development plans. Well-connected, walkable and bikeable neighborhoods—especially those with good transit access—maintain property values better than areas without these features. Households that spend less on

¹⁷ Cambridge Systematics, Inc. “Crashes vs. Congestion—What’s the Cost to Society?” Study prepared for AAA, November 2011. http://newsroom.aaa.com/wp-content/uploads/2011/11/2011_AAA_CrashvCongUpd.pdf. USA Today. <http://usatoday30.usatoday.com/news/nation/story/2011-11-02/fatal-vehicle-crashes-cost-millions/51051030/1>

¹⁸ Speck, Jeff. *Walkable City: How Downtown Can Save America, One Step at a Time*. North Point Press: New York, 2012.

¹⁹ *Ibid*, p. 29.

transportation have more income available for housing, shopping, and entertainment, keeping more money circulating locally.

Complete Streets are crucial to economic competitiveness. More Americans are attracted to places that offer the street life and transportation choices that auto-oriented places cannot provide. These factors play a major role when people are searching for jobs and places to live.²⁰

Age and disabilities

Many roads do little to meet the needs of the growing population of older adults and people with limited mobility.²¹ On many incomplete streets, long crosswalks, expansive intersections, absent sidewalks, missing curb cuts, and poor transit stops limit safe mobility and contribute to isolation among individuals who do not drive. Complete Streets, on the other hand, improve travel options for people of all ages and abilities.

In northeastern Illinois, 2010 Census data show that the senior population (residents who are 65 years of age or older) has grown 8.8 percent in the past decade, from 875,534 to 952,718 residents, more than double that of the region's overall population increase. According to GO TO 2040, the number of residents between 65 and 84 years of age is projected to double by 2040. Furthermore, the number of residents in the region who are over 85 years old is projected to triple.²²

²⁰ For additional studies on the economic benefits of Complete Streets, see the PDF version – including studies referenced in footnotes – of the National Complete Streets Coalition Fact Sheet on the potential for Complete Streets to stimulate local economies, at

<http://www.smartgrowthamerica.org/documents/cs/factsheets/cs-economic.pdf>. See also the New York City DOT report, “The Economic Benefits of Sustainable Streets,” at

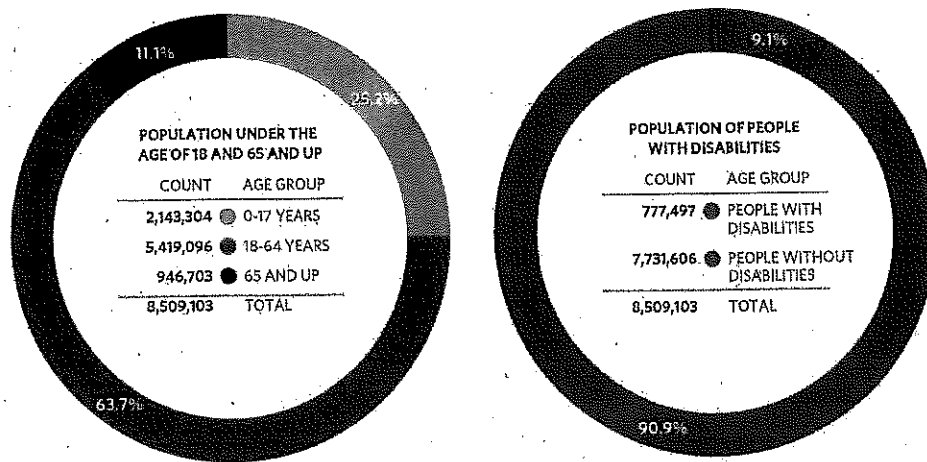
<http://www.nyc.gov/html/dot/downloads/pdf/dot-economic-benefits-of-sustainable-streets.pdf>. Finally,

see the “Special Section: The Economic Benefits of Complete Streets” at http://vibrantneo.org/wp-content/uploads/2014/03/VibrantNEO_EconomicBenefitsofCompleteStreets.pdf, which is part of Northeast Ohio’s Sustainable Communities Consortium Initiative’s “Vibrant NEO 2040” report.

²¹ AARP is a founding member of and remains on the steering committee of the National Complete Streets Coalition. In 2009, AARP released the important report, “Planning Complete Streets for an Aging America, which “encourages transportation planners and decision makers to build upon the principles of Complete Streets to address the specific needs of older drivers and pedestrians.” The report argues that “Adoption of these principles ultimately improves the safety for all road users.” The report is available online at assets.aarp.org/rgcenter/ppi/liv-com/2009-12-streets.pdf. More recently, AARP, as part of its Livable Communities initiative, published “The Road Ahead: Implementing Complete Streets Policies,” which offers case studies of successful implementations of Complete Streets policies by AARP state offices. Available online at <http://www.aarp.org/content/dam/aarp/home-and-family/livable-communities/2014-01/complete-streets-case-study.pdf>.

²² For more information, see http://www.cmap.illinois.gov/about/updates/-/asset_publisher/UJmFSLnFfMB6/content/new-u-s-census-data-analysis-overview-of-trends-in-the-senior-population.

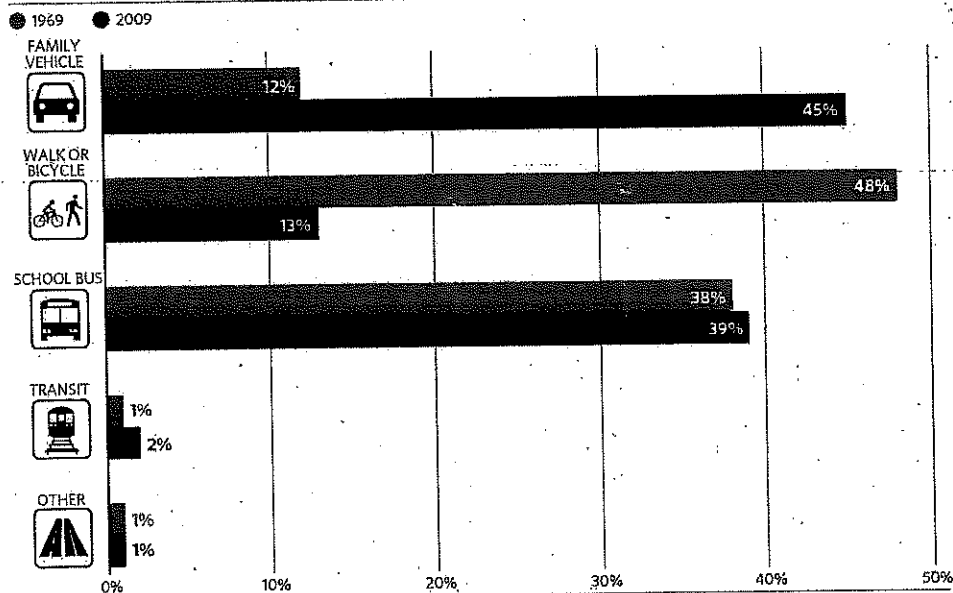
Children, older adults, and people with disabilities in the Chicago Metropolitan Area



Source: US Census Bureau, 2000-12 American Community Survey.

Complete Streets also helps create a safer environment for children to walk and bike to school, friends' houses, and other activities. The number of children who travel on their own to school dropped by almost three-quarters between 1969 and 2009 nationwide—and the rates of childhood inactivity and obesity took off. By giving parents and children more options for getting around safely, Complete Streets enable children to live the active lifestyles they need to be healthy.

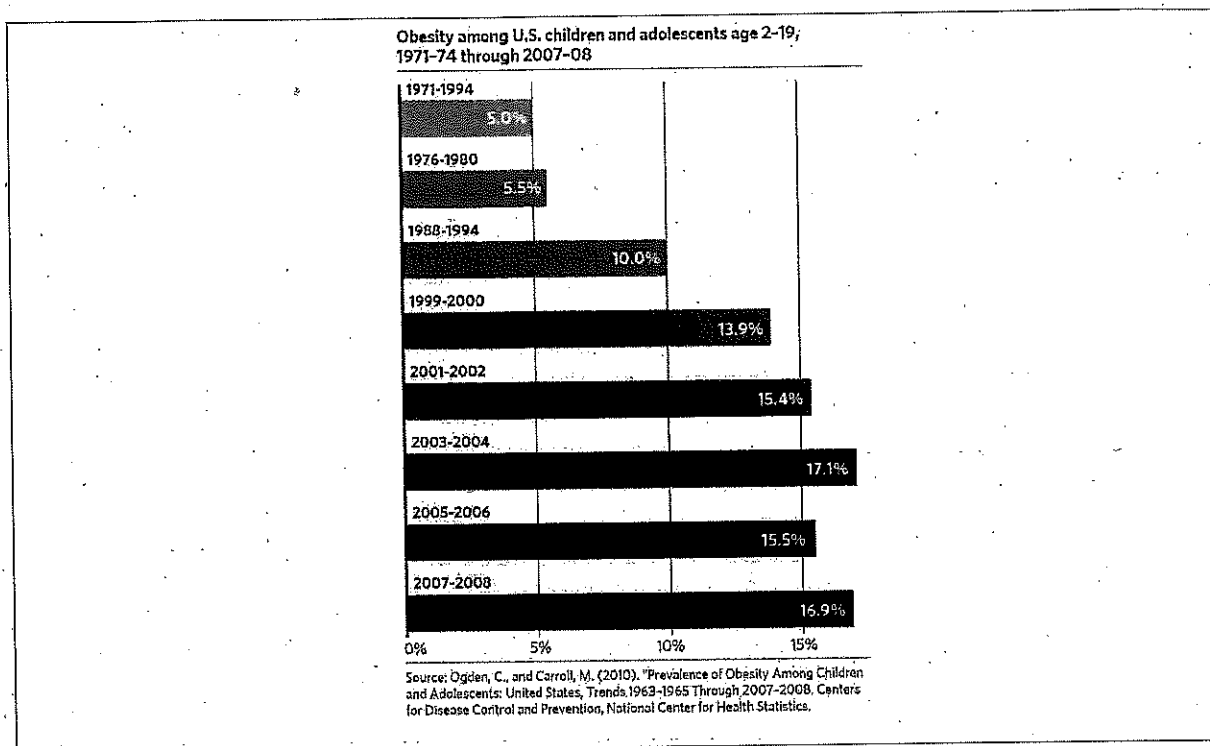
Usual mode of travel to school for K-8 students, 1969-2009



Source: National Center for Safe Routes to School (2011). *How Children Get to School: School Travel Patterns from 1969 to 2009*.

Health

Walking and bicycling on streets designed only for cars can feel unpleasant and unsafe, leading people to forego active transportation in favor of driving. On a daily basis, each additional hour spent driving is associated with a six percent increase in the likelihood of obesity, while each additional kilometer walked is associated with a five percent reduction in this likelihood.²³



Complete Streets provide opportunities for increased physical activity by ensuring streets are designed for active transportation. One study found that people in walkable neighborhoods did about 35-45 more minutes of moderate intensity physical activity per week and were substantially less likely to be overweight or obese than similar people living in low-walkability neighborhoods.²⁴ Nearly one third of transit users meet the Surgeon General's recommendations for minimum daily exercise through their daily travels.²⁵

Public Transportation

Great public transportation systems go hand-in-hand with great places for walking and bicycling. Though nearly every transit trip begins as a walking trip, disconnects between transit and road planning can leave riders to wait in uncomfortable or unsafe conditions or unable to access a stop or a station.

²³ Frank, L.D., Andresen, M.A., and Schmid, T.L. (2004). "Obesity Relationships with Community Design, Physical Activity, and Time Spent in Cars." *American Journal of Preventative Medicine* 27:2.

²⁴ Sallis, James F, et al. (2009). "Neighborhood built environment and income: Examining multiple health outcomes." *Social Science and Medicine* 68:1285-1293

²⁵ Besser, L. M. and A. L. Dannenberg. (2005). "Walking to public transit: Steps to help meet physical activity recommendations." *American Journal of Preventive Medicine* 29(4): 273-280.

Complete Streets makes accessing transit safer, more convenient, and more comfortable by ensuring that transit stops are accessible along a connected, ADA-compliant sidewalk network and are near good crossing locations. Complete Streets also means keeping buses moving efficiently through traffic efficiently. Improving access to fixed-route transit also reduces dependence on more costly alternatives, such as paratransit or private transportation services. And better bicycle accommodation—on the streets, at stops, and on transit vehicles—helps increase the effective range of transit services.²⁶

Equity

The negative effects of incomplete streets disproportionately impact people of color. The national pedestrian fatality rate for Hispanics is almost 45 percent higher than the rate for whites, and the rate for African Americans is 60 percent higher than for whites. Despite representing less than 13 percent of the U.S. population, African Americans account for 17 percent of pedestrian deaths.²⁷ African American and Latino children riding in cars are also more likely to be killed than white children per vehicle mile traveled.²⁸ In counties where more than 20 percent of households have incomes below the federal poverty line, the pedestrian fatality rate is over 80 percent higher than the national average.

Low-income Americans are more likely to take transit than their middle-income peers²⁹ and more likely to bike for transportation,³⁰ and low-income children in urban areas are more likely to walk or bike to school.³¹ Complete Streets ensure that the transportation system provides for the needs of all users regardless of race, income, age, or disability. Like other public places, streets cannot discriminate on the basis of any of these factors. Complete Streets, therefore, help communities ensure that the letter and the spirit of the law coincide and work together.

Place

Streets and other transportation elements represent a significant percentage of publicly owned land. In automobile-oriented development, the public ROW typically makes up 20 to 40 percent

²⁶ Pace Suburban Bus recently published "Transit Supportive Guidelines." The guidelines include information on road and roadside design treatments that provide accessibility for transit facilities and users. The guidelines are available online at <http://pacebus.com/guidelines/index.asp>. In addition, see the NCSC's webpage on Complete Streets at <http://www.smartgrowthamerica.org/complete-streets/complete-streets-fundamentals/factsheets/public-transportation/>

²⁷ Smart Growth America (2014), *op. cit.*

²⁸ Gantz, T., Shaver, B., De La Garza, E., Ragland, D. & Cohen, L. (2003, November). "Traffic safety in communities of color." UC Berkeley Traffic Safety Center paper UCB-TSC-RR-2003-05.

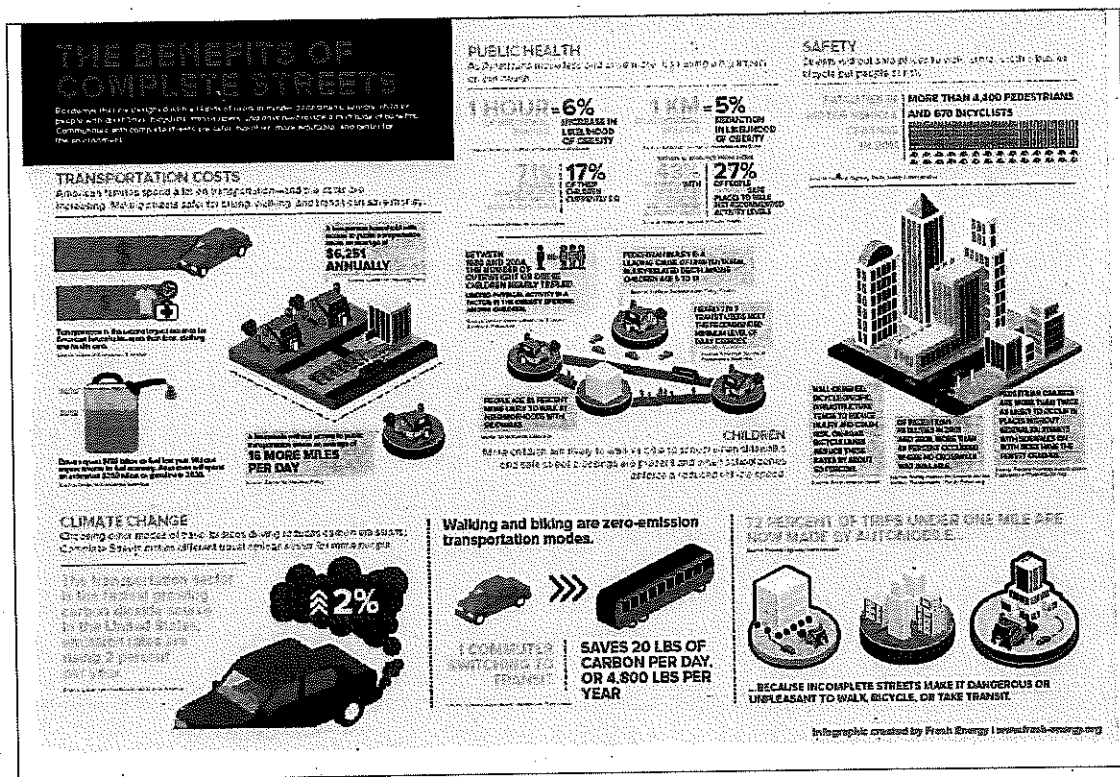
²⁹ Sanchez, T., Stolz, R., & Ma, J. (2003). Moving to equity: Addressing inequitable effects of transportation on minorities. Retrieved from <http://civilrightsproject.ucla.edu/research/metro-and-regional-inequalities/transportation/moving-to-equity-addressing-inequitable-effects-of-transportation-policies-on-minorities/>.

³⁰ Pucher, J. & Buehler, R. (2011, March). "Analysis of bicycle trends and policies in large North American cities: Lessons for New York." Retrieved from <http://www.utrc2.org/research/assets/176/Analysis-Bike-Final1.pdf>.

³¹ Young, S. (2011, July 4). "Who's walking to school?" Retrieved <http://thechart.blogs.cnn.com/2011/07/04/whos-walking-to-school/>

of land use in urbanized areas.³² Off-street parking can take up another 10 to 20 percent of land use, but some downtowns have dedicated as much as 30 percent of their land area for surface parking.³³ Neighborhoods that are less automobile-oriented may dedicate as little as 10 percent of land to the public ROW.

A Complete Streets approach to roadway planning and design provides the opportunity for communities to re-envision their streets as more than just conduits and storage space for automobiles. With Complete Streets, transportation planning, design, and operations become a means of achieving community-wide goals and of maximizing the potential of public space. Complete Streets allows communities to see their streets as public places and vital parts of their towns, where people not only move through, but also interact with each other. This connection of people and place provides the most compelling argument for the need for Complete Streets.³⁴



³² Elizabeth Macdonald, "Wasted Space/Potential Place: Reconsidering Urban Streets," *Places: Forum of Design for the Public Realm* 19:1 (2007): 22-27. Macdonald estimates that "... streets generally occupy between 25 and 35 percent of all land in American Cities." Authors of the CH2MHill white paper, "Sustainable Urban Street Design and Assessment," estimate that "Between 25 and 40 percent of all land within urban areas is in the public streets right-of-way." (p. 3). City of Chicago DOT staff estimates that 23% of city land is in the public right-of-way (see Slide 3 of [CDOT presentation](#))

³³ Parking Strategies to Support Livable Communities, <http://www.cmap.illinois.gov/programs-and-resources/local-ordinances-toolkits/parking>.

³⁴ For more on creating place, see the Project for Public Spaces: <http://www.pps.org/references/streets-as-places-how-transportation-can-create-a-sense-of-community/>.

Synergies with other planning approaches

Complete Streets, as an approach to transportation planning, shares the broad, guiding principles of other contemporary planning movements, including smart growth, context-sensitive solutions, transit-oriented development, speed management, transportation demand management, and active transportation. Their guiding principles include broad concepts such as livability, sustainability, equity, improved public health, fiscal responsibility, and the long-term prosperity of communities. All these movements address the need to better integrate land use and transportation planning and to make travel safe, convenient, and affordable.

The following are key tenets of Complete Streets:

1. Current and future land use in surrounding areas should be the primary determinant of roadway design.
2. Roadways should be designed, built, and operated to serve multiple travel modes and the needs of all anticipated users.
3. Streets are public *places* that often must simultaneously serve multiple functions, including mobility, commerce, recreation, and community.

Complete Streets represents a new transportation planning paradigm that prioritizes multimodal access to destinations.³⁵ This paradigm contrasts with conventional transportation planning's prioritization of automobile mobility.

Conventional Versus Multimodal Transportation Planning		
	Conventional (Automobile-focused) Transportation Planning Paradigm	Complete Streets (Multimodal) Transportation Planning Paradigm
Definition of "transportation"	<i>Mobility</i> – physical travel (primarily motor vehicle travel)	<i>Accessibility</i> – people's ability to reach desired services and activities
Planning goals	Maximize travel speeds	Maximize overall accessibility
Transportation system performance indicators	Roadway level-of-service (LOS), average traffic speed, congestion delay	Multimodal LOS, time and money required by various people to access services and activities
Roadway design priority	Maximize vehicle traffic speeds and volumes	Accommodate multiple modes and activities
Typical design speed	30-50 mph	20-30 mph
Roadway network type	Hierarchical with low connectivity	Highly connected roads and sidewalks
Design vehicle	Largest vehicle in use	Average or typical vehicle in use
Approach to safety	Crashes per VMT, aggregated for all users; functional separation; limited access; 'forgiving' road design	Safety <i>per mode</i> . Reduces crash incidence and severity through speed reduction and ped-scaled design

Adapted from "Evaluating Complete Streets," Table 1 (Litman, 2013)

³⁵ This section, and the table above, are drawn from an article by Todd Litman, "Evaluating Complete Streets: The Value of Designing Roads for Diverse Modes, Users, and Activities," Victoria Transportation Policy Institute, 2013.

Conventional transportation planning and design maximizes motor vehicle traffic speeds and minimizes motor vehicle traffic delay. Complete Streets and other integrated, multimodal approaches recognize that the conventional approach can have negative impacts for travel by other means, particularly within local communities. For example, wide, high-speed roads can become major barriers to walking or cycling; hierarchical roadway patterns can reduce connectivity and limit the viability of other travel modes; and destinations that are designed to be accessible by automobile can be difficult to access by other modes. Complete Streets seeks to balance the needs of all users and to maximize access for all modes in highlighting the important role that walking, cycling, and public transportation must play in any efficient, modern, and sustainable transportation system.

Why invest in complete streets?

Quality of Life

Between 2001 and 2009, America's 16-34 year olds were driving less and walking, bicycling and taking transit more.

By 2025, nearly 1 in 5 Americans will be 65 or older. 56.7 million Americans (18.7%) have some type of disability.

In northeastern Illinois, about 12.8% of households do not own a car.

Economic Benefits

Ownership of one motor vehicle accounts for more than 18% of a typical household's income.

11% higher home value for every half mile closer to trails.

The Healthline helped spur \$4.3 billion in development projects in the corridor.

Active Living

Approximately 40% of all trips are less than two miles in length—which represents a 30-minute walk.

17% of children aged 2 to 19 are obese. The prevalence of obesity among American youth has tripled since 1980.

Motor vehicle emissions represent 31% of total carbon dioxide, 81% of carbon monoxide, and 49% of nitrogen oxides.

In 2001, and estimated 2,328 million gallons of untreated sewage and stormwater were discharged into Lake Michigan, with many more millions of gallons going into the Illinois and Mississippi Rivers.

Source: Reducing Combined Sewer Overflows in the Great Lakes: Why Investing in Infrastructure is Critical to Improving Water Quality (<http://www.great-lakes.org/document/Doc74-1178>)

Well-designed bicycle-specific infrastructure leads to reduce injury and crash risk by about 50%.

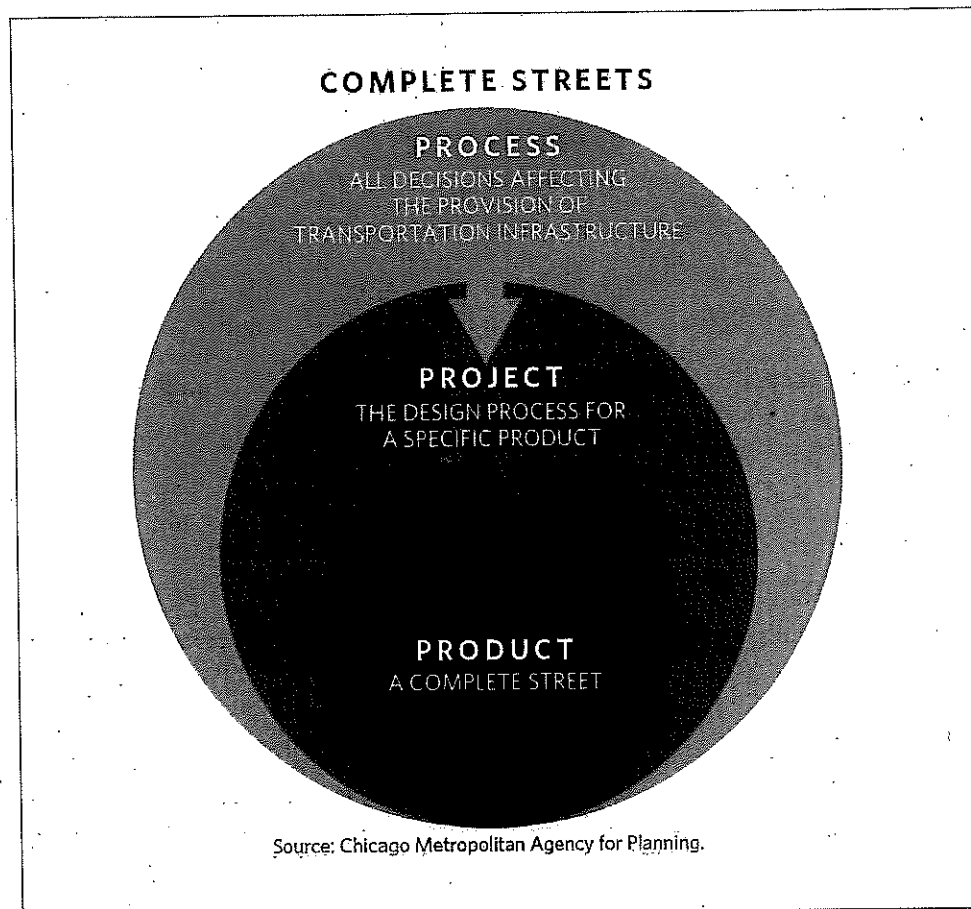
Safety

More than 40% of pedestrian fatalities occur where there is no available crosswalk.

Policies, procedures, and projects

The development of a robust and effective Complete Streets policy and successful implementation depend upon a full understanding of the complex, multifaceted way that transportation planning, programming, design, maintenance, and operations occur in a community. All of the major steps involved in the provision of transportation infrastructure—from long-range and capital improvement planning to project engineering, construction, and

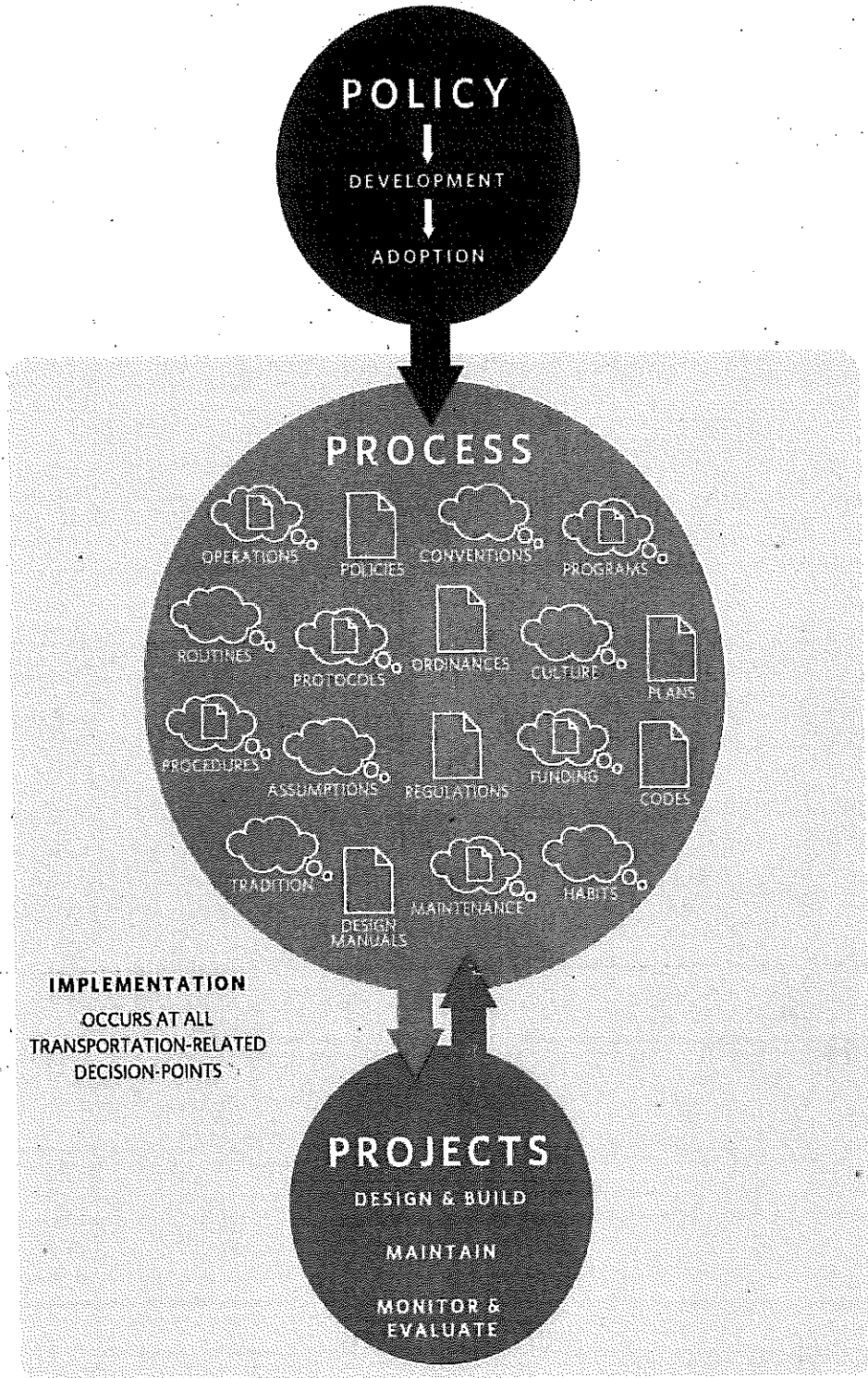
maintenance—comprise many specific policies, procedures, and processes, which must be fully understood and reviewed to ensure that they support Complete Streets.³⁶



Complete Streets is both a product and a process. As a product, Complete Streets is straightforward—it is the engineer’s design and the construction of a particular street to accommodate all anticipated users. The product the end result of a project. The product, and the project are the result of the project development and delivery process.³⁷ Such processes are complex and typically include both well-defined decision points and formal, standardized processes, as well as informal, ad-hoc decisions and processes. Decisions that occur at different points in time and are made by variety of agencies, departments, or individuals with goals that can be distinctly different from or at odds with one another adds to the complexity of the project development process.

³⁶ See the Alliance for Biking & Walking, *Guide to Complete Streets Campaigns* (3rd Edition, 2010) for more on this.

³⁷ We discuss the role and importance of changing process in greater detail in the chapter, below, on “Implementation”.



Source: Chicago Metropolitan Agency for Planning.

The infographic above is intended to illustrate the wide range of documents, procedures, and processes – including deeply ingrained routines and habits – that may be involved in Complete Streets implementation. These “inputs” into the transportation decision-making process range from written to unwritten; from legally binding to flexible; and from well-defined to open-to-interpretation.

Understanding the individual steps and factors that constitute the project development and delivery processes is essential to implementing a Complete Streets policy. The NCSC calls for agencies and communities to focus “on creating culture change, process change, and reprioritization” within the profession of transportation planning and engineering.³⁸ The change consists of redefining the basic problem that transportation planners and engineers are asked to address. The problem to be solved is no longer how to move cars at the highest safe speed, but rather how to provide safe and convenient access and mobility for all anticipated users.³⁹

The Complete Streets approach redefines what a street is and what it should do. It characterizes public rights-of-way in developed areas as fundamentally multimodal, and as playing a larger, place-making and community-building role in cities and neighborhoods. Implementing a Complete Streets policy typically involves making changes to long-standing transportation decision-making processes and to planning and design practices that favor automobile travel.

³⁸ National Complete Streets Coalition, ‘Understanding the Complete Streets Approach,’ <http://www.smartgrowthamerica.org/complete-streets/changing-policy/model-policy#approach>; and ‘Changing Procedure and Process,’ <http://www.smartgrowthamerica.org/complete-streets/implementation/changing-procedure-and-process>

³⁹ Ibid



THE VILLAGE OF COAL CITY
GRUNDY & WILL COUNTIES, ILLINOIS

RESOLUTION
NUMBER _____

**A RESOLUTION UPDATING CHAPTER 37, OF THE VILLAGE OF COAL CITY
CODE OF ORDINANCES TO INCORPORATE A COMPLETE STREETS POLICY**

TERRY HALLIDAY, Village President
PAMELA M. NOFFSINGER, Village Clerk

SARAH BEACH
ROSS BRADLEY
TIMOTHY BRADLEY
DANIEL GREGGAIN
DAVID SPESIA
DAVID TOGLIATTI

VILLAGE TRUSTEES

Published in pamphlet form by authority of the President and Board of Trustees of the Village of
Coal City

on _____, 2020

RESOLUTION NO. _____

**A RESOLUTION UPDATING CHAPTER 37, OF THE VILLAGE OF COAL CITY
CODE OF ORDINANCES TO INCORPORATE A COMPLETE STREETS POLICY**

WHEREAS, the Village of Coal City (hereinafter, "the Village") is an Illinois municipal corporation organized and operated under the laws of the State of Illinois;

WHEREAS, the Village is a non-home rule municipality and, as such, may exercise delegated statutory and Constitutional powers and such powers as are necessarily implied therefrom;

WHEREAS, the Village is desirous of qualifying for certain federal surface transportation funding through the Surface Transportation Block Grant Program (STPBG) to fund capital improvements for eligible projections involving certain arterial and collector roadways throughout the Village;

WHEREAS, the Village wishes to propose certain projects for STPBG funding and will be applying to the Will County Governmental League Transportation Committee (the "Committee"), which has been delegated STPBG programming and funding allocation authority for a portion of the Chicago metropolitan region;

WHEREAS, the Committee has developed project evaluation criteria in connection with allocations of the STPBG funds;

WHEREAS, the Committee credits communities that have adopted a "Complete Streets Policy" and incorporated Complete Streets design elements into proposed projects;

WHEREAS, Complete Streets are facilities designed, operated and maintained to assure safe mobility for users of all ages and abilities, including pedestrians, cyclists, transit riders and motorists;

WHEREAS, the Village of Coal City seeks to create a comprehensive, integrated, and connected transportation network where every roadway user can travel safely and comfortably and

where sustainable transportation options are available to everyone by planning, designing, operating and maintaining a network of Complete Streets;

WHEREAS, the Corporate Authorities hereby find and determine that it is advisable and in the best interests of the Village and its residents to adopt the Complete Streets Policy as set forth herein.

NOW, THEREFORE, BE IT RESOLVED by the President and Board of Trustees of the Village of Coal City, Counties of Will and Grundy, Illinois, as follows:

SECTION 1. RECITALS. That the foregoing recitals shall be and are hereby incorporated into and made a part of this Resolution as if fully set forth in this Section 1.

SECTION 2. AMENDMENT.

Title III ("Administration"), Chapter 37 ("Village Policies") shall be, and is hereby, amended to include a new Article XVIII ("Complete Streets Policy") codified at Section 37-100 of the Village of Coal City Code of Ordinances in the form provided below.

Section 37-100. The Village's Complete Streets policy shall:

- A. Establish a procedure to evaluate resurfacing projects for complete streets inclusion according to length of project, local support, environmental constraints, total available right-of-way, funding resources and bicycle and/or pedestrian compatibility.
- B. Address the need for bicyclists and pedestrians to cross corridors as well as travel along them. Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
- C. Make provisions for pedestrians and bicyclists when closing roads, bridges or sidewalks for construction projects.

- D. Consider connections for Safe Routes to Schools, trail crossings, and areas or population groups with limited transportation options.
- E. Comply with the Americans with Disabilities Act (ADA).
- F. Complement the context of the surrounding community.
- G. Update all necessary and appropriate codes, standards, and ordinances to ensure that design components for all modified streets follow the intent of the policy.
- H. Identify all current and potential future sources of funding for street improvements.

Section 37-101 Implementation. The Village shall facilitate implementation of a Complete Streets policy in accordance with the following:

- A. The Village of Coal City staff shall fully incorporate Complete Streets into the budgeting process, work plans and staffing projects, and consider Complete Streets as one of the priorities in roadway planning and funding decisions.
- B. To the extent that relevant roadways are under the jurisdiction of an agency other than the Village (IDOT, Will County or various surrounding municipalities), Staff shall provide such Complete Streets technical assistance as is accepted by the other agency.
- C. The Village shall cooperate with neighboring jurisdictions to encourage street connectivity with a specific emphasis on regional corridors.
- D. Staff shall 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.
- E. Staff will review and revise, as necessary, plans, policies, processes and programs to encourage the implementation of Complete Streets on roadways not under the jurisdiction of the Village, subject to financing, regulation of or otherwise involving an action by the Village. Such projects shall include, but not be limited to, privately built roadways and projects on non-Village-owned roadways funded in part or entirely by Village funds.

- F. Staff shall apply the Complete Streets Policy in all instances when feasible. It is understood that there may be circumstances in which it may not be practical or feasible to apply the Complete Streets Policy. Such circumstances may include, but not limited to, the following:
1. The scope of the project is limited to maintenance activities intended to keep the roadway in serviceable condition.
 2. There is sufficient documentation that there is no feasible way to accommodate improvements for non-vehicular traffic within the project's scope.
 3. There is no documented, current or anticipated, need for accommodation of non-motorized roadway users, or the road is not a current or planned transit route.

SECTION 3. RESOLUTION OF CONFLICTS.

All enactments in conflict herewith are

hereby repealed to the extent of such conflict.

SECTION 4. SAVING CLAUSE.

If any section, paragraph, clause, or provision of this

Resolution shall be held invalid, the invalidity thereof shall not affect any of the other provisions of this Resolution, which are hereby declared to be separable.

**A RESOLUTION UPDATING CHAPTER 37, OF THE VILLAGE OF COAL CITY CODE OF
ORDINANCES TO INCORPORATE A COMPLETE STREETS POLICY**

SECTION 5. **EFFECTIVENESS.** This Resolution shall be in full force and effect from and after its passage, approval, and publication in the manner provided by law.

SO RESOLVED this _____ day of _____, 2020, at Coal City, Grundy and Will Counties, Illinois, pursuant to a roll call vote as follows:

AYES:

NAYS:

ABSENT:

ABSTAIN:

PRESENT:

APPROVED by me this _____ day of _____, 2020.

VILLAGE OF COAL CITY

Terry Halliday, President

Attest:

Pamela M. Noffsinger, Clerk

This _____ day of _____, 2020.

MEMO

TO: Mayor Halliday and the Board of Trustees

FROM: Matthew T. Fritz
Village Administrator

MEETING

DATE: February 26, 2020

**RE: DONATION OF LAND ADJACENT TO THE N. BROADWAY ROW AT
THE ELEMENTARY SCHOOL**

Chamlin Engineering has completed Phase One of the N. Broadway Reconstruction plans in order to allow the Village to submit a request for funding during the upcoming call for projects by the Will County Governmental League Transportation Committee. During the design of N. Broadway, project the onstreet parking in front of the Elementary School proved to be one of the largest factors on the re-design for the future project. After discussing the project with Coal City Schools, it was requested that the current parking be accommodated in the future plan for reconstruction.

In order to allow the right-of-way to accommodate the backup movement of angle parking for southbound Broadway traffic, additional land must be donated to allow a multi-modal path to be constructed and angle parking within the current areas that have been available. Traffic for drop-offs will be switched this upcoming summer to allow parents dropping off and picking up to do so traveling eastbound on Second Street instead of eth current One Way westbound configuration.

The School District is willing to donate the land to the Village as long as the monument sign shall be move during the upcoming planned project. It is necessary to complete this donation agreement prior to the Transportation Committee's decisions on which projects should be funded so any acquisition of land takes place outside of the time the project is federally funded. Much like the donation agreement available for consideration, the School shall adopt a like agreement at its next meeting. This agreement will convey 28' of land adjacent to N. Broadway from Second Street northward to the north bus drive for the Elementary School; at that point northward, a donation of only 8' is necessary because parking for southbound Broadway traffic will be parallel (which is the current accommodation).

Recommendation:

Adopt Resolution No. _____: Entering into a Donation Agreement with the Coal City School District in order to Accept Land adjacent to N. Broadway at the Elementary School.

RIGHT - OF - WAY EXHIBIT - ALT. B

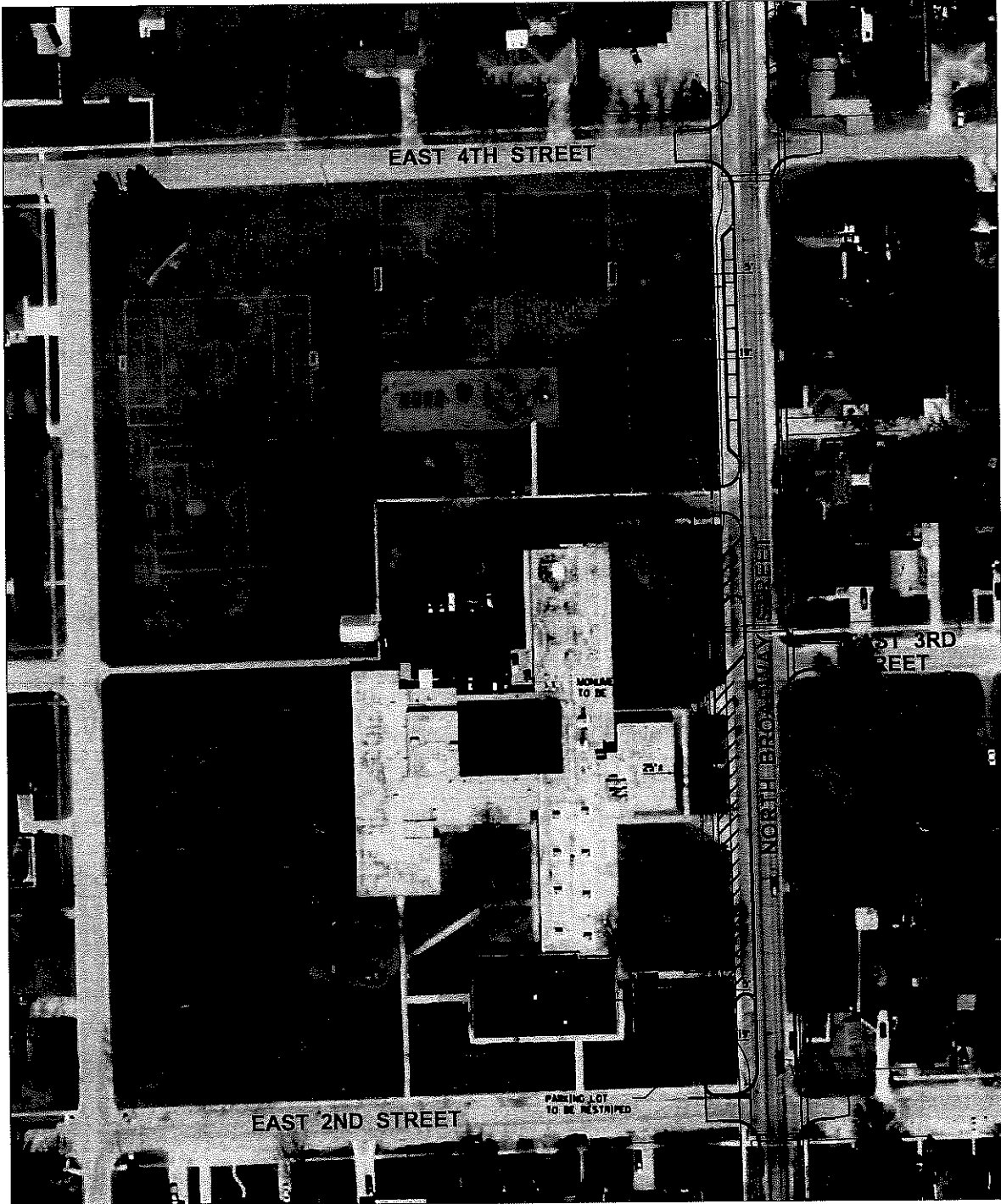
FOR
VILLAGE OF COAL CITY
JANUARY, 2020

GRAPHIC SCALE

0 75 150



(IN FEET)



CHAMLIN & ASSOCIATES, INC. © 2020
Drawing Name: H:\A\08\6\56314-00 Coal City N. Broadway St. Imp. Phase 1\CAD\den\exhibit\ROW_opt_b.dgn

CHAMLIN
ASSOCIATES, INC.

PERU OTTAWA MORRIS
ILLINOIS

THE VILLAGE OF COAL CITY
GRUNDY & WILL COUNTIES, ILLINOIS

RESOLUTION
NUMBER _____

**A RESOLUTION AUTHORIZING ENTRY INTO DONATION AGREEMENT WITH
COAL CITY UNIT SCHOOL DISTRICT NO. 1, FOR CERTAIN REAL PROPERTY
ADJACENT TO NORTH BROADWAY STREET FOR PURPOSES OF EXPANDING
AND IMPROVING BROADWAY STREET**

TERRY HALLIDAY, Village President
PAMELA M. NOFFSINGER, Village Clerk

SARAH BEACH
ROSS BRADLEY
TIMOTHY BRADLEY
DANIEL GREGGAIN
DAVID SPESIA
DAVID TOGLIATTI
Village Trustees

Published in pamphlet form by authority of the President and Board of Trustees of the Village of
Coal City

on _____, 2020

RESOLUTION NO. _____

**A RESOLUTION AUTHORIZING ENTRY INTO DONATION AGREEMENT WITH
COAL CITY UNIT SCHOOL DISTRICT NO. 1, FOR CERTAIN REAL PROPERTY
ADJACENT TO NORTH BROADWAY STREET FOR PURPOSES OF EXPANDING
AND IMPROVING BROADWAY STREET**

WHEREAS, the Village of Coal City (hereinafter, the "Village") is an Illinois municipal corporation organized and operated under the laws of the State of Illinois; and

WHEREAS, the Village is a non-home rule municipality and, as such, may exercise delegated statutory and Constitutional powers and such powers as are necessarily implied therefrom; and

WHEREAS, Section 2-3-8 of the Illinois Municipal Code, 65 ILCS 5/2-3-8, authorizes the Village to enter into contracts and acquire and hold real property for corporate purposes; and

WHEREAS, the Constitution of the State of Illinois, 1970, Article VII, Section 10, authorizes units of local government to contract or otherwise associate among themselves in any manner not prohibited by law or ordinance; and

WHEREAS, the Village and the Coal City Unit School District No. 1 (the "School") are units of local government; and

WHEREAS, the School desires to donate certain real property to the Village to support and aid the Village with its efforts to provide the public with safe vehicular and pedestrian access to the Village's right-of-way; and

WHEREAS, the Village and the School agree that it is in the best interests that the School donate the Subject Property to the Village, so that the Village may utilize its best efforts to expand and improve the public right-of-way; and

WHEREAS, the Village Board hereby finds and determines that accepting the donation of real property from the School in accordance with the terms and conditions set forth in the Donation Agreement approved herein will enable the Village to provide and enhance essential

services to Village residents and improve motor vehicle circulation within the Village in the future; and

WHEREAS, the Village Board has considered the terms and conditions provided in the Donation Agreement and find that entering into said Donation Agreement is in the best interest of the Village and the residents thereof.

NOW, THEREFORE, BE IT RESOLVED by the President and Board of Trustees of the Village of Coal City, Counties of Will and Grundy, Illinois, as follows:

SECTION 1. RECITALS. That the foregoing recitals shall be and are hereby incorporated into and made a part of this Resolution as if fully set forth in this Section 1.

SECTION 2. ENACTMENT.

The Corporate Authorities shall and do hereby authorize, approve and direct the Village President to execute and deliver an instrument substantially conforming to the Donation Agreement and the Village Clerk to affix the Village seal thereto and to attest the executed Agreement following the Village President's signature as may be required. The Village Clerk is further authorized and directed to record the executed Donation Agreement at the Grundy County Recorder of Deeds following mutual execution by all parties. The Village Administrator and Attorney, and such other agents as may be reasonably necessary to carry out the intent of the Donation Agreement, are hereby authorized and directed to accept a quitclaim deed to the real property subject to the Donation Agreement, to record such deed at the Grundy County Recorder of Deeds and take such other and further action as may be reasonably necessary to carry out and give effect to the purpose and intent of this Resolution. All acts and doings of the officials of the Village, past, present and future which are in conformity with the purpose and intent of this

Resolution are hereby, in all respects, ratified, approved, authorized and confirmed.

SECTION 3. RESOLUTION OF CONFLICTS. All enactments in conflict herewith are hereby repealed to the extent of such conflict.

SECTION 4. SAVING CLAUSE. If any section, paragraph, clause, or provision of this Resolution shall be held invalid, the invalidity thereof shall not affect any of the other provisions of this Resolution, which are hereby declared to be separable.

SECTION 5. EFFECTIVENESS. This Resolution shall be in full force and effect from and after its passage, approval, and publication in the manner provided by law.

SO RESOLVED this _____ day of _____, 2020, at Coal City,

Grundy and Will Counties, Illinois, by a roll call vote as follows:

AYES:

NAYS:

ABSENT:

ABSTAIN:

PRESENT:

APPROVED by me this _____ day of _____, 2020.

VILLAGE OF COAL CITY

Terry Halliday, President

Attest:

Pamela M. Noffsinger, Clerk

EXHIBIT 1

DONATION AGREEMENT

Appended on following pages

Prepared by and
after recording, return to:

Mark R. Heinle, Esq.
Ancel Glink, P.C.
1979 Mill Street,
Suite 207
Naperville, IL 60563

This space reserved for Recorder's use only.

DONATION AGREEMENT

This Donation Agreement (the "Agreement") is entered into this ___ day of _____, 2020 ("Effective Date") by and between **VILLAGE OF COAL CITY**, an Illinois municipal corporation (the "Village") and **COAL CITY UNIT SCHOOL DISTRICT NO. 1** (hereinafter the "School") as a joint effort between the Village and the School in an attempt to expand and improve the public's access to the right-of way, commonly known as N. Broadway Street, Coal City, Illinois. This cooperative expansion project shall expand and improve N. Broadway Street to accommodate the angle parking on the west side of N. Broadway Street, including a multi-modal pedestrian pathway on the property legally described and depicted on **Exhibit A** ("Subject Property") attached hereto and incorporated herein.

WHEREAS, the School desires to donate the Subject Property to the Village to support and aid the Village with its efforts to provide the public with safe vehicular and pedestrian access to the Village's right-of-way;

WHEREAS, the Village and the School agree that it is in the best interests that the School donate the Subject Property to the Village, so that the Village may utilize its best efforts to expand

and improve the public right-of-way; and

WHEREFORE, for One Dollar (\$1.00) and other good and valuable consideration, the receipt of which is hereby acknowledged, the Village and School hereby agree as follows:

Section 1: The above-stated recitals are incorporated by reference.

Section 2: The School shall convey by way of Quit Claim Deed any and all right, title and interest it may have in the Subject Property to the Village in accordance with the provisions set forth herein. The Village shall be solely responsible for any and all recording costs. The School shall cooperate in the execution of any other documentation necessary to effectuate the conveyance set forth herein.

Section 3: The Village will undertake its best efforts to expand and improve the public right-of-way commonly known as N. Broadway Street, Coal City, Illinois, to expand and improve said right-of-way and to accommodate angle parking on the west side of N. Broadway Street and construct a ten foot (10') off-street multi-modal path (the "Project").

Section 4: The Village and School acknowledge that a monument sign is currently situated in front of the Coal City Elementary School that may be required to be relocated as a result of the Village's expansion Project set forth in Section 3 herein. As such, the Village and School agree that the Village shall be solely responsible for any and all costs associated with the removal and relocation of said monument sign to a location mutually acceptable to the Parties.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the dates written below.

VILLAGE OF COAL CITY, ILLINOIS,
an Illinois municipal corporation

**COAL CITY UNIT SCHOOL DISTRICT
NO. 1,** an Illinois body politic and corporate

By: _____
Terry Halliday,
Village President

By: _____
Ken P. Miller,
Board President

Date: _____

Date: _____

(SEAL)

(SEAL)

Attest:

Attest:

Pamela Noffsinger,
Village Clerk

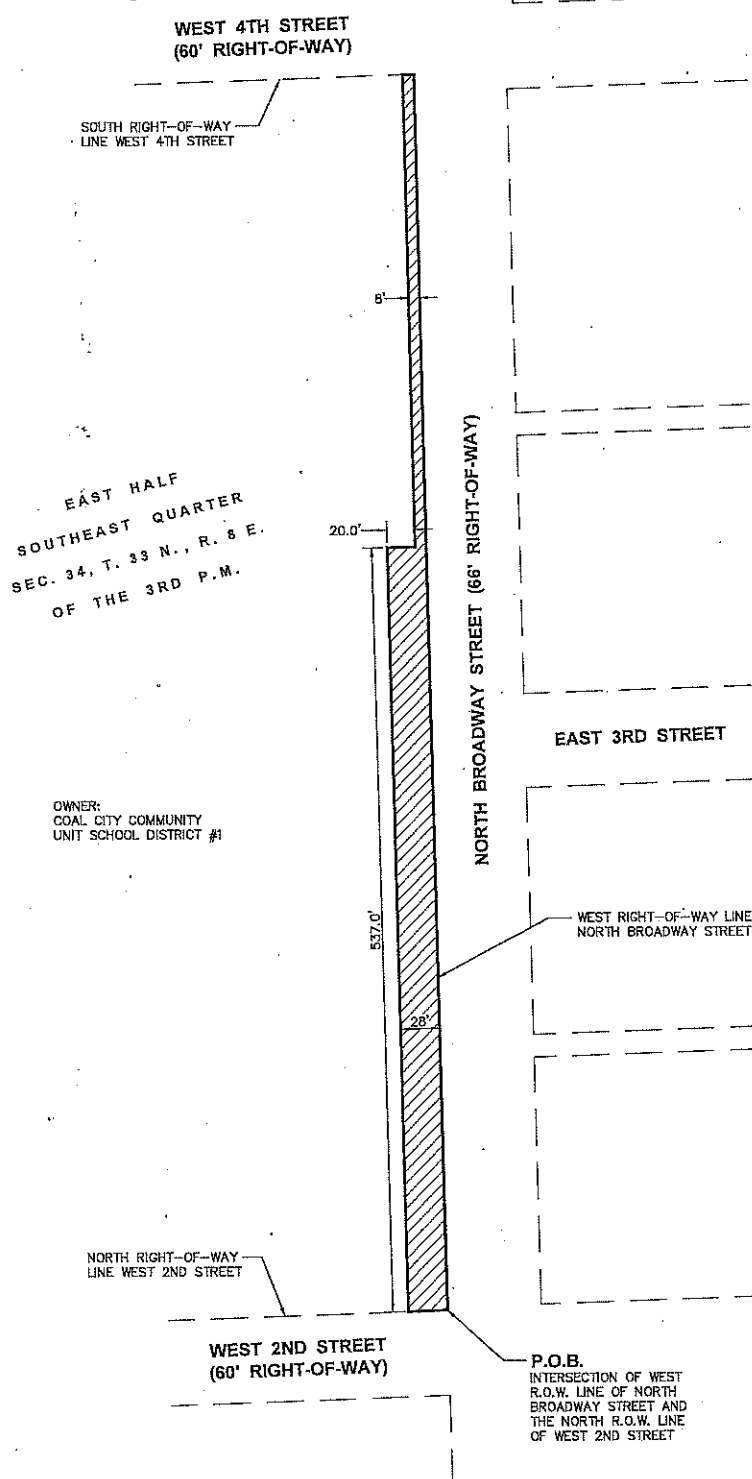
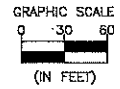
Mary Gill,
Board Secretary

EXHIBIT A
(Legal Description)

Common Address: Coal City, Illinois

Permanent Index Number: N/A

Legal Description: THAT PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 34, TOWNSHIP 33 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS; BEGINNING AT THE INTERSECTION OF THE WEST RIGHT OF WAY LINE OF NORTH BROADWAY STREET AND THE NORTH RIGHT OF WAY LINE OF WEST 2ND STREET, THENCE WEST ALONG THE NORTH RIGHT OF WAY LINE OF SAID WEST 2ND STREET TO A POINT 28 FEET WEST OF THE WEST RIGHT OF WAY LINE OF NORTH BROADWAY STREET, THENCE NORTH 537.0 FEET ALONG A LINE PARALLEL WITH AND 28 FEET WEST OF THE WEST RIGHT OF WAY LINE OF NORTH BROADWAY STREET TO A POINT, THENCE EAST 20.0 FEET PEREPNDICULAR TO SAID WEST RIGHT OF WAY LINE TO A POINT, THENCE NORTH ALONG A LINE PARALLEL WITH AND 8 FEET WEST OF THE WEST RIGHT OF WAY LINE OF SAID NORTH BROADWAY STREET TO THE SOUTH RIGHT OF WAY LINE OF WEST 4TH STREET, THENCE EAST 8.0 FEET ALONG THE SOUTH RIGHT OF WAY LINE OF SAID WEST 4TH STREET TO THE WEST RIGHT OF WAY LINE OF NORTH BROADWAY STREET, THENCE SOUTH ALONG THE WEST RIGHT OF WAY LINE OF NORTH BROADWAY STREET TO THE POINT OF BEGINNING, ALL SITUATED IN VILLAGE OF COAL CITY, GRUNDY COUNTY, ILLINOIS.



EAST HALF
SOUTHEAST QUARTER
SEC. 34, T. 33 N., R. 8 E.
OF THE 3RD P.M.

OWNER:
COAL CITY COMMUNITY
UNIT SCHOOL DISTRICT #1

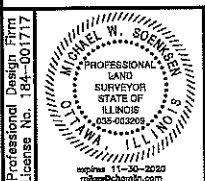
LEGEND

- BOUNDARY OF PROPERTY TO BE DEDICATED
- EXISTING RIGHT-OF-WAY

Parcel to be Dedicated;

That part of the East Half of the Southeast Quarter of Section 34, Township 33 North, Range 8 East of the third principal meridian described as follows; beginning at the intersection of the West right of way line of North Broadway Street and the North right of way line of West 2nd Street, thence west along the north right of way line of said West 2nd Street to a point 28 feet west of the west right of way line of North Broadway Street, thence north 537.0 feet along a line parallel with and 28 feet west of the west right of way line of North Broadway street to a point, thence east 20.0 feet perpendicular to said west right of way line to a point, thence north along a line parallel with and 8 feet west of the west right of way line of said North Broadway Street to the south right of way line of West 4th Street, thence east 8.0 feet along the south right of way line of said West 4th Street to the west right of way line of North Broadway Street, thence south along the west right of way line of north Broadway Street to the point of beginning, all situated in village of Coal City, Grundy county, Illinois.

CHAMLIN & ASSOCIATES, INC. © 2020
Drawing Name: ILLINOIS VILLAGE OF COAL CITY
Coal City, N. Broadway St. Imp. Phase 1, CAD/PLOT-R/W DEDICATION.dwg, Last Modified: Feb 14, 2020 - 11:56am Plotted on: Feb 14, 2020 - 10:53pm by ncbt



CHAMLIN & ASSOCIATES, INC.
Morris - 815-942-1402 Ottawa - 815-434-7225
Peru - 815-223-3344

REVISIONS

VILLAGE OF COAL CITY PART OF THE EAST 1/2 OF THE S.E. 1/4 SEC. 34-33-8, 3RD P.M. VILLAGE OF COAL CITY, GRUNDY COUNTY, ILLINOIS		
DRAWN BY: NET	SURVEYED BY: KH & KH	SHEET NUMBER: 1 OF 1
SCALE AS NOTED	DATE: 02/14/20	FILE NUMBER: 13840
RIGHT-OF-WAY DEDICATION PLAT		
Chamlin and Assoc. Inc		

MEMO

TO: Mayor Halliday and the Board of Trustees

FROM: Matthew T. Fritz
Village Administrator

MEETING

DATE: February 26, 2020

RE: ADOPTION OF RESOLUTION PROVIDE LOCAL SUPPORT TO STATE-PROVIDED TRANSPORTATION PROJECT

The Village of Coal City is attempting to get N. Broadway reconstructed within the upcoming transportation project plan managed by Will County Governmental League, which will manage qualified local projects to be constructed from 2021 until 2023. At the point, funds are planned to be provided, local agreements, which must be approved by IDOT within the local district and the head office in Springfield would be approved for Board action. This project must go through many more steps in order to determine if it shall qualify for construction.

The purpose of this evening's resolution is to ensure the Village Board is aware this project is to be submitted and it shall eventually carry a 20% payment for the construction of the project matching the federal funds, which will hopefully be allotted.

Recommendation:

Adopt Resolution No. _____: Confirming Funding Availability for the Local Match for the N. Broadway Reconstruction Project.

RESOLUTION NO. _____

A RESOLUTION CONFIRMING FUNDING AVAILABILITY FOR THE NORTH BROADWAY RECONSTRUCTION PROJECT IN THE VILLAGE OF COAL CITY

WHEREAS, the Village of Coal City has completed the Phase One Engineering in order to submit the project for Transportation Improvement Plan Funding; and

WHEREAS, as part of that Agreement the Village of Coal City as the Local Public Agency attest that sufficient funds have been appropriated by Ordinance to fund their share of the project costs.

NOW, THEREFORE, BE IT RESOLVED by the President and Board of Trustees of the Village of Coal City, Grundy and Will Counties, Illinois as follows:

Section I: That the Village of Coal City shall sufficiently fund local match dollars in order to supply 20% of the total funding required to reconstruct a portion of N. Broadway within the project limits submitted.

Section II: This Resolution shall be in full force and effect upon its passage and approval in accordance with law.

PASSED by the Board of Trustees of the Village of Coal City, Grundy & Will Counties, Illinois this _____ day of February, 2020.

Terry Halliday, Village President

Attest:

Pamela M. Noffsinger, Village Clerk

MEMO

TO: Mayor Halliday and the Board of Trustees

FROM: Matthew T. Fritz,
Village Administrator

MEETING DATE: February 26, 2020

RE: **NIMEC PARTICIPATION FOR ELECTRICAL BID**

Since 2007, the purchase of electricity has been de-regulated allowing utility users to purchase the supply of electricity competitively. Since Coal City has accounts that utilize large amounts of energy, it has been able to aggregate its accounts with others in order to achieve a lower commodity price for the purchase of energy supply. To receive the lowest unit price, Coal City has added its accounts to many other participating municipalities within the Northern Illinois Municipal Cooperative (NIMEC).

In 2011, the Village conducted its due diligence checking the commodity price provided by NIMEC. Going to the market on its own, the NIMEC bid beat the competitive bids received by Coal City. In the years following, the Village entered into a bid which locked down the rate for a 3-year time period in 2012. When that rate expired and the consortium was provided a 2-year rate. The upcoming bid shall allow Coal City to select its term for the next purchase, either 1, 2, or 3-year pricing. NIMEC anticipates receiving bids from Constellation, Dynegy, and MC Squared.

Member	Account #	Description
Village of Coal City	0129 [REDACTED]	Sewer Treatment Plant
	0906 [REDACTED]	Well #4
	2208 [REDACTED]	Well #6
	3027 [REDACTED]	Chestnut Lift Station
	3090 [REDACTED]	1 st Avenue Lift Station
	3783 [REDACTED]	Well #5
	5022 [REDACTED]	Well #3
	0444 [REDACTED]	Pr Oaks Lift Station
	0369 [REDACTED]	Pr. Oaks Well

The expiring rate is \$0.03453/kW hr supplied by Dynegy. The new rate is expected to hold steady or possible decrease slightly. Currently, the FY20 Budget includes \$155,000 for utilizing electricity. To date, \$119,000 of the budgeted amount has been expended. The accounts to be aggregated with the consortium's bids are provided. The new accounts for Prairie Oak Estates utilities shall try to be added but may not meet the minimum threshold to be included. The object of the Resolution is to provide the Village Administrator with the authority to authorize NIMEC to enter into contract with the best supplier in order to get the lowest cost of electrical energy supply.

Recommendation: Adopt Resolution No. ____: Allowing the Village Administrator to enter into contract with NIMEC's competitive bid winner for up to 3 years of electrical supply.

RESOLUTION NO. _____

A RESOLUTION AUTHORIZING THE PARTICIPATION IN THE NORTHERN ILLINOIS MUNICIPAL ELECTRIC COLLABORATIVE (NIMEC) AND AUTHORIZING THE VILLAGE ADMINISTRATOR TO APPROVE A CONTRACT WITH THE LOWEST COST ELECTRICITY PROVIDER FOR A PERIOD UP TO 36 MONTHS.

WHEREAS, the Village of Coal City ("The Village") is a municipality in accordance with the Constitution of the State of Illinois of 1970; and,

WHEREAS, on January 2, 2007, the State of Illinois implemented a plan to deregulate Commonwealth Edison; and,

WHEREAS, as a result of this deregulation, electricity may be purchased based on market price and Commonwealth Edison will no longer be the sole supplier of electricity in northern Illinois, resulting in new electricity suppliers being able to compete against Commonwealth Edison, and competitive market forces dictating the price of electricity; and,

WHEREAS, the Village of Coal City has selected the Northern Illinois Municipal Electric Collaborative (NIMEC) to serve as the Village's broker relative to the acquisition of electrical energy for Village facilities, due to NIMEC's municipal experience and the fact that NIMEC is the largest municipal Collaborative in northern Illinois which will be aggregating the energy needs of 150 government members of the Collaborative in order to secure more competitive pricing based in higher volumes than can be provided individually to a single municipality; and,

WHEREAS, the amount of compensation that NIMEC receives, if the Village chooses the NIMEC electricity supplier, is included in the electricity prices supplied by NIMEC, so there will be no direct payment made to NIMEC by the Village; and,

WHEREAS the Village has been working with NIMEC since 2008, and the Village has enjoyed a good working relationship with NIMEC.

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES FOR THE VILLAGE OF COAL CITY, GRUNDY & WILL COUNTIES, ILLINOIS, AS FOLLOWS:

- Section 1.** That the Northern Illinois Municipal Electric Collaborative (NIMEC) has been appointed the Village's broker for purposes of obtaining an electricity supply for the Village's municipal needs.

- Section 2.** That the Village Administrator is authorized to negotiate energy rates directly with suppliers in an effort to secure lower energy costs.
- Section 3.** That in light of the time constraints and procedures required, applicable to the acceptance of a competitive bid for a supply of electricity, once the bids are received by NIMEC, the Village Administrator is hereby authorized to sign the contract with the most optimal bidder, with the Mayor being hereby directed to place said contract on the first available Village Board regular meeting following the execution thereof by the Mayor, for ratification by the Village Board.
- Section 4.** That the Village Administrator may name a designee in matters concerning the bid if it should become necessary.
- Section 5:** The Resolution shall be in full force and effect from and after its passage, approval, and publication in pamphlet form, as provided by law.

ADOPTED this ____ day of _____ 2020, pursuant to a roll call vote as follows:

AYES:
NAYS:
ABSENT:
ABSTENTION:

APPROVED by me this ____th day of _____ 2020.

VILLAGE OF COAL CITY

Terry Halliday, Mayor

ATTESTED and filed in my office,
this ____th day of _____ 2020.

Pamela Noffsinger, Clerk

Coal City Police Department
Weekly Summary of Activities
Thursday 01-30-20 – Wednesday 02-05-20

During this period, there were 37 calls for service and 0 assist Grundy County Sheriff's Dept.

Significant Incidents

2-2-20 at 1:37 PM, police responded to a S. Virginia St. for a public complaint. The complainant stated prior to police arriving three subjects and a German Shepard was knocking on both her front and back door to her residence. Due to her being alone with an infant, she did not answer the door. Police advised her if they returned to make through a window that they are possible looking for the previous tenant.

02-03-20 at 1:03 AM, police responded to a W. Maple St. residence for a verbal domestic disturbance call. The complainant stated he and his live in girlfriend had been drinking and began to argue. Both parties agreed it was verbal and never became physical. Police were able to resolve this incident when they provided him a ride to a friends house.

Arrest Incidents

Disobeying a Traffic Control Device	5
Suspended D.L.	2
Speeding	3
Expired Registration	4
Operating a hand held device while driving	2
Domestic Battery	1
Resisting / Obstructing a Police Officer	1
Criminal damage to Gov. Supported Property	1
Operating an Uninsured Motor Vehicle	2

Coal City Police Department
Weekly Summary of Activities
Thursday 02-06-20 – Wednesday 02-12-20

During this period, there were 39 calls for service and 0 assist Grundy County Sheriff's Dept.

Significant Incidents

02-07-20 at 11:49 PM, police responded to a S. Broadway St. business for a disturbance call. Police spoke with two subjects who stated multiple subject inside were harassing them outside of the bar. Police spoke with all parties involved who advised it was only verbal in nature and all the subjects then left the area.

02-04-20 at 7:44 PM, police responded to a 1st St. residence for a domestic disturbance between the resident and his adult daughter. The disturbance was verbal only and this incident was resolved when both parties agreed to stay separated in the residence.

Arrest Incidents

Disobeying a Traffic Control Device	2
Speeding	2
Expired Registration	2
Failure to Yield	2
Warrant – Will Co.	1

Coal City Police Department
Weekly Summary of Activities
Thursday 02-13-20 – Wednesday 02-19-20

During this period, there were 33 calls for service and 0 assist Grundy County Sheriff's Dept.

Significant Incidents

02-14-20 at 9:53 PM, police responded to an E. Chestnut St, residence for a verbal domestic disturbance. The complainant stated the argument was between her and her adult daughter. Police were able to resolve this incident when the daughter agreed to leave for the evening.

02-19-20 at 11:20 AM, Police responded to a Coal City business to check two subject who were asleep at a table. Police found a male & female asleep and found them hard to wake up. Police contacted EMS who checked both subjects who signed refusals. Police provided them a ride to the female's residence.

Arrest Incidents

Leaving the Scene of an Accident	1
Failure to Yield	1
Expired Registration	2
Revoked D.L.	1
Disobeying a Stop Sign	1
Speeding	3
Operating an Uninsured Motor Vehicle	1
Residential Burglary	2
Possession Drug Paraphernalia	1

<u>Traffic Citations</u>	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Harseim	1												1
Logan	1												1
Clark	0												0
Moran	6												6
Jones	43												43
Dillon	0												0
Kasher	0												0
Imhof	1												1
Roth	2												2
Sassenger	3												3
Mazzone	2												2
Nugent	4												4
Total	63	0	0	0	0	0	0	0	0	0	0	0	63

<u>Ordinance Citations</u>	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Harseim	0												0
Logan	0												0
Clark	0												0
Moran	0												0
Jones	2												2
Dillon	0												0
Kasher	0												0
Imhof	0												0
Roth	0												0
Sassenger	2												2
Mazzone	1												1
Nugent	1												1
Total	6	0	0	0	0	0	0	0	0	0	0	0	6

