

## RESOLUTION 12-114

### A RESOLUTION OF THE CITY OF WESTFIELD ADOPTING THE COMPLETE STREETS POLICY

**WHEREAS**, The City of Westfield, (“City”) is a duly formed municipal corporation within the State of Indiana, governed by its duly elected Mayor and Common Council (“Council”); and,

**WHEREAS**, the Council has the duty and authority to adopt policies and procedures that can best serve the public safety and the orderly planning and use of all thoroughfares within the City; and,

**WHEREAS**, the Council has been advised of the issues surrounding the different means of utilizing the trails and other thoroughfares throughout the City by pedestrians and bicyclists as well as the related safety concerns; and,

**WHEREAS**, the Council has been advised and is now desirous of implementing a policy of “Complete Streets” to be considered with all decisions involving the development of new projects as well as implementation of the Thoroughfare Plan previously adopted and maintained by the City to allow for alternative vehicular traffic in a safe and orderly manner to best address the issues of bicycle traffic on trails and public thoroughfares.

**NOW, THEREFORE, BE IT RESOLVED** by the Westfield City Common Council meeting in session as follows:

**Section 1.** The Council has reviewed the issues involved regarding the orderly and safe use of its trails and other thoroughfares and now finds that the Complete Streets Policy as contained in Exhibit “A”, attached hereto and incorporated herein shall be adopted as a policy of the City of Westfield.

**Section 2.** This Resolution shall be in full force and effect immediately and remain in effect until further action by the Council.

[REMAINDER OF PAGE LEFT BLANK INTENTIONALLY]

ALL OF WHICH IS RESOLVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 2012.

WESTFIELD CITY COUNCIL

Voting For

Voting Against

Abstain

\_\_\_\_\_  
Jim Ake

\_\_\_\_\_  
Jim Ake

\_\_\_\_\_  
Jim Ake

\_\_\_\_\_  
John Dippel

\_\_\_\_\_  
John Dippel

\_\_\_\_\_  
John Dippel

\_\_\_\_\_  
Steven Hoover

\_\_\_\_\_  
Steven Hoover

\_\_\_\_\_  
Steven Hoover

\_\_\_\_\_  
Robert L. Horkay

\_\_\_\_\_  
Robert L. Horkay

\_\_\_\_\_  
Robert L. Horkay

\_\_\_\_\_  
Cindy Spoljaric

\_\_\_\_\_  
Cindy Spoljaric

\_\_\_\_\_  
Cindy Spoljaric

\_\_\_\_\_  
Robert J. Smith

\_\_\_\_\_  
Robert J. Smith

\_\_\_\_\_  
Robert J. Smith

\_\_\_\_\_  
Robert W. Stokes

\_\_\_\_\_  
Robert W. Stokes

\_\_\_\_\_  
Robert W. Stokes

ATTEST:

\_\_\_\_\_  
Cindy Gossard, Clerk Treasurer

I hereby certify that RESOLUTION 12-114 was delivered to the Mayor of Westfield  
on the \_\_\_\_\_ day of \_\_\_\_\_, 2012, at \_\_\_\_\_ m.

\_\_\_\_\_  
Cindy Gossard, Clerk-Treasurer

I hereby APPROVE RESOLUTION 12-114  
this \_\_\_\_\_ day of \_\_\_\_\_, 2012.

I hereby VETO RESOLUTION 12-114  
this \_\_\_\_\_ day of \_\_\_\_\_, 2012.

\_\_\_\_\_  
J. Andrew Cook, Mayor

\_\_\_\_\_  
J. Andrew Cook, Mayor

ATTEST:

\_\_\_\_\_  
Cindy Gossard, Clerk Treasurer

This document prepared by  
Brian J. Zaiger, Esq.  
KRIEG DEVAULT, LLP  
(317) 238-6266

## **Exhibit A**

### **Complete Streets Policy**

#### **1) Purpose**

This complete streets policy (the “Complete Streets Policy”) is designed to encourage developers, elected officials, government agencies, planners, engineers, and architects to use an interdisciplinary approach to incorporate the needs of all users into the design and construction of roadway projects within the City of Westfield, Indiana (the “City”).

The complete streets concept involves designing and building roads that adequately accommodate all users of the City’s transportation corridors, including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders and adjacent land users. This concept contemplates appropriate accommodation(s) so that all modes of transportation can function safely and independently under current and future conditions. The complete streets concept should be adapted to fit local community needs and should be used to inform and enhance future transportation planning.

Complete streets should incorporate community values and qualities including environment, scenic, aesthetic, historic and natural resources, safety and mobility. The complete streets design approach includes careful multi-modal evaluation for the City’s transportation corridors, integrated with best management strategies for land use, economic development and transportation.

The overarching goals of this Complete Streets Policy are:

- a) To promote that the safety and convenience of all users of the transportation system are considered, including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users;
- b) To promote incorporation of the principles in this policy into the transportation project development process, including project identification, scoping procedures and design approvals, as well as design manuals and performance measures;
- c) To promote the creation of a comprehensive, integrated, and connected transportation network that supports compact, sustainable development;
- d) To promote the use of the latest and best design standards, policies and guidelines;
- e) To acknowledge the need for flexibility to accommodate different types of streets and users;
- f) To promote the use of complete streets design principles in contextually sensitive manner.

## 2) Policy:

### a) Applicability:

- i) Complete streets design principles should be considered for all new City roadway construction and reconstruction projects, during all phases of project implementation including planning, design, right-of-way acquisition, construction and engineering.
- ii) Complete streets principles should also be considered as part the development plan review process, the zoning process and the comprehensive planning process.

### b) Objectives:

- i) Roadway projects should be planned and designed to accommodate all users of the transportation system, including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders and adjacent land users.
- ii) Roadway projects should make use of the latest and best design standards, policies, and guidelines to advance complete streets objectives.
- iii) Complete streets designs should take into account and should be customized based on the context in which they are applied. Complete streets designs should be flexible enough to appropriately address the specific needs of each transportation corridor.

### c) Additional information on Complete Streets is available through the following resources:

- i) National Complete Streets Coalition

<http://www.completestreets.org/>

- ii) The American Planning Association

<http://www.planning.org/research/streets/index.htm>

- iii) National Association of City Transportation Officials

<http://nacto.org>