



Appendix

Village of Arlington Heights Complete Streets Policy (adopted May 2013)

SUBJECT: COMPLETE STREETS	CATEGORY STREETS
	POLICY NUMBER 2013-1
	DATE: 5/06/13

STATEMENT OF THE POLICY:

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

IMPLEMENTATION OF THE POLICY:

1. Staff shall fully incorporate Complete Streets into budgeting processes, work plans and staffing projections and consider Complete Streets as one of the priorities in roadway planning and funding decisions.
2. To the extent that relevant roadways are under the jurisdiction of an agency other than the Village, Staff shall provide such Complete Streets technical assistance as is accepted by the other agency.
3. The Village shall cooperate with neighboring jurisdictions to encourage street connectivity with a specific emphasis on regional corridors.
4. 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.
5. Staff shall define standards to measure the progress of implementation of this Policy. Such standards shall include, but not be limited to, improvements in safety for all roadway users; increased capacity for all modes of transportation; miles of new and repaired bicycle facilities; blocks of new and repaired sidewalks; number of new and repaired marked street crossings; amount of new and repaired signage; number of new and repaired curb ramps. Such measures shall be incorporated into relevant plans, manual, policies, processes and programs. Such plans, manual, rules, processes, processes and programs shall be reviewed no less than every two years. Staff shall report to the Bicycle and

Pedestrian Commission at least annually on progress made in implementing this Policy.

6. Staff will review and revise as necessary plans, manuals, policies, processes and programs to encourage the implementation of Complete Streets on roadways not under the jurisdiction of the Village, but 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 roadways funded in part or entirely by Village funds.
7. Staff shall apply this 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 Policy. Such circumstances include the following:
 - a. The scope of the relevant project is limited to maintenance activities intended to keep the roadway in serviceable condition.
 - b. There is sufficient documentation that there is no feasible way to accommodate improvements for non-vehicular traffic within a project's scope.
 - c. 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.

DATE REVIEWED	BY	ACTION
04/22/2013 05/06/2013	Committee-of-the-Whole Board of Trustees	Recommended adoption Policy adopted