

Village of Midlothian  
Complete Streets Policy  
March 16, 2016

**Users and Modes:** The Village of Midlothian will ensure a safe, effective, and convenient transportation system for all users of all ages and abilities.

**All Phases:** The Village shall approach every transportation improvement and project phase as an opportunity to advance Complete Streets and Storm Water management goals. These phases include, but are not limited to planning, programming, design, right-of-way acquisition, construction, sidewalk installation, engineering, resurfacing, reconstruction, operation and maintenance. Other changes to transportation facilities on streets and right-of-way, including capital improvements, re-channelization projects, and major maintenance, must also be included.

**Exceptions:** The Complete Streets Policy shall be applied to all projects involving improvements and the movement of people when feasible. It is understood that there may be exceptions including the following:

- a. The scope of the relevant project is limited to minor maintenance activities intended to keep the roadway in serviceable condition such as spot location repairs, pavement patching or sewer grading maintenance.
- 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 documentation of need for accommodation of non-motorized roadway users or the road is not a current or planned transit route.
- d. The cost for a particular Complete Street design recommendation would be excessively disproportionate to the need of that particular improvement, with due consideration given to future users, latent demand, and the social and economic value of providing a safer and more convenient transportation system for all users.
- e. Documented environmental constraints or unsafe transportation issues.
- f. A "fee in lieu of" by the permit applicant to the Village may be considered so that the other areas in the community could benefit from complete streets elements.

However, a written request justifying the reasons why a project cannot incorporate complete streets elements must be reviewed by the Complete Streets Committee and approved by the Village Board.

**Connectivity:** 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.

**All Agencies:** It shall be the goal of the Village of Midlothian to foster partnerships with the Illinois Department of Transportation, Cook County Department of Transportation and Highways, Cook County Forest Preserve, Illinois Department of Natural Resources, Army Corps of Engineers, Union Pacific Railroad, Metra, Chicago Metropolitan Agency for Planning, Center for Neighborhood Technology, State Metropolitan Water Reclamation District, neighboring municipalities, Illinois Tollway Authority, Illinois and US Environmental Protection Agencies, South Suburban Mayors and Managers, Active

Transportation Alliance, local townships, local school districts, the Midlothian Park District, the Midlothian Library, the Midlothian Chamber of Commerce, and other Midlothian stakeholders to enhance local connectivity.

**Design Standards:** In order to best balance the needs of all users and provide increased flexibility in design, the Village shall develop guidelines in accordance with the most up-to-date standards, requirements and recommendations as provided by, but not limited to:

- American Association of State Highway and Transportation Officials
  - *Guide for the Planning, Design, and Operation of Pedestrian Facilities*
  - *Guide for the Development of Bicycle Facilities*
- National Association of City Transportation Officials
  - *Urban Bikeway Design Guide*
  - *Urban Street Design Guide*
- Illinois Department of Transportation
  - *Bureau of Design and Environment Manual*
  - *Bureau of Local Roads and Streets*
  - *Illinois Supplement to the National Manual on Uniform Traffic Control Devices*
- The Access Board
  - *Pedestrian Rights-of-Way Accessibility Guidelines*
- FHWA
  - *Manual on Uniform Traffic Control Devices (MUTCD)*
  - *PEDSAFE: Pedestrian Safety Guide and Countermeasures Selection System*
- Institute of Transportation Engineers
  - *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*
- American Planning Association
  - *U.S. Traffic Calming Manual*
  - *Complete Streets: Best Policy and Implementation Principles*
- Cook County Department of Transportation and Highways
  - *Active Transportation Facilities Design Guidelines*
- Illinois Fire Code
- Illinois Vehicle Code

The Village shall also reference applicable local land use regulatory documents, such as:

- a. Midlothian Active Transportation Plan
- b. SSMMA Complete Streets and Trails Plan
- c. Transit Oriented Development Plan:
  - a. Midlothian Village Center Enhancement Plan
  - b. Midlothian Village Center Enhancement Plan Appendix
  - c. Midlothian Village Center Enhancement Plan Transit Improvement Modification (Phase II)
- d. Rain Ready Midlothian Plan
- e. The Village of Midlothian Comprehensive Plan
- f. Corridor studies
  - a. Developer Panel Summit Report (RTA and the Urban Land Institute)
  - b. UIC Midlothian Village Center Plan

- c. UIC Midlothian Kedzie Corridor Plan
- d. UIC Midlothian Cicero Corridor Plan
- g. Cicero Ave and 147<sup>th</sup> St Streetscape Plan
- h. Springfield and Central Park School Travel Plans

**Context:** The Village will take a flexible, innovative, and balanced approach to creating context-sensitive Complete Streets that meet or exceed national best-practice guidelines. Design criteria shall be based on the thoughtful application of engineering, architectural, and design principles that reflect the community character of Midlothian while incorporating Storm Water Management.

**Performance Measures:** In order to evaluate the Village's progress toward implementation of the Complete Streets approach, the Village will use the following performance measures:

1. Grant funding
2. Linear feet of pedestrian accommodations
3. Public Participation
4. Square feet of pervious surface installed in the Right of Way, and other measures of progress towards stormwater management goals that will be determined during the implementation of this policy.
5. Trees planted in Right of Way
6. Number of installed or improved crossings
7. Number of installed or improved lighting
8. Number of installed rain gardens/bio-swales
9. Number of installed traffic calming measures
10. Number of installed or improved Traffic Signal Preemption devices
11. Number of crash incidents
12. Number of traffic violations

**Implementation:** Implementation of Midlothian's Complete Streets Policy shall be the responsibility of Elected and Appointed Officials and Village Departments and will be completed by September 2017. Training on Complete Streets, active transportation policies, and non-motorized transportation options will be the responsibility of all departments of the Village of Midlothian, and ongoing training will occur for new staff after September of 2017.

Within the passage of this section, the Complete Streets Committee, in cooperation with, the Village Departments and the Committee of the Whole shall:

1. Restructure or revise related procedures, plans, regulations and processes to accommodate all users on every project.
2. Adopt new design guidance to reflect the current state of best practices in transportation design.
3. Offer workshops and trainings to staff, community leaders, and the general public so that everyone understands the importance of the Complete Streets vision.

4. Develop and institute ways to measure performance and collect data on how well streets are serving all users. This will include progress towards stormwater management goals, such as the reduction of stormwater runoff volume and improvements in water quality.
5. Develop a process for a “fee in lieu of” project.
6. Assist with the development and implementation of a Traffic Calming Policy.
7. Develop pre-approved projects types for public or private sector development to expedite the review process.

The process for project review is as follows:

For projects that require Site Plan Review:

1. The Public Works Superintendent will give recommendations at Site Plan Review which will include a Complete Streets Committee Member if the project includes right-of-way.
2. The Complete Streets recommendation will be included in the meeting minutes for the Site Plan Review.
3. If a project requires Zoning Board review, the recommendations from the Complete Streets Committee must be included.
4. The Village Clerk will present the Site Plan Review minutes for consideration at the next scheduled Committee of the Whole Meeting.

For a Roadway Project:

1. The Public Works Superintendent and Village Engineer shall give a recommendation to the Complete Streets Committee.
2. The Complete Streets Committee will provide input on the recommendation.
3. The Public Works Trustee Liaison brings the recommendation from the Public Works Superintendent, Village Engineer, and Complete Streets Steering Committee for consideration at the next scheduled Committee of the Whole Meeting.
4. The Village Board will vote on the recommendation.