

2014-R- 28

A RESOLUTION ADOPTING COMPLETE STREETS POLICY

WHEREAS, transportation, quality of life, and economic development are all connected through well-planned, well-designed, and context-sensitive transportation solutions; and

WHEREAS, a Complete Street is defined as one that provides safe and convenient access for all users of the road, including pedestrians, bicyclists, transit users, freight, emergency services, citizen services (snow plows and garbage trucks) as well as passenger vehicles; and

WHEREAS, the Village of Algonquin views all transportation improvements as opportunities to calm traffic and improve safety, access, and mobility for users of the public way and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system; and

WHEREAS, the Village of Algonquin has adopted a policy to reduce speeds and traffic on local streets; and

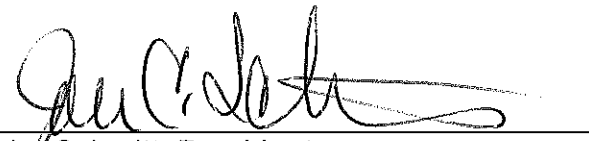
WHEREAS, hundreds of jurisdictions in the United States have adopted Complete Streets policies, including the State of Illinois, the Counties of Cook and Du Page, the Cities of Champaign and Chicago, and the Villages of Oak Park and Forest Park; and

WHEREAS, the Village strives to provide transportation options to maximize the independence and mobility for all ages of its population.

NOW, THEREFORE, BE IT RESOLVED that the Village of Algonquin, by this resolution, adopts the Complete Streets Policy attached as Exhibit A.

DATED this 5th day of August 2014

(SEAL)



John Schmitt, President

ATTEST:



Jerry Kautz, Village Clerk

Village of Algonquin
Complete Streets Policy
July, 2014

VISION

The Village of Algonquin envisions a transportation system that encourages healthy, active living, promotes transportation options and independent mobility, increases community safety, reduces environmental impact, mitigates climate change, and supports greater social interaction and community identity by providing safe and convenient travel along and across streets through a comprehensive, integrated transportation network for pedestrians, bicyclists, public transportation, emergency services, citizen services (such as snow plows and garbage trucks), as well as passenger vehicles, and people of all ages and abilities, including children, families, older adults, and individuals with disabilities.

GUIDELINES

In order to best balance the needs of all users and provide increased flexibility in design, the Village hereby adopts 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
- Illinois Department of Transportation – Bureau of Design and Environment and Bureau of Local Roads Manuals
- The Access Board – Pedestrian Rights-of-Way Accessibility Guidelines
- FHWA – 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 Practices

The Village shall also reference applicable local land use regulatory documents, as may be amended from time to time, such as:

- Village of Algonquin Zoning Code and Subdivision Code
- Village of Algonquin Comprehensive Plan, 2008
- Village of Algonquin Parks, Trails and Open Space Plan, 2008
- Downtown Planning Study, 2013

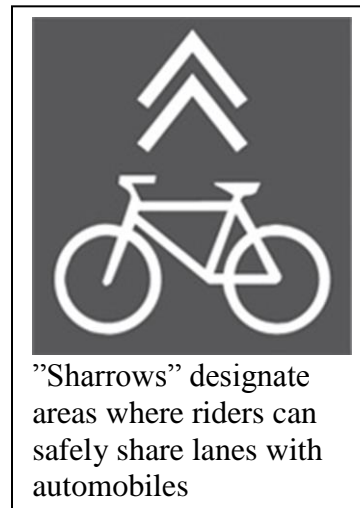
COMPLETE STREETS POLICY

Goal: Provide safe and comfortable routes for walking, bicycling, and public transportation to increase use of these modes of transportation, enable convenient and active travel as part of daily activities, reduce pollution, and meet the needs of all users of the streets, including children, families, older adults, and people with disabilities.

Objective 1: Integrate Complete Streets infrastructure and design features into street design and construction to create safe and inviting environments for all users to walk, bicycle, and use public transportation.

A. In planning, designing, and constructing Complete Streets:

- 1) Include infrastructure that promotes a safe means of travel for all users along the right of way, such as sidewalks, shared use paths, bicycle lanes, and paved shoulders.
- 2) Include infrastructure that facilitates safe crossing of the right of way, such as accessible curb ramps, crosswalks, refuge islands, pedestrian signals, and countdown timers; such infrastructure must meet the needs of people with different types of disabilities and people of different ages.
- 3) Ensure that sidewalks, crosswalks, public transportation stops and facilities, and other aspects of the transportation right of way are compliant with the Americans with Disabilities Act and meet the needs of people with different types of disabilities, including mobility impairments, vision impairments, hearing impairments, and others.
- 4) Prioritize incorporation of street design features and techniques that promote safe and comfortable travel by pedestrians, bicyclists, and public transportation riders, such as traffic calming mechanisms, narrow vehicle lanes, raised medians, dedicated transit lanes, transit priority signalization, transit bulb outs, road diets, street connectivity, and physical or visual buffers and separations between vehicular traffic and other users;
- 5) Ensure use of additional features that improve the comfort and safety of users:
- 6) Provide pedestrian-oriented signs, pedestrian-scale lighting, benches and other street furniture, bicycle parking facilities, and comfortable and attractive public transportation stops and facilities.
- 7) Encourage street trees, landscaping, and planting strips, including native plants where possible, in order to buffer traffic noise and protect and shade pedestrians and bicyclists.
- 8) Evaluate inexpensive short term improvements such as painting “sharrows” on shared bicycle and traffic lanes that add comfort and increase user-ship without substantial taxpayer expense.

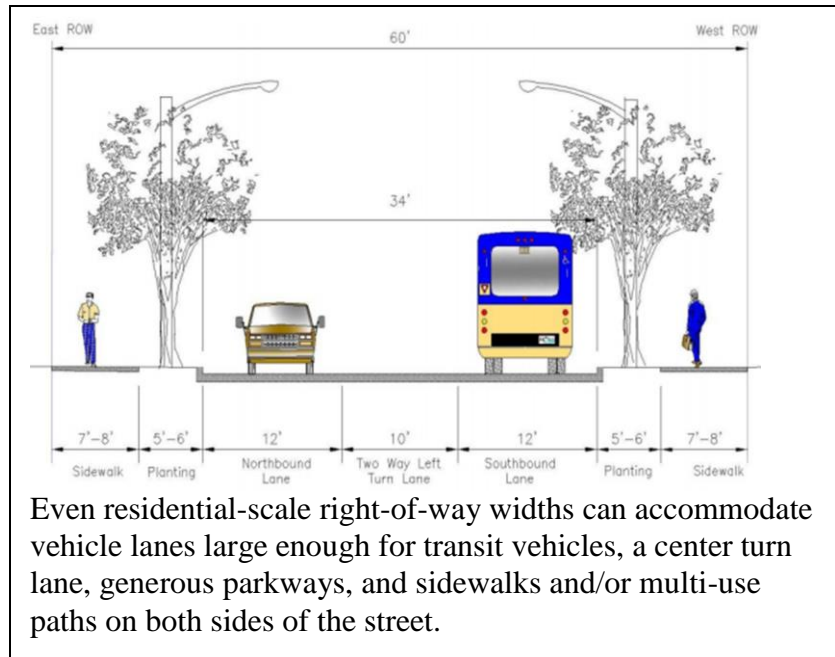


B. In all street projects, include infrastructure that improves transportation options for pedestrians, bicyclists, and public transportation riders of all ages and abilities.

- 1) Ensure that this infrastructure is included in planning, design, approval, construction, operations, and maintenance phases of street projects.
- 2) Incorporate this infrastructure into all construction, reconstruction, retrofit, maintenance, alteration, and repair of streets, bridges, and other portions of the transportation network.
- 3) Incorporate multimodal improvements into pavement resurfacing, restriping, and signalization operations where the safety and convenience of users can be improved within the scope of the work.

- 4) Develop systems to implement and monitor incorporation of such infrastructure into construction and reconstruction of private streets.

- 5) Allow exclusion of such infrastructure from street projects only upon approval by the Village Manager, and only where documentation and supporting data indicate one of the following bases for the exemption: (a) use by non-motorized users is prohibited by law; (b)



Even residential-scale right-of-way widths can accommodate vehicle lanes large enough for transit vehicles, a center turn lane, generous parkways, and sidewalks and/or multi-use paths on both sides of the street.

the cost would be excessively disproportionate to the need or probable future use over the long term; (c) there is an absence of current and future need; or (d) inclusion of such infrastructure would be unreasonable or inappropriate in light of the scope of the project.

C. Change transportation investment criteria to ensure that existing transportation funds are available for Complete Streets infrastructure in conjunction with other capital improvement projects.

D. Identify additional funding streams and implementation strategies to retrofit existing streets to include Complete Streets infrastructure.

Objective 2: Make Complete Streets practices a routine part of the daily operations in Algonquin.

A. Be sure that zoning and subdivision codes, and other plans, procedures, regulations and guidelines, accommodate, and balance the needs of all users in all street projects on public and private streets.

B. Ensure that standards support and do not impede Complete Streets; coordinate with related policy documents

C. Assess current requirements with regard to road width and turning radii in order to determine the reasonable vehicle lane width and corner radii that safely balance traffic flow, bicycle use, citizen service requirements, and pedestrians; adjust design guidelines and templates to reflect ideal widths and radii.

D. Encourage coordination among other agencies and departments to develop joint prioritization, capital planning and programming, and implementation of street improvement projects and programs.

Objective 3: Plan and develop a comprehensive and convenient bicycle and pedestrian transportation network.

A. Implement the Parks, Trails and Open Space Plan to build a bicycle and pedestrian network that meets the needs of users, including pedestrians, bicyclists, public transportation riders, and people of all ages and abilities, including children, families, older adults, and individuals with disabilities.

B. Explore the use of non-standard locations and connections for bicycle, pedestrian, and public transportation facilities, such as easements, restored stream corridors, and railroad rights-of way.

C. Evaluate timeline and funding of the plan.

D. Assess the degree to which implementation of the plan can be coordinated with planned reconstruction of streets, development projects, utility projects, and other existing funding streams.

E. Develop funding strategies for addressing additional needs; actively pursue funding from state, federal, regional and other sources. Leverage grants through private and public funding sources.

F. Expect new developments to construct or fund multi-use paths and other Complete Streets infrastructure as part of the required public or private improvements.

G. Incorporate the concept of “Water Trails” as it may be explored in the forthcoming Fox River Plan.

H. In collaboration with the State of Illinois, Regional Transit Authority, Chicago Metropolitan Agency for Planning, Pace, County of McHenry, County of Kane, McHenry County Conservation District, Kane County Forest Preserve District, Algonquin



Simple directional signs add comfort to a pedestrian or bicycle experience, thereby encouraging the use of alternate methods of transportation

Township, the Village of Lake in The Hills, and other similar agencies, integrate bicycle, pedestrian, and public transportation facility planning into regional and local transportation planning programs and agencies to encourage connectivity between jurisdictions.

I. Develop programs to encourage bicycle use, such as enacting bicycle parking policies to encourage bicycle commuting, or testing innovative bicycle facility design. Provide connections through and bike parking at all retail, office, and non-residential or mixed use developments. Provide connections to major community amenities and services such as libraries, schools, public pools, shopping centers and employment centers.

Objective 4: Promote bicycle, pedestrian, and public transportation rider safety.

A. Identify physical improvements that would make bicycle and pedestrian travel safer along current major bicycling and walking routes and the proposed future network. Incorporate a rational wayfinding system including mapping apps, kiosks, and directional signs into all improvements.

B. Identify safety improvements to pedestrian and bicycle routes used to access public transportation stops;

C. Identify and improve intersections and other locations where collisions have occurred or that present safety challenges for pedestrians, bicyclists, or other users;



Schools and parent or neighborhood organizations could coordinate “walking school bus” groups to encourage neighborhood kids to walk to school. Parents volunteer to escort a group of children who walk to and from school together to promote safety.

D. Prioritize modifications to the identified locations and identify funding streams and implementation strategies, including which features can be constructed as part of routine street projects.

E. Collaborate with schools, senior centers, advocacy groups, Police Departments and similar public safety organizations to provide community education about safe travel for pedestrians, bicyclists, public transportation riders, and others.

F. Use crime prevention through environmental design strategies to increase safety for pedestrians, bicyclists, and other users.

G. As necessary, public safety departments should engage in additional enforcement actions in strategic locations.

Objective 5: Make public transportation an interconnected part of the transportation network.

A. Partner with Pace to plan facilities for future public transportation services and infrastructure; encourage the development of a public transportation system that increases personal mobility and travel choices, conserves energy resources, preserves air quality, and fosters economic growth.

B. Work jointly with Pace to provide destinations and activities that can be reached by public transportation and are of interest to public transportation-dependent populations, including youth, older adults, and people with disabilities.

C. Collaborate with Pace to incorporate infrastructure to assist users in employing multiple means of transportation in a single trip in order to increase transportation access and flexibility; examples include, but are not limited to, provisions for bicycle access on public transportation, secure bicycle racks at transit stops, access via public transportation to trails and recreational locations, and so on.

D. Ensure safe and accessible pedestrian routes to public transportation stops;

E. Explore travel training programs for older adults and people with disabilities, and awareness training for vehicle operators.

IMPLEMENTATION

Goal: The Village of Algonquin shall accommodate all users of the road, including bicyclists, pedestrians, transit users, and drivers of automobiles and freight vehicles, regardless of their age or ability in all roadway projects, as defined below, so as to create a comprehensive, integrated network for all users.

Objective 1: Make the Complete Streets policy applicable to all but a very limited scope of public improvement projects.

A. Review for consistency with and the potential incorporation of elements to advance the complete streets goals shall be applied to all roadway improvement projects, including new construction, reconstruction, street surfacing, grading, and water and sewer projects and into all phases of roadway projects including scoping, programming, planning, design, construction, maintenance, and operations. Exceptions to such applicability of the Complete Streets policy are:



- 1) Projects occurring on a roadway or other area where specified users are prohibited by law, such as interstate highway corridors, protected natural areas, private property, and such.
- 2) 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.

Objective 2: Assure the following procedures are used in order to ensure that the various projects within the Village advance the goals of the Complete Streets Policy:

A. Village of Algonquin projects – During the planning/design phase of any public transportation improvement project, a designee of the Public Works Director shall conduct a review of the project relating to the incorporation of complete streets elements into the project. The review shall be made with reference to current best practices, as detailed in the reference materials and design guidelines listed in Guidelines, above. A Complete Streets project checklist may be developed and used to assist with and to document the Complete Streets review.

B. Other Public Agency projects – The Village shall coordinate with external agencies, including the Illinois Department of Transportation and the Kane County Highway Departments and McHenry County Division of Transportation, to ensure that all roadways and intersections within the Village of Algonquin meet the Guidelines (above) of this policy, regardless of jurisdiction.

C. Private Development – The Village shall review all private development proposals as part of the development entitlement process. Private developers should be required to provide a fair share of all multi-modal improvements

CONCLUSIONS

It is the vision of the Village of Algonquin to provide a transportation system that encourages healthy, active living, promotes transportation options and independent mobility, increases community safety, reduces environmental impact, mitigates climate change, and supports greater social interaction and community identity by providing safe and convenient travel along and across streets through a comprehensive, integrated transportation network for pedestrians, bicyclists, public transportation, emergency services, citizen services (such as snow plows and garbage trucks), as well as passenger vehicles, and people of all ages and abilities, including children, families, older adults, and individuals with disabilities.

The Village shall fulfill this vision by implementing goals and objectives that encourage working with partners to provide improvements that service a broad variety of transportation alternatives.