

Village of Oak Park

COMPLETE STREETS POLICY

as adopted by  
the Village Board of Trustees  
on January 3, 2012

1. PURPOSE

The Village of Oak Park 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.

2. DEFINITION

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, appropriate to the function and context of the facility.

3. FINDINGS

Complete Streets provide the following benefits:

- 1) Increased Transportation Choices: Streets that provide travel choices can give people the option to avoid traffic congestion and increase the overall capacity of the transportation network.
- 2) Improved Safety: Design and accommodation for bicyclists and pedestrians reduces the incidence of crashes.
- 3) Quality of Place: Increased bicycling and walking are indicative of vibrant and livable communities.
- 4) Economic Development: Complete streets can reduce transportation costs and travel time while increasing property values and job growth in communities.
- 5) Improved Return on Infrastructure Investments: Integrating sidewalks, bike lanes, transit amenities, and safe crossings into the initial design of a project spares the expense of retrofits later.
- 6) More Walking and Bicycling: Public health experts are encouraging walking and bicycling as a response to the obesity epidemic. Streets that provide room for bicycling and walking help people of all ages get physical activity and gain independence.

#### 4. POLICY

The Village of Oak Park's Complete Streets policy shall incorporate the needs of all users through the planning, design, approval, and implementation processes for any construction, reconstruction, or retrofit of streets, or other portions of the transportation network, including pavement resurfacing, restriping, and signalization operations, if the safety and convenience of users can be improved within the scope of the work.

- 1) Create a comprehensive, integrated, connected multi-modal network by providing connections to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers.
- 2) Provide safe and accessible accommodations for existing and future pedestrian, bicycle and transit facilities.
- 3) Establish a checklist of pedestrian, bicycle and transit accommodations such as accessible sidewalks curb ramps, crosswalks, countdown pedestrian signals, signs, median refuges, curb extensions, pedestrian scale lighting, bike lanes, shoulders and bus shelters with the presumption that they shall be included in each project unless supporting documentation against inclusion is provided and is found to be justifiable.
- 4) 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.
- 5) 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.
- 6) Design bicycle and pedestrian facilities to the best currently available standards and practices including the American Association of State Highway Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities*, the AASHTO *Guide for the Planning, Design, and Operation of Pedestrian Facilities*, the AASHTO Green Book: *A Policy on Geometric Design of Highways and Streets*, the Federal Highway Administration (FHWA) *Highway Capacity Manual (HCM)*, the FHWA *Manual of Uniform Traffic Control Devices (MUTCD)*, the *Americans with Disabilities Act Accessibility Guidelines (ADAAG)*, and others as related. Methods for providing flexibility within safe design parameters, such as context sensitive solutions and design, will be considered.
- 7) Research, develop and support best practices in improving safety and mobility.
- 8) Implement training for Engineers and Planners on Bicycle/Pedestrian/Transit policies and integration of non-motorized travel options into transportation systems.

- 9) Make provisions for pedestrians and bicyclists when closing roads, bridges or sidewalks for construction projects.
- 10) Consider connections for Safe Routes to Schools, trail crossings, and areas or population groups with limited transportation options.
- 11) Comply with the Americans with Disabilities Act (ADA).
- 12) Complement the context of the surrounding community.
- 13) Update all necessary and appropriate codes, standards, and ordinances to ensure that design components for all modified streets follow the intent of the policy.
- 14) Identify all current and potential future sources of funding for street improvements.
- 15) Establish performance measures to gauge success of the adopted policy.

## 5. EXEMPTIONS

Exemptions to the Complete Streets policy must be documented in writing by either the Director of Public Works or Village Engineer with supporting data that indicates the reason for the decision and are limited to the following:

- 1) Non-motorized users are prohibited on the roadway.
- 2) There is documentation that there is an absence of current and future need.
- 3) The cost of accommodations for a particular mode is excessively disproportionate to the need and potential benefit of a project.
- 4) The project involves ordinary maintenance activities designed to keep assets in acceptable condition, such as cleaning, sealing, spot repairs, patching, and surface treatments, such as micro-surfacing.

## 6. EVALUATION

The Village of Oak Park shall document the success of the Complete Streets policy using the following measures:

- 1) Number of new miles of on-street bicycle routes defined by streets with clearly marked or signed bicycle accommodations.
- 2) Number of new bicycle parking spaces.
- 3) Number of linear feet of new or reconstructed pedestrian accommodations.
- 4) Number of new or reconstructed accessible curb ramps.
- 5) Total number of funded bicycle and pedestrian projects and new facilities.