

RESOLUTION 2019-R-37

A RESOLUTION ADOPTING A COMPLETE STREETS POLICY IN THE VILLAGE OF BEACH PARK

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, and vehicular traffic; and

WHEREAS, the Village of Beach Park views all transportation improvements as opportunities to connect neighborhoods, calm traffic and improve safety, provide greater 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 Beach Park 2017 Planning Priorities Report promotes a transportation principal that Village of Beach Park residents should be able to drive, walk, or bike safely and conveniently throughout the Village of Beach Park for daily needs and activities; and

WHEREAS, this policy will help support the Village of Beach Park in securing funding for future Complete Streets projects from the Lake County Council of Mayors and other regional and state grants; and

WHEREAS, numerous jurisdictions in the United States have adopted Complete Streets Policies, including the State of Illinois, Lake County, the Cities of North Chicago and Highland Park, and the Village of Lakemoor; and

WHEREAS, the Village of Beach Park strives to provide transportation options to maximize the independence and mobility of its growing and diversifying population; and

WHEREAS, designing complete streets is not additional work for planners, architects, and engineers; it is different work. The practitioners of these disciplines have in the past been asked to solve a particular problem - namely to safely and efficiently move the maximum number of cars past a given point in the shortest time. The Complete Streets Policy simply redefines the problem. Under this Policy, these professionals are required to use their knowledge and skills to design roads and a road network that safely and efficiently moves all users, motorized and non-motorized.

NOW THEREFORE BE IT RESOLVED by the Village of Beach Park Mayor and Board of Trustees of the Village of Beach Park, Illinois that the Village of Beach Park hereby adopts a Complete Streets Policy, the goals, elements, and procedures of which are attached to this Resolution.

This Resolution shall be in full force and effect from and after its passage.

ADOPTED this 12th day of December 2019, pursuant to a roll call vote as follows:

| | Ayes: | Nays: | Absent: | Abstain: |
|---------------|--------------|-------------------|-------------------|-------------------|
| Richard Gust | <u> x </u> | <u> </u> | <u> </u> | <u> </u> |
| Don Jensen | <u> x </u> | <u> </u> | <u> </u> | <u> </u> |
| Regina Miller | <u> x </u> | <u> </u> | <u> </u> | <u> </u> |
| Mark Ottersen | <u> x </u> | <u> </u> | <u> </u> | <u> </u> |
| Linda Sittig | <u> x </u> | <u> </u> | <u> </u> | <u> </u> |
| Larry Wells | <u> x </u> | <u> </u> | <u> </u> | <u> </u> |

APPROVED:

By: John Hucker Date: 12-16-19
John Hucker, Mayor

ATTEST:

By: Mary Jo McDonald
Mary Jo McDonald, Village Clerk

Presented and read, or reading having been waived, at a duly convened meeting of the Corporate Authorities on December 12, 2019.

Exhibit A
Village of Beach Park Complete Streets Policy

1. Vision and intent

Under this Complete Streets Policy, the Village of Beach Park will develop and plan an integrated multimodal transportation network that contributes directly to the safety, health, economic vitality and quality of life of all residents, especially the most vulnerable.

Where feasible, non-automobile modes of transportation including bicycling, walking, and public transportation will be included in transportation planning and project delivery to create a complete and connected network of complete streets.

The transportation system of the Village of Beach Park will be an equitable, balanced, and effective system where every transportation user can travel safely and comfortably. Persons of all ages, abilities, and circumstances will be able to use their transportation mode of choice for trips including commuting, shopping, going to school, and recreating; and they will be able to meet their transportation needs safely and conveniently. Together, this integrated transportation system will support healthy and thriving people, neighborhoods, village centers, cultural life, and businesses.

2. Applicability across projects, phases, and jurisdictions

All projects will start with a Complete Streets approach, where complete streets are considered for incorporation in all phases of the process, including newly constructed roads, reconstruction, and roadway retrofits, resurfacing projects, repaving projects, and routine maintenance, where applicable, to allow all road users to move safely, comfortably, conveniently and independently.

When appropriate, during construction projects and repair work, accommodations will be provided for pedestrians, cyclists, transit users, and vehicles to ensure safe and comfortable access is provided.

The Village of Beach Park will work with each transportation agency at the start of each project to identify opportunities for the inclusion of Complete Streets elements, such as sidewalks, bicycle infrastructure, transit amenities, and intersection improvements. These agencies include but are not limited to the Illinois Department of Transportation (IDOT), Lake County Department of Transportation, and the surrounding Townships.

In addition, the Village of Beach Park will coordinate with external partner agencies to get input on roadway projects, including but not limited to Pace, Metra, and School Districts.

3. Feasibility

During the planning/design phase of any public transportation improvement project or any private development project, a designee of the Public Works Committee 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 **Section 4** and shall include feasibility, probable cost of the added Complete Street elements, and any exceptional conditions.

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Exceptional conditions:

- a. Accommodation for the specified users are prohibited, such as limited access highways or walking paths.
- b. The cost of the facility is excessively disproportionate to the need or probable use expected.
- c. No current or near-term needs have been identified by local and regional long range-plans.
- d. Emergency repairs that require an immediate and rapid response.
- e. Projects that were initiated prior to this study, where additional design and engineering costs would exceed the budget and/or impact the project timeline.

4. Design guidelines and flexibility

The Village of Beach Park will consult the latest best practices when designing projects, such as:

- American Association of State Highway and Transportation Officials (AASHTO)
 - A Policy on Geometric Design of Highways and Streets
 - Guide for the Development of Bicycle Facilities
 - Guide for the Planning, Design, and Operations of Pedestrian Facilities
- American Planning Association (APA)
 - Complete Streets: Best Policy and Implementation Practices
 - U.S. Traffic Calming Manual
- Federal Highway Administration (FHWA)
 - Small Towns and Rural Multi-Modal Networks
 - Manual of Uniform Traffic Control Devices (MUTCD)
 - PEDSAFE: Pedestrian Safety Guide and Countermeasures Selection System
 - Incorporating On-Road Bicycle Networks Into Resurfacing Projects
- Institute of Transportation Engineers (ITE): Designing Walkable Urban Thoroughfares: A Context
- Sensitive Approach
- Illinois Department of Transportation's (IDOT's) Bureau of Design Environment and Bureau of
- Local Roads
- Lake County, Illinois Policy on Infrastructure Guidelines for Non-Motorized Travel Investments
- National Association of City Transportation Officials (NACTO)
 - Urban Bikeway Design Guide
 - Urban Street Design Guide
- U.S. Access Board: Accessible Public Rights-of-Way: Planning and Designing for Alterations
- Pace: Transit Supportive Guidelines
- Chicagoland Metropolitan Agency for Planning: Complete Streets Toolkit
- Active Transportation Alliance: Complete Streets Complete Networks

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5. Land use and context

The Village of Beach Park may require new or revised land-use policies, plans, zoning ordinances or equivalent documents to incorporate and reference the Village of Beach Park's Complete Streets policy and vision. Existing plans will be reviewed in the scoping work of each roadway project and the Complete Streets policy will be incorporated wherever feasible.

Complete Streets elements considered for projects will be sensitive to the surrounding context including current and planned buildings, parks, trails, other adjacent land uses, roadway typologies, as well as its current and expected transportation needs.

Unintended consequences such as involuntary displacement shall be avoided when possible or addressed with equity and fairness to the affected party.

6. Performance measures

In general, the Village of Beach Park will use available datasets to track high-level progress toward the implementation of the Complete Streets policy. The Village of Beach Park Public Works Director will report annually to the Public Works Committee, on how and where this policy is being incorporated into Public Works projects throughout the village. Report metrics should include:

- a. Accommodations and infrastructure constructed; linear miles of bike infrastructure and linear feet of sidewalks installed and the number of bike racks installed.
- b. Trail counts: conducted annually at major access points along the Robert McClory Path and other regional trails. (Counts by others)
- c. Safety:
 - Severe and fatal crash statistics for all modes of transportation using IDOT's annual crash summaries by the Village of Beach Park

Other measures may be tracked at the project level including cost of project, potential number of users, traffic safety impact.

7. Project selection criteria

When considering the various elements of street design, the Village of Beach Park will give consideration to the following priorities:

- a. Above all, **safety** is imperative, with pedestrian safety having the highest priority followed by the next most vulnerable types of users.
- b. Street design elements that encourage and support walking, biking, and transit trips in a manner that considers the context of the surrounding community as well as the broader urban design needs of the Village of Beach Park.
- c. The Village of Beach Park recognizes that not all modes can receive the same degree of accommodations on every street, but the goal is for users of all ages and abilities to safely, comfortably and conveniently travel across and through the network.

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- d. Cost of Complete Streets-related improvements and available funding.
- e. Feasibility of incorporation of Complete Streets-related improvements: including but not limited to ROW width, potential to connect existing sidewalk or trail, existing pedestrian/bicyclist uses.

8. Implementation

The Public Works Director will develop a project delivery process that ensures:

- a. That all relevant information is taken into account, including the experience of other stakeholder departments.
- b. That projects attempt to adhere to the Complete Streets Policy and will be presented before the Public Works Committee for comments at a regular meeting.
- c. That a Complete Streets project checklist shall be developed and used to assist with and to document the Complete Streets review in all future projects.