

A RESOLUTION ADOPTING A COMPLETE STREETS POLICY
IN THE VILLAGE OF NEW LENOX

WHEREAS, the Village of New Lenox enjoys an existing street and sidewalk network that connects residents and visitors to shopping, employment, recreational and public transportation opportunities; and

WHEREAS, the Village of New Lenox recognizes that streets are our most prominent public spaces, and great streets must achieve a balance between mobility needs, adjoining land uses, environment and community interest; and

WHEREAS, some Village of New Lenox residents do not have access to a personal automobile and for reasons such as age, economics, or ability to drive, the only alternative transportation options to them are walking, bicycling or using public transit; and

WHEREAS, many residents and visitors choose to utilize non-auto-oriented travel options such as walking, bicycling and taking public transit as convenient, economical or sustainable alternatives to driving a motor vehicle; and

WHEREAS, increasing walking, bicycling and the use of transit offers the potential to improve the health of a community, decrease congestion, decrease air pollution, decrease dependence on fossil fuels and their foreign supply sources, and increase the efficiency of road space and transportation resources; and

WHEREAS, a Complete Street is defined as one that provides a safe, convenient network that is sensitive to the character of the surrounding area while serving all modes of travel, including walking, biking, transit, freight and automobile, for all ages and all abilities; and

WHEREAS, Complete Streets improve access and safety for those who cannot or choose not to drive motor vehicles; and

WHEREAS, Complete Streets are essential to providing safe routes for children to get to school; and

WHEREAS, Complete Streets are designed, operated and maintained to improve mobility and connectivity, increase safety, and provide safe and convenient access for all users to key community destinations including parks, commercial districts, libraries, employment centers, transit stations and municipal buildings; and

WHEREAS, Complete Streets can reduce transportation costs and travel time while increasing property values and job growth; and

WHEREAS, a multi-modal transportation approach will complement the Village's initiatives for landscaping, beautification, and economic development; and

WHEREAS, Complete Streets have public health benefits including encouraging physical activity and improving air quality, by providing the opportunity for more people to walk and bike safely; and

WHEREAS, the Village of New Lenox is committed to maintaining and making enhancements to its existing streets that improve accommodations for all modes of transportation including bicyclists, pedestrians, public transit and motorized vehicles in a manner sensitive to the context of the neighborhood; and

WHEREAS, the Mayor and Village Board of Trustees find it in the best interest of the citizens to adopt and implement a Complete Streets Policy as set forth herein.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND BOARD OF TRUSTEES OF THE VILLAGE OF NEW LENOX, WILL COUNTY, ILLINOIS as follows:

Section 1: The Corporate Authorities hereby find that the recitals contained in the Preamble are true and correct, and incorporate them into this Resolution by this reference.

Section 2: The Village's Complete Streets Policy shall:

- a. 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.
- b. 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.
- c. Make provisions for pedestrians and bicyclists when closing roads, bridges or sidewalks for construction projects.
- d. Consider connections for Safe Routes to Schools, trail crossings, and areas or population groups with limited transportation options.

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- e. Comply with the Americans with Disabilities Act (ADA).
- f. Complement the context of the surrounding community.
- g. Update all necessary and appropriate codes, standards, and ordinances to ensure that design components for all modified streets follow the intent of the Policy.
- h. Identify all current and potential future sources of funding for street improvements.
- i. Establish performance measures to gauge success of the adopted Policy.

Section 3: Implementation. The Village shall facilitate implementation of a Complete Streets Policy in accordance with the following:

- a. The Village of New Lenox will provide training opportunities to staff and elected officials tasked with implementing the Complete Streets Policy.
- b. Staff shall fully incorporate Complete Streets into the budgeting process, work plans and staffing projects, and consider Complete Streets as one of the priorities in roadway planning and funding decisions.
- c. To the extent that relevant roadways are under the jurisdiction of an agency other than the Village, such as IDOT, Will County or surrounding municipalities, Staff shall provide such Complete Streets technical assistance as is accepted by the other agency.
- d. The Village shall cooperate with neighboring jurisdictions to encourage street connectivity with a specific emphasis on regional corridors.
- e. 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.
- f. Staff shall review all private development proposals in a manner which is consistent with the Complete Streets Policy and shall incorporate design guidelines and standards.
- g. Staff shall define standards to measure the progress of implementation of the Complete Streets Policy. Such standards shall include, but not be limited to: improvements in safety for all roadway users; increased capacity for all modes of transportation, including public transit; modifications to traffic signals; new and repaired bicycle facilities (both on- and off-street with clearly marked or signed bicycle accommodations); an increase in bicycle parking areas at Village facilities, schools, parks, library, etc.; new and repaired sidewalks, curb ramps, marked street crossings and signage. Such measures shall be incorporated into relevant plans, manuals, policies, processes and programs, which shall be reviewed no less

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than every two (2) years. Staff shall report to the Village Board periodically on progress made in implementing the Complete Streets Policy.

- h. 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, 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-owned roadways funded in part or entirely by Village funds.
- i. Staff shall apply the Complete Streets 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 Complete Streets Policy. Such circumstances may include, but are not limited to, the following:
 - i. The scope of the project is limited to maintenance activities intended to keep the roadway in serviceable condition.
 - ii. There is sufficient documentation that there is no feasible way to accommodate improvements for non-vehicular traffic within the project's scope.
 - iii. The cost of accommodations for a particular mode is excessively disproportionate to the need and potential benefit of a project.
 - iv. 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.

Section 4: The Complete Streets Policy attached to this Resolution is hereby adopted.

Section 5: In the case of any conflicts between this Resolution and the Village Code, the provisions of this Resolution shall control.

Section 6: This Resolution shall be in effect from and after its passage and approval as provided by law.

PASSED THIS 27th day of January, 2020
with 5 members voting AYE, with -0- members voting NAY, and
with 2 members ABSENT, the Mayor voting aye; and said vote
being, BOWDEN absent, BUTTERFIELD aye, FINNEGAN aye,
HOWARD aye, MADSEN absent, and SMITH aye.


VILLAGE CLERK

APPROVED this 27th day of January, 2020.


MAYOR

ATTEST:


VILLAGE CLERK



COMPLETE STREETS POLICY

I. GENERAL POLICY STATEMENT

Complete Streets are facilities designed, operated and maintained to ensure safe mobility for users of all ages and abilities, including pedestrians, cyclists, transit riders, motorists and freight providers, appropriate to the function and context of the facility. Complete Streets include improvements in the public right-of-way including, but not limited to, wider sidewalks, pedestrian intersection treatments, narrower streets in low-speed residential areas, pedestrian refuge islands on moderate-speed arterial or collector streets, on-street and off-street bicycle facilities, enhanced landscaping and streetscaping, and more non-vehicular connections between public right-of-way and private properties. The Village of New Lenox 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.

The Village of New Lenox shall evaluate all future street infrastructure construction and maintenance projects to determine what additional improvements might be necessary to encourage a variety of travel modes by users of all ages and abilities. As part of this evaluation, the Village of New Lenox shall utilize a group of interdisciplinary experts at its disposal including, but not limited to, the Village's staff and consultants, and appropriate representatives from the State of Illinois, Will County, Metra, Pace and local school districts. As appropriate, the Village will update and 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 Illinois Department of Transportation (IDOT) *Bureau of Design and Environment Manual*; the *Americans with Disabilities Act Accessibility Guidelines (ADAAG)*; and others as appropriate.

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, freight 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.

II. POLICY IMPLEMENTATION

The Village shall implement a Complete Streets Policy as follows:

- a. The Village of New Lenox will provide training opportunities to staff and elected officials tasked with implementing the Complete Streets Policy.
- b. Staff shall fully incorporate Complete Streets into the budgeting process, work plans and staffing projects, and consider Complete Streets as one of the priorities in roadway planning and funding decisions.
- c. To the extent that relevant roadways are under the jurisdiction of an agency other than the Village, such as IDOT, Will County or surrounding municipalities, Staff shall provide such Complete Streets technical assistance as is accepted by the other agency.
- d. The Village shall cooperate with neighboring jurisdictions to encourage street connectivity with a specific emphasis on regional corridors.
- e. 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.
- f. Staff shall review all private development proposals in a manner which is consistent with the Complete Streets Policy and shall incorporate design guidelines and standards.
- g. Staff shall define standards to measure the progress of implementation of the Complete Streets Policy. Such standards shall include, but not be limited to: improvements in safety for all roadway users; increased capacity for all modes of transportation, including public transit; modifications to traffic signals; new and repaired bicycle facilities (both on- and off-street with clearly marked or signed bicycle accommodations); an increase in bicycle parking areas at Village facilities, schools, parks, library, etc.; new and repaired sidewalks, curb ramps, marked street crossings and signage. Such measures shall be incorporated into relevant plans, manuals, policies, processes and programs, which shall be reviewed no less

than every two (2) years. Staff shall report to the Village Board periodically on progress made in implementing the Complete Streets Policy.

- h. 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, 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-owned roadways funded in part or entirely by Village funds.
- i. Staff shall apply the Complete Streets 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 Complete Streets Policy. Such circumstances may include, but are not limited to, the following:
 - i. The scope of the project is limited to maintenance activities intended to keep the roadway in serviceable condition.
 - ii. There is sufficient documentation that there is no feasible way to accommodate improvements for non-vehicular traffic within the project's scope.
 - iii. The cost of accommodations for a particular mode is excessively disproportionate to the need and potential benefit of a project.
 - iv. 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.

III. BENEFITS

Complete Streets provide the following benefits:

- a. 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.
- b. Improved Safety: Design and accommodation for bicyclists and pedestrians reduces the incidence of crashes.
- c. Quality of Place: Increased bicycling and walking are indicative of vibrant and livable communities.

- d. Economic Development: Complete Streets can reduce transportation costs and travel time while increasing property values and job growth in communities.
- e. 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.
- f. 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.

IV. POLICY

The Village's Complete Streets Policy shall:

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- d. Consider connections for Safe Routes to Schools, trail crossings, and areas or population groups with limited transportation options.
- e. Comply with the Americans with Disabilities Act (ADA).
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