



# COMPLETE STREETS POLICY

## VILLAGE OF LANSING

### PURPOSE

The purpose of this policy is to incorporate the needs of all users of the Village's transportation network and provide additional streets and roads as viable modes of transportation for bicycles, pedestrians, and vehicles. Such improvements will be achieved through planning, design, approval, and implementation through the construction, reconstruction and retrofitting of streets, roads and shared paths that have been identified as necessary improvements for the safety and convenience of all users.

Adopting a Complete Streets Policy will ensure the Village provides, where appropriate, pedestrian and bicycle facilities that offer a safe mode of transportation for all users. Such a policy will also encourage walking and bicycling, which provides greater health and environmental benefits.

### DEFINITION

Complete Streets are defined as facilities that are designed, operated, and maintained to create a safe mode of transportation for all users of all ages, of all modes of transportation including pedestrians, bicycles, motorists, and all other users appropriate to the function of the facility.

### VISION AND INTENT

The vision and intent of the Complete Streets Policy is to provide the following benefits:

- To ensure all people of all ages and abilities are provided viable transportation alternatives.
- Bicyclists and pedestrians are given the same priority as other modes of transportation.
- Through design, an improvement in safety can be achieved for all users by the reduction of accidents.
- Increase walking and bicycling opportunities to encourage and foster a better quality of life.
- Incorporate bike lanes, multi-use paths and safe crossings into the initial design where applicable.

### POLICY

To implement the vision and intent of Complete Streets, the following policies have been established. These policies shall be utilized to improve the safety of all users when deemed applicable and appropriate:

- Provide a safe means of transportation and access for existing and future pedestrians and bicycles.
- When possible, pedestrian and bicycle facilities shall be designed to exceed the minimum standards. This type of forward-thinking will assist in planning for future demands of such facilities and eliminate the need to retrofit facilities in the future. When designing pedestrian and bicycle facilities, the following resources shall be utilized to ensure the most current standards and practices are following, which include:

- The American Association of State Highway Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities
  - The FHWA Manual of Uniform Traffic Control Devices (MUTCD)
  - The AASHTO Green Book: A policy on Geometric Design of Highways and Streets
  - The U.S. Access Board Americans with Disabilities Act (ADA) Guidelines and Standards
  - The U.S. Access Board Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG; 2011)
  - Illinois Department of Transportation (IDOT) Local Roads & Streets (LR&S) Manual
  - IDOT Bureau of Design & Environment (BDE) Manual
- Establish evaluation procedures for all roadway projects, including resurfacing and expansion of existing roads to incorporate principles and goals of Complete Streets. Such evaluation shall include environmental constraints, availability of right-of-way, support and funding.
  - Create and implement a project evaluation to determine what accommodations should be included for both pedestrians and bicycles. Such evaluation shall include determination of the need for the following: crosswalks, bike lanes, signage, pedestrian traffic signals, accessible curb ramps. Each project shall be evaluated to determine if such facilities shall include any or all of these elements.
  - Create an overall transportation network, including vehicles, pedestrians and bicycles to provide connections to all major destinations within the community, including but not limited to, schools, places of employment, recreational facilities/parks, residential and commercial areas. Such a transportation network shall also take into consideration regional trail crossings. To provide a comprehensive transportation network, the surrounding areas and connection points outside the Village shall be evaluated and taken into consideration.
  - Create safe crossings at major intersections, corridors, and bridges, even if not deemed highly traveled by pedestrians or bicycles. This shall be achieved through the design in a manner that is safe, clearly defined and accessible for all users.

## APPLICABILITY

The Complete Streets Policy shall be applied to all types of transportation projects including new construction, reconstruction, rehabilitation and large-scale maintenance. Specifically, this policy shall be implemented through new subdivision design, county and state projects within the Village limits, and those facilities identified in supporting planning documents. Only those instances outlined below under Exception may seek relief from the Complete Streets Policy.

To ensure the Complete Streets Policy is implemented through all Village projects, evaluation shall be conducted early on in the planning stages. For example, evaluation of the Complete Streets Policy is to be completed during the site plan review for all new developments to ensure such facilities are incorporated in the initial site design.

Understanding that many roadways and streets are not solely under the Village's ownership and control, the Village shall coordinate early in the planning process with all outside agencies and municipalities to introduce the components of this Complete Streets Policy to ensure the vision and intent has been carried out through all projects within the Village's limits.

## EXCEPTIONS

The Village acknowledges there are instances in which compliance with the Complete Streets Policy is not possible under current circumstances. In those instances where relief is being sought, written confirmation by the Village Administrator, Director of Public Works and/or Consulting Engineer must be provided along with supporting information. Such exemptions shall only occur if the following findings are present:

- The project only involves routine maintenance to ensure the facility is in an acceptable condition. Such activities may include patching, crack sealing, minor repairs and routine cleaning and maintenance.
- The cost of such improvements to accommodate pedestrians and/or bicycles is disproportionate to the overall cost of the project and not deemed a necessary benefit of the project at this time.
- The necessary right-of-way is not available to accommodate pedestrian or bicycle facilities.
- There are no supporting documents for the current and future needs of such a facility.
- Non-motorized users are not permitted on the roadway.

## CONTEXT-SENSITIVE

Implementation of Complete Streets Policy is not only unique to each individual municipality but also unique within the Village. How the principles of this Policy are implemented during one project may be substantially different on the next project. Understanding the unique nature and modifying the standards and procedures on a project by project basis is key to implementing a successful Complete Streets Policy. The key components of this policy shall be evaluated at a detailed level for each project as every project has its own unique conditions, whether environmental, land use, or the presence of existing unimproved pedestrian ways, that require such plans be tailored to meet the goals of that individual site and area within the Village.

When a project, whether that project is a roadway resurfacing, road construction or reconstruction, new residential or commercial development, is at the beginning planning stages, the Village should review all applicable plans, policies and guidelines to ensure the addition of the pedestrian/bicycle facility will align with transportation and land use goals and objectives of the Village. When reviewing the needs of such a facility the Village should consider all land uses within the area. This evaluation will aid in determining the type of user of the facility, therefore identifying the design needs. Understanding the adjacent land uses and future transportation plans will aid in identifying connectivity between facilities.

In addition to using the plans and policies the Village has adopted as a guide, the Village should also seek input from other taxing bodies within the Village limits to determine the anticipated pedestrian/bicycle needs for current and future facilities. For example, where park facilities are within the general region of the project, the Village shall seek input from the Lan Oak Park District, to ensure connectivity of the transportation network is evaluated. In the instances where schools are within the area, the School District shall provide input on their transportation needs.

## PERFORMANCE MEASURES

The success of the Complete Streets Policy shall be evaluated based on the measures outlined below.

- Total miles of new and reconstructed facilities, for both pedestrians and bicycles.
- Total number of funded projects and new facilities for both pedestrians and bicycles.
- Total number of upgraded crossings to accommodate pedestrians and bicycles.
- Total number of crossings that have been reconstructed to meet ADA requirements.

## IMPLEMENTATION

The success of the Complete Streets Policy is solely reliant on the implementation of the requirements and regulations outlined herein. To assist in making this policy a reality, the Village shall put forward the following implementation plan.

- Provide training opportunities to Village Staff on the bicycle, pedestrian and vehicular transportation policies that will assist in expanding travel opportunities among all users.
- Develop best practices to assist in improving safety among all users, bicycle, pedestrian and vehicular.
- Update all necessary codes, standards and ordinances to ensure the required designs to carry out the Complete Streets policy can be attained.
- Identify and seek funding sources for street and pedestrian/bicycle improvements that will address the objectives of this policy.
- Establish and evaluate the performance measures outlined above as a continued guide in understanding the success and achieved benchmarks of this policy.
- Incorporate Complete Streets at the concept level of the planning process and site plan review.
- Work with local law enforcement to ensure that traffic signals, posted speed limits, traffic signs and lights are obeyed to ensure the safety of all non-vehicular users.
- Provide further education to pedestrian and bicycle users to continually inform the users of the safety responsibility and precautions that should be taken when using such a facility. This can be achieved by creating literature for the residents and outreach programs at the local schools.