



EXHIBIT A

**GENERAL POLICY STATEMENT**

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. The City of Crest Hill 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 City of Crest Hill 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 City of Crest Hill shall utilize a group of interdisciplinary experts at its disposal including, but not limited to, the City's staff and consultants, and appropriate representatives from the State of Illinois, Will County, Metra, Pace and local school districts. As appropriate, the City 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 *Americans with Disabilities Act Accessibility Guidelines (ADAAG)* and others as related.

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 and motor vehicles, in a safe and effective manner, taking into account the surrounding community context and land uses. The City 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.

**POLICY IMPLEMENTATION**

The City shall implement a Complete Streets policy as follows:

- a. The City of Crest Hill 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.



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- c. To the extent that relevant roadways are under the jurisdiction of an agency other than the City (IDOT, Will County or various surrounding municipalities), Staff shall provide such Complete Streets technical assistance as is accepted by the other agency.
- d. The City 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 define standards to measure the progress of implementation of the Complete Streets Policy. Such standards shall include, but not 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 City 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 periodically. Staff shall report to the City Board periodically on progress made in implementing the Complete Streets Policy.
- g. 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 City, subject to financing, regulation of or otherwise involving an action by the City. Such projects shall include, but not be limited to, privately built roadways and projects on non-City-owned roadways funded in part or entirely by City funds.
- h. 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 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. There is no documented, current or anticipated, need for accommodation of



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non- motorized roadway users, or the road is not a current or planned transit route.

### **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.

### **POLICY**

The City'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



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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.
- 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.