

VILLAGE OF ORLAND PARK

14700 Ravinia Avenue
Orland Park, IL 60462
www.orlandpark.org

Resolution No: 2028

File Number: 2020-0280

RESOLUTION APPROVING AND ADOPTING “COMPLETE STREETS” POLICY

VILLAGE OF ORLAND PARK STATE OF ILLINOIS, COUNTIES OF COOK AND WILL

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RESOLUTION APPROVING AND ADOPTING “COMPLETE STREETS” POLICY

WHEREAS, the Village of Orland Park (the “Village”) is regularly involved in maintaining and improving its transportation infrastructure and is committed to the efficient and safe mobility of pedestrians, cyclists, transit riders and motorists traveling on Village streets, roadways and other public transit ways.

NOW, THEREFORE, BE IT RESOLVED by the Village President and Board of Trustees of the Village of Orland Park, Cook and Will Counties, Illinois, that the “Complete Streets” policy and methods of policy implementation, as more fully described in EXHIBIT “A” attached hereto and made a part hereof, be and hereby is approved and adopted as the policy of the Village according to the terms of the

PASSED this 15th day of June, 2020

/s/ John C. Mehalek

John C. Mehalek, Village Clerk

Aye: 7 Trustee Fenton, Trustee Dodge, Trustee Calandriello, Trustee Healy, Trustee Nelson Katsenes, Trustee Milani, and Village President Pekau

Nay: 0

DEPOSITED in my office this 15th day of June, 2020

/s/ John C. Mehalek

John C. Mehalek, Village Clerk

APPROVED this 15th day of June, 2020

/s/ Keith Pekau

Keith Pekau, Village President



EXHIBIT A

COMPLETE STREETS GENERAL POLICY STATEMENT

Complete Streets are facilities designed, operated and maintained for all modes of transportation to assure efficient and 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 Village of Orland Park seeks to create a comprehensive, integrated, and connected transportation network where every roadway user can travel safely and comfortably. The network must offer sustainable transportation options available to everyone by planning, designing, operating and maintaining the Complete Streets system.

The Village of Orland Park shall evaluate all future street infrastructure construction and maintenance projects to determine what additional improvements may be necessary to encourage a variety of travel modes by users of all ages and abilities. As part of this evaluation, the Village shall utilize a group of interdisciplinary experts including, but not limited to, the Village's staff and consultants, and appropriate representatives from the State of Illinois, Cook County, 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 Americans with Disabilities Act Accessibility Guidelines (ADAAG) and other related guides and best practices.

Complete Streets can be achieved through network-level improvements, through integration into single location projects or incrementally through a series of small but interconnected 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 and shall take 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.



POLICY IMPLEMENTATION

The Village shall implement a Complete Streets policy as follows:

- a. The Village of Orland Park will provide training opportunities to staff, committees 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 a high priority in roadway and development planning and funding decisions.
- c. To the extent that relevant roadways are under the jurisdiction of an agency other than the Village (IDOT, Will County, Cook County or various surrounding municipalities), Staff shall provide such Complete Streets technical assistance as may be accepted by the other agency.
- d. The Village shall cooperate with neighboring jurisdictions and school districts 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 minimum 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, libraries, 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 when applicable, which shall be reviewed as needed but no less than every two (2) years. Staff shall report to the Village Board of Trustees periodically on progress made in implementing the Complete Streets Policies.
- 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 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.



h. Staff shall apply the Complete Streets Policy in 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 be 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 non-motorized roadway users, or the road is not a current or planned route for any transportation mode including transit, bicycle, and/or pedestrian.

BENEFITS

Complete Streets provide the following benefits:

- a. **Increased Transportation Choices:** Streets that provide travel choices affords the option to avoid traffic congestion and increase the overall capacity of Village's transportation network.
- b. **Improved Safety:** Design and accommodation for bicyclists and pedestrians reduces the incidence of vehicle crashes and/or pedestrian injuries and provides options for a healthier lifestyle.
- 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 local 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 Village's Complete Streets policy shall:

- a. Establish a procedure to evaluate roadway resurfacing/reconstruction 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, the likelihood exists of crossing that corridor. Therefore, the design of improvements 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.
- e. Comply with the Americans with Disabilities Act (ADA).
- f. Complement the context of the surrounding communities.
- g. Update applicable codes, standards, and ordinances to ensure that design components for modified streets follow the intent of the policy.
- h. Identify current and potential future sources of funding for street improvements.
- i. Establish performance measures to gauge success of the adopted policy by using GIS mapping to track infrastructure construction for various modes of transportation. It may also include installation of bicycle and pedestrian counting systems at various locations.