

Resolution No. 20-12

**A RESOLUTION OF THE VILLAGE OF VILLA PARK, DUPAGE COUNTY, ILLINOIS
APPROVING A COMPLETE STREETS POLICY**

WHEREAS, the Village of Villa Park, DuPage County, Illinois (the “*Village*”), is a duly organized and validly existing non-home rule municipality created in accordance with the Constitution of the State of Illinois of 1970 and the laws of the State; and,

WHEREAS, the Village recognizes the importance of a high functioning and safe transportation system integrating vehicular, pedestrian, bicycle, transit and rail traffic; and,

WHEREAS, the Village believes it is in its own best interest to adopt a Complete Streets Policy as its methodology to develop design standards tailored to provide measurable safety benefits for non-vehicular users while accommodating vehicular users in order to provide accessible, efficient and convenient modes to navigate the Village.

NOW, THEREFORE, BE IT RESOLVED by the President and Board of Trustees of the Village of Villa Park, DuPage County, Illinois, as follows:

Section 1. That the recitals in the preambles to this Resolution are incorporated into this Section 1 as if fully set forth herein.

Section 2. That the Complete Streets Policy of the Village of Village Park in the form attached hereto and made a part hereof is hereby approved and adopted as its methodology for the design of its transportation modes.

Section 3. This Resolution shall be in full force and effect immediately from and after its passage and approval according to law.

Resolution No.: 20-12

Passed this 24th day of February, 2020, pursuant to a roll call vote as follow:

AYES: 7

NAYS: 0

ABSENT: 0

ADOPTED this 24th day of February, 2020.

APPROVED:


Village President

Attest:


Village Clerk





Village of Villa Park

COMPLETE STREETS POLICY

February 24 | 2020

MISSION STATEMENT

The Village of Villa Park will consider established best-practice Complete Streets design elements when performing transportation planning efforts and project designs in order to facilitate a comprehensive and accommodating multi-modal transportation network for our residents and visitors. This policy is a living document subject to change due to technical improvements in transportation engineering, but will retain a focus toward enhancing mobility for all transportation network users with an emphasis on safety, accessibility, connectivity and wellness.

Philosophy

The Village of Villa Park (“Village” here forth) recognizes the importance of a high-functioning, dynamic and safe transportation network seamlessly integrating vehicular, pedestrian, bicycle, transit and rail traffic; and

The Village believes in supporting all users and providing equitable consideration toward all modes of transportation when planning and designing the public right-of-way; and

The Village believes in supporting the maximization of these diversified modes to reduce vehicular congestion and improve air quality as well as improving resident and visitor quality of life; and

The Village believes this Complete Streets Policy will guide planning and design efforts resulting in the most efficient use of the public right-of-way which satisfies all users.

Safety

Historically, right-of-way design was governed by vehicular travel needs such as roadway capacity maximization and delay reduction. In suburban communities such as Villa Park with relatively low demand for intra-Village transit, the typical roadway user’s transportation mode has been the passenger vehicle. This results in over-sized lanes accommodating high speeds. The right-of-way improvements consistent with this methodology have typically not supported non-vehicular users, and the roadway sections often limit the installation of multi-modal facilities and/or presents safety hazards to non-vehicular users.

Complete Streets is a methodology which incorporates transportation design elements specifically tailored to accommodate the mobility of all users while simultaneously providing for



users' safety at the interface between transportation modes. Complete Streets is not a one-size-fits-all roadway design which can be copied and indiscriminately applied. In order to realize the greatest benefit from Complete Streets, right-of-way improvements must be conscientiously evaluated against existing characteristics and constraints. When thoughtfully applied, Complete Streets provide measurable safety benefits for non-vehicular users while limiting impact to vehicular users.

Accessibility

Complete Streets considers the ability of users to access all transit modes. This is especially pertinent for populations which may not drive such as seniors, youth, people with disabilities and low-income. These populations are underserved when rights-of-way do not accommodate them or provide efficient and convenient modes for them to be able to navigate the Village or access transit.

Connectivity

A fundamental component of vehicular travel is connectivity, or the ability to navigate between points on facilities suitable for vehicular travel. While this is known and necessary for vehicular travel, it is often overlooked when considering the mobility needs of non-vehicular users. Complete Streets explicitly identifies that non-vehicular users should have suitable off-street facilities available to them to complete their trip in a safe manner that is as efficient as possible. The Village has an abundance – nearly 5.5 miles - of named trails at the regional, State and National level which are suitable for bicycle and pedestrian travel, and all residents are located within 2 miles of at least one trail. These trails provide mobility into and from adjacent communities and are logical termini points for bicycle and pedestrian installations in the Village.

Wellness

Complete Streets provides for non-vehicular travel modes, such as bicycle and pedestrian paths and associated facilities, which allow users to make active transportation choices en route to their destination. Communities with high utilization of active transportation modes have been reported to enjoy a greater quality of life and general sense of community satisfaction as opposed to those with limited non-vehicular mode options. When utilized to their fullest, active transportation users contribute to a lively, healthy and vibrant community.

Planning and Design

This policy provides for the consideration of all transportation network users and travel modes when planning and designing transportation projects.

This policy will be applied to the following types of projects:

1. Roadway Improvements
2. Sidewalk Improvements
3. Trail and Shared-Use Path Improvements
4. Supportive Facilities for Pedestrian, Bicycle and Transit modes
5. Traffic and Speed Control Projects

The Village adheres to the following design standards when considering new installations or improvements:

1. Village of Villa Park Municipal Code of Ordinances
2. Village of Villa Park Public Works Standards
3. Village of Villa Park Bicycle and Pedestrian Master Plan
4. Illinois Department of Transportation Standard Specifications for Road and Bridge Construction
5. The Manual on Uniform Traffic Control Devices
6. The Americans with Disabilities Act guidelines
7. Other standards, as applicable

Complete Streets design elements vary and must be considered for appropriateness in application. Following is a list of typical elements which may be suitable for installation within the Village:

Pedestrian – sidewalk, crosswalks, curb ramps with detectable warnings, refuge islands, flashing beacons, supportive facilities;

Bicycle – Separated bike lanes, off-street bike lanes or shared-use paths, trails, wayfinding signage, supportive facilities;

Transit – PACE bus stops, NEDSRA bus stops, wayfinding signage to the METRA train station;

Vehicle – pavement striping, engineered alignments, medians, controlled intersections;

Exemptions

While this policy requires that all planning and design efforts consider all users and all modes of travel, it should be explicitly noted that not all users and modes will have the ability to be accommodated on every project. Physical, financial, and practical constraints will ultimately govern design choices and the Village reserves the right to exercise judicious authority in determining what is in the best interest of the Village as it pertains to Complete Streets design and right-of-way improvement choices.

Furthermore, there are numerous areas within the Village's corporate limits which may be under the jurisdiction of other agencies such as: State Routes, railroads, creeks, floodways, floodplains and trails. Village improvements in these areas are subject to approval by the agencies with jurisdiction and this may impact or control Complete Streets design elements.

Implementation

The intent of this policy is to set forth guidance to consider accommodations for all transportation network users for all transportation planning and design projects. The Village will assess the feasibility and practicality of Complete Streets installations for all applicable project activities on a case-by-case basis.