
**VILLAGE OF SUGAR GROVE
BOARD REPORT**

TO: VILLAGE PRESIDENT & BOARD OF TRUSTEES
FROM: ANTHONY SPECIALE, DIRECTOR OF PUBLIC WORKS
BRAD MERKEL, DEPUTY DIRECTOR OF PUBLIC WORKS
SUBJECT: RESOLUTION: ADOPTING A COMPLETE STREETS POLICY
AGENDA: JULY 7, 2020 REGULAR BOARD MEETING
DATE: JULY 1, 2020

ISSUE

Resolution Adopting a Complete Streets Policy.

DISCUSSION

At the June 16, 2020 Regular Village Board meeting the Board discussed Adopting a Complete Streets Policy. Staff has completed the Policy and it is attached for approval.

This is the information from the meeting. The Village strives to create an efficient, comprehensive, and connected network of Complete Streets, or roadways in which all users, regardless of age, ability, and mode of transportation, are safe and comfortable. Complete Streets promote increased walking and bicycling, which in turn support cleaner air, better health, less traffic congestion, reduce wear on streets, and a more effective use of the right-of-way. A Complete Streets approach integrates the needs of people and place in the planning, design, construction, operation and maintenance of transportation networks.” As the demand for more walkable communities emerge the need for Complete Streets grows.

A complete Street is defined as a facility designed, operated and maintained to enable safe and convenient access for all users, including pedestrians, bicyclists, motorist of all types, trucks, buses, and automobiles, and transit riders of all ages and abilities as well as emergency services and citizen services such as snowplows, garbage trucks and fire trucks. A draft of the proposed policy is attached for discussion. In addition, having a policy increases funding opportunity for street improvement projects through Kane Kendall Council of Mayors (KKCOM), as each submittal is awarded points for having an adopted Complete Streets Policy.

COST

Minimal costs associated with attorney review of the Policy.

RECOMMENDATION

The Village Board Approve a Resolution Adopting the Complete Streets Policy.



RESOLUTION NO. 20200707PW2

**A RESOLUTION ADOPTING A COMPLETE STREETS POLICY
VILLAGE OF SUGAR GROVE**

WHEREAS, the Village of Sugar Grove has a history of creating long-range planning documents that have been used successfully to help guide growth and redevelopment; and,

WHEREAS, Complete Streets are designed to improve mobility, access, and connectivity for persons traveling by all modes, encourage healthy lifestyles, increase safety for all users, enhance neighborhoods, businesses, and institutions, and advance the quality of life for all Village of Sugar Grove citizens and visitors; and

WHEREAS, developing Complete Streets is a priority on all corridors and routes. Transportation and development projects may be treated as an opportunity to offer improvements in access and connectivity by all modes of travel to Village of Sugar Grove services, businesses, neighborhoods, schools, parks, trails, and adjacent communities; and

WHEREAS, the Village of Sugar Grove is a key connection point for the Virgil Gilman Trail, which is a regional multi-use trails that encourage local development, promote a healthy lifestyle and bring many visitors to the community on foot and by bicycle; and

WHEREAS, streets are a key public space, shape the experience of residents of and visitors to the Village of Sugar Grove, directly affect public health and welfare, and provide the framework for current and future development.

NOW, THEREFORE, BE IT RESOLVED by the Village President and Village Board of Trustees of the Village of Sugar Grove, Kane County, Illinois as follows:

SECTION 1: ADOPTION OF A COMPLETE STREETS POLICY

VISION

This Complete Streets Policy may direct the Village of Sugar Grove to develop and provide a safe and accessible, well-connected and visually attractive surface transportation network, that

balances the needs of all users, including: motorists, pedestrians, bicyclists, public transportation riders and drivers, emergency vehicles, freight carriers, agricultural vehicles and land uses and promote a more livable community for people of all ages and abilities, including children, youth, families, older adults and individuals with disabilities.

PURPOSE

This policy is intended to ensure that all planning, scoping, programming, design, right-of-way acquisition, construction, construction engineering, reconstruction, operation and maintenance activities produce safe and accessible surface transportation network improvements that allow all users of the public right of way to safely and conveniently reach their destination regardless of their chosen mode of transportation. This policy is also intended to encourage walking and biking, producing the health benefits that result from these types of activities, help reduce the demand for fossil fuels, ease traffic congestion, reduce wear on roadways, improve air quality and make streets and public and private spaces more attractive for businesses and customers and increase economic activity.

DEFINITIONS

For the purpose of this section, the following definitions may apply unless the context clearly indicates or requires a different meaning.

Complete Street – a street that is designed and operated to enable safe access for all Users, so that pedestrians, bicyclists, motorists and public transportation users of all ages and abilities are able to safely and conveniently move upon, along and across a street.

Complete Street Infrastructure – design features that contribute to a safe, convenient, or comfortable travel experience for Users, including but not limited to features such as: sidewalks; shared use paths; bicycle lanes; automobile lanes; paved shoulders; street trees and landscaping; planting strips; curbs; accessible curb ramps; crosswalks; refuge islands; pedestrian and traffic signals, including countdown and accessible signals; signage; street furniture; bicycle parking facilities; public transportation stops and facilities; transit priority signal; traffic calming devices such as rotary circles, traffic bumps, and surface treatments such as paving blocks, textured asphalt and concrete; narrow vehicle lanes; raised medians; and dedicated transit lanes.

Street – any right-of-way, public or private, including arterials, connectors, alleys, ways, lanes and roadways by any other designation, as well as bridges, tunnels and any other portions of the transportation network.

Project – the construction, reconstruction, retrofit, maintenance, alteration, repair of any Street or Public Way, and includes the planning, design, approval, and implementation processes. Project does not include minor routine upkeep such as cleaning, sweeping, mowing, spot repair, or interim measures on detour routes.

Users – individuals that use Streets, including motorists, pedestrians, bicyclists, public transportation riders and drivers, emergency vehicles, freight carriers agricultural vehicles and people of all ages and abilities, including children, youth, families, older adults and individuals with disabilities.

Public Way – any transportation improvement accessible by the public; including but not limited to parks and public lands.

PLANNING

The Village may incorporate Complete Streets principles into the Village’s Comprehensive Plan, area plans, transportation plans, Village Code of Ordinances, standards and specifications, documents and other plans, manuals, rules, regulations and programs as appropriate.

PROJECTS AND PHASES

The Village of Sugar Grove may approach every transportation and transportation-related improvement and project phase as an opportunity to create safer, more accessible streets for all users. These phases include, but are not limited: planning, scoping, programming, design, right-of-way acquisition, construction, construction engineering, reconstruction, operation and maintenance.

Other changes to transportation facilities on streets and rights-of-way, including capital improvements and major maintenance (resurfacing & reconstruction) must also be included. Complete Streets principles may be applied on all Village projects, privately funded development and incrementally on existing streets through a series of small improvements and activities over time.

Maximum financial flexibility is important to implement Complete Streets principles. Available sources of transportation funding, public and private, should be drawn upon to implement Complete Streets within the Village of Sugar Grove.

It is understood that maintenance activities do not necessarily trigger requirements for major street improvements and should not be expected to do so. However, maintenance activities do present some opportunities that can improve the environment for other roadway users.

EXCEPTIONS

Exceptions to this policy may be approved by Village Staff and documented to indicate the basis for the decision. Such documentation may be publicly available upon request. Additional review by the Planning Commission and/or Village Board of Trustees will be utilized on a case-by-case basis, when deemed necessary. Circumstances for exceptions may include:

- An affected roadway prohibits by law the use by pedestrians and bicyclists (such as state & federal limited-access highways) in which case a greater effort may be made to accommodate those specified users elsewhere, including on roadways that cross or otherwise intersect with the affected roadway.
- The costs of providing accommodation for some travel modes are excessively disproportionate to the need or probable use by those modes.
- Where the construction is not practically feasible or cost effective because of unreasonable adverse impacts on the environment or on neighboring land uses including impact from right-of-way acquisition.
- Where routine maintenance of the transportation network does not change the roadway geometry or operations.

- There is a reasonable and equivalent project along the same corridor, effectively serving the same destinations and providing the same access and mobility, which is already programmed to provide facilities, therefore exempting the project at hand.

DESIGN

The Village of Sugar Grove may follow accepted or adopted design standards and use the best and latest design standards available, including but not limited to, existing design guidance from: Illinois Department of Transportation, American Association of State Highway and Transportation Officials, Federal Highway Administration, the Institute of Transportation Engineers, National Association of City Transportation Officials, the Americans with Disabilities Act, the Public Right-of-Way Accessibility Guidelines, and the Active Transportation Alliance.

In recognition of various contexts and public input, a flexible, innovative and balanced approach that follows other appropriate design standards may be considered, provided that a comparable level of safety for all users is present.

CONTEXT SENSITIVITY

The Village of Sugar Grove may implement Complete Streets solutions in a manner that is sensitive to the local context and character, aligns transportation and land use goals and recognizes that the needs of users may vary by case, community or corridor.

PERFORMANCE MEASURES

The Village of Sugar Grove may measure the success of this Complete Streets policy using, but not limited to, the following criteria:

- Linear feet of pedestrian accommodations built
- Number of ADA accommodations built
- Miles of bike lanes/trails built or striped
- Number of transit accessibility accommodations built
- Number of street trees planted
- Crosswalk and multimodal intersection improvements

IMPLEMENTATION

The Village views Complete Streets as integral to everyday transportation decision-making practices and processes. To this end:

- The Department of Community Development, the Department of Public Works, and other relevant departments, agencies or committees may incorporate Complete Streets principles into all appropriate plans, manuals, checklists, decision trees, rules, regulations and programs as appropriate.
- May Review all new roadway projects, public and private developments and other Complete Streets-related improvements, early in the planning process, to ensure consistency with this policy and the Bicycle and Pedestrian Plan.
- May ensure that the Five-Year Capital Plan incorporates implementation of the Complete Streets Policy and the Bicycle and Pedestrian Plan with any proposed roadway and parks projects.
- Village Staff may identify current and potential future sources of funding for street improvements and recommend improvements to the project selection criteria to

support Complete Streets projects.

- When available, the Village may encourage Staff professional development and training on non-motorized transportation issues through attending conferences, classes, seminars and workshops.
- Review any requests for exceptions to the Complete Streets Policy and related documentation.
- May carry out and monitor the implementation and impact of this policy based on the goals set out within this section.

PASSED AND APPROVED by the President and Board of Trustees of the Village of Sugar Grove, Kane County, Illinois, this 7th day of July, 2020.

P. Sean Michels,
President of the Board of Trustees of the Village of
Sugar Grove, Kane County, Illinois

ATTEST: _____
Alison Murphy,
Clerk, Village of Sugar Grove

	Aye	Nay	Absent	Abstain
Trustee Sean Herron	_____	_____	_____	_____
Trustee Jennifer Konen	_____	_____	_____	_____
Trustee Ted Koch	_____	_____	_____	_____
Trustee Heidi Lendi	_____	_____	_____	_____
Trustee Rick Montalto	_____	_____	_____	_____
Trustee Ryan Walter	_____	_____	_____	_____
President P. Sean Michels	_____	_____	_____	_____