

RESOLUTION NO. 2019-65

A RESOLUTION ADOPTING A COMPLETE STREETS POLICY

WHEREAS, the Village of Lake Bluff seeks to provide a balanced transportation network that serves the need of all users, including motorists, pedestrians, bicyclists, transit users, freight operators, and emergency and municipal services vehicles; and

WHEREAS, creating such a network of Complete Streets throughout the Village promotes public health by enabling active and healthy lifestyles; creates and enhances recreational opportunities; improves safety; provides equitable access to residents of all ages and abilities; and reduces traffic congestion, carbon emissions, and the use of natural resources; and

WHEREAS, the Village's Comprehensive Plan states that the Village will *"actively pursue the expansion, improvement, and accessibility of the bicycle and pedestrian walkway system within the Village"*; and

WHEREAS, the Village's 2023 Strategic Plan, adopted by Resolution 2017-12, states that the Village will *"facilitate ease of movement and improved connectivity"* by *"integrating bike and pedestrian trails"* and by *"embracing innovations in alternative and non-traditional transportation modes"*; and

WHEREAS, the Village's Sustainability Plan, adopted by Resolution 2019-50, states that the Village should *"adopt a bicycle and pedestrian plan that [...] proposes solutions that improve connectivity for non-motorized transportation users"* and should *"continue to incorporate bicycle and pedestrian specific improvements in the Village's Capital Improvement Program, especially in conjunction with road reconstruction projects (e.g. Complete Streets)"*; and

WHEREAS, the Village President and Board of Trustees have determined that it is in the best interest of the Village to adopt a written policy that advances the implementation of these principles, policies, and commitments by providing clear guidance for incorporating them into transportation projects pursued by the Village, by other public agencies, and by private parties in connection with land development.

NOW, THEREFORE, BE IT RESOLVED BY THE VILLAGE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF LAKE BLUFF, LAKE COUNTY, ILLINOIS, as follows:

Section 1. Recitals.

The foregoing recitals are hereby incorporated into, and made a part of, this Resolution as the findings of the President and Board of Trustees of the Village of Lake Bluff.

Section 2. Adoption of Complete Streets Policy.

1. The Village's Complete Streets Policy, attached to and incorporated into this Resolution as ***Exhibit A***, is adopted.
2. The Village Administrator is hereby directed to ensure that the principles of this Policy are considered and, where appropriate, are incorporated into the Village's programs, policies, facilities, and infrastructure.
3. The Plan Commission and Zoning Board of Appeals is directed to consider this Policy in the execution of its duties, including in conjunction with its initial review of subdivisions under Title 11 of the Municipal Code.

Section 3. Effective Date.

This Resolution shall be effective following passage by the Board of Trustees of the Village of Lake Bluff in the manner required by law.

PASSED this 11th day of November, 2019, by vote of the Board of Trustees of the Village of Lake Bluff, as follows:

AYES: (6) Ankenman, Charlot, Grenier, Markee, Meyer and Towle

NAYS: (0)

ABSENT: (0)

ABSTAIN: (0)

APPROVED this 11th day of November, 2019.

ATTEST:



Village Clerk



Village President

EXHIBIT A

COMPLETE STREETS POLICY

Village of Lake Bluff
Complete Streets Policy

I. PURPOSE AND INTENT

By enacting this Policy, the Village intends and affirms that:

- A. The Village should provide a balanced transportation network that serves the needs of all users, including motorists, pedestrians, bicyclists, transit users, freight operators, and emergency and municipal services vehicles.
- B. Creating such a network of Complete Streets throughout the Village promotes public health by enabling active and healthy lifestyles; creates and enhances recreational opportunities; improves safety; provides equitable access to residents of all ages and abilities; and reduces traffic congestion, carbon emissions, and the use of natural resources.
- C. The Village is a small, built-out, and historic community that is constrained by its existing infrastructure, land use patterns, and financial capacity. Nevertheless, every transportation project in the Village – whether a major reconstruction or a minor improvement – is an opportunity to incrementally implement Complete Streets that serve and benefit all users.
- D. Complete Streets can be implemented in a context-sensitive manner that fulfills local needs; supports adjacent land uses and land use objectives; complements the Village’s historic charm and neighborhood character; and enhances access and enjoyment of its natural resources. Each project can be considered both separately and as part of a connected network to determine the level and type of treatment necessary.
- E. Balancing the needs of all users should be prioritized throughout all phases of the Village’s transportation projects, from preliminary planning and budgeting to ongoing maintenance.
- F. The public and private development of land are both expected to incorporate and advance these goals.

II. APPLICABILITY

- A. **Village Projects:** The Village will consider and incorporate the needs of all users through the planning, design, approval, and implementation of any construction, reconstruction, or retrofit of streets, bridges, and pedestrian and transit facilities excluding routine maintenance such as repairs, resurfacing, and restriping.
- B. **Other Public Projects:** The Village will coordinate with, partner with, and advocate for other public agencies to pursue projects within the Village that improve facilities for all road users.
- C. **Private Projects:** The Village will incorporate review of Complete Streets elements into all private development proposals, including architectural site plan reviews and subdivision applications.

III. EXCEPTIONS

Consistent with Federal Highway Administration guidelines, the following circumstances justify an exception to the general prescriptions of this Complete Streets Policy:

- A. **Non-motorized use of the subject corridor is prohibited.** In these circumstances, the Village will review opportunities to improve alternate routes for non-motorized users and may consider them as separate projects.
- B. **The cost of the accommodation is excessively disproportionate to the need or probable use.** While this determination will be made on a case-by-case basis, Federal guidance suggests a minimum threshold of 20% of the total cost of the project.
- C. **A documented absence of a current or future need for facilities.** For example, the existing facilities on an improved route may be adequate for all users. However, the mere absence of a facility in a road's current configuration will not serve as evidence of the absence of need.

Where an exception to this Policy is sought, the nature and justification for the exception will be provided to the Village Board of Trustees in the staff memorandum accompanying the requested project approval, subdivision, or other action or report.

IV. DESIGN STANDARDS

The Village intends to adopt a flexible and innovative design approach that considers the most current guidance available for providing Complete Streets for all users, including:

- **Active Transportation Alliance**
 - a. *Complete Streets, Complete Networks*
- **American Association of State Highway and Transportation Officials**
 - a. *Guide for the Development of Bicycle Facilities*
 - b. *Guide for the Planning, Design, and Operation of Pedestrian Facilities*
- **Association of Pedestrian and Bicycle Professionals**
 - a. *Bicycle Parking Guidelines*
- **Federal Highway Administration**
 - a. *Small Town and Rural Multimodal Networks*
 - b. *Achieving Multimodal Networks:
Applying Design Flexibility and Reducing Conflict*
 - c. *Separated Bike Lane Planning and Design Guideline*
 - d. *Pedestrian Safety Guide and Countermeasure Selection System*
 - e. *Bicycle Safety Guide and Countermeasure Selection System.*
- **National Association of City Transportation Officials**
 - a. *Urban Street Design Guide,*
 - b. *Urban Bikeway Design Guide*
 - c. *Urban Street Stormwater Guide*
- **United States Access Board**
 - a. *Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way.*

V. FURTHER IMPLEMENTATION

In addition to incorporating Complete Streets principles into its projects, the Village will advance and implement this Policy by:

- A. Studying and proposing (i) minimum standards for bicycle and pedestrian treatments based on road type; (ii) performance measures for its transportation network, such as Pedestrian Level of Service and Bicycle Level of Service; and (iii) priority corridors for implementation.
- B. Incorporating this Policy into the next revision of the Village's Comprehensive Plan.
- C. Incorporating this Policy and Section 5(A)'s standards for improvements into appropriate sections of the Municipal Code, including its zoning and subdivision regulations.
- D. Ensuring that the Village's capital improvement program implements Complete Streets with any proposed transportation projects, subject to the above-listed exemptions.
- E. Pursue outside funding for transportation projects that create Complete Streets.
- F. Considering this Policy in the evaluation of consultants and engineers, including their experience in designing Complete Streets and any relevant certifications or training.
- G. Providing the necessary training opportunities and educational resources to Village Staff on how to plan, design, and maintain Complete Streets.