



City of Crystal Lake

COMPLETE STREETS POLICY

I. Vision and Purpose

The City of Crystal Lake seeks to create a comprehensive, integrated, and connected transportation network that accommodates all users: bicyclists, pedestrians, transit users, and drivers of automobiles and freight vehicles. The vision of the City is to create a roadway, as funding allows, where each 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.

II. Definition

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.

III. Benefits of Complete Streets

Complete Streets provide the following benefits:

1. *Increased Transportation Choices:* Streets that provide travel choices can give users the option to avoid traffic congestion and increase the overall capacity of the transportation network.
2. *Improved Safety:* Design and accommodation for bicyclists and pedestrians reduces the incidence of crashes.
3. *Quality of Place:* Increased bicycling and walking are indicative of vibrant and livable communities.
4. *Economic Development:* Complete streets can reduce transportation costs and travel time while increasing property values and job growth in communities.
5. *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.
6. *Improved Fitness:* 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.

IV. Policy

The City of Crystal Lake Complete Streets Policy can incorporate the needs of all users through the planning, design, approval, and implementation processes for any construction, reconstruction, or retrofit of streets, or other portions of the transportation network, including pavement

resurfacing, restriping, and signalization operations, if the safety and convenience of users can be improved within the scope of the work. Action steps to implement the Complete Streets Policy include:

1. Create a comprehensive, integrated, connected multi-modal network by providing connections to bicycling and walking trip generators such as employment, education, residential, recreational, and public facilities, as well as retail and transit centers.
2. Provide safe and accessible accommodations for existing and future pedestrian, bicycle, and transit facilities.
3. Establish a checklist of pedestrian, bicycle, and transit accommodations such as accessible sidewalks curb ramps, crosswalks, countdown pedestrian signals, signs, median refuges, curb extensions, pedestrian scale lighting, bike lanes, shoulders and bus shelters that will be reviewed with each project for possible including.
4. Establish a procedure to evaluate resurfacing projects for complete streets inclusion according to the length of the project, local support, environmental constraints, total available right-of-way, funding resources, and bicycle and/or pedestrian compatibility.
5. 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 should accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
6. In order to best balance the needs of all roadway users and provide increased flexibility in design, the City will continue to improve upon the current requirements in the City Code in accordance with the most up-to-date standards, requirements, and recommendations as provided by, but not limited to:
 - a. American Association of State Highway Transportation Officials (AASHTO)
 - *Guide for the Development of Bicycle Facilities*
 - *Guide for the Planning, Design, and Operation of Pedestrian Facilities*
 - *A Policy on Geometric Design of Highways and Streets* (also known as The Green Book)
 - b. Federal Highway Administration (FHWA)
 - *Highway Capacity Manual* (HCM),
 - *Manual of Uniform Traffic Control Devices* (MUTCD),
 - c. *The Americans with Disabilities Act Accessibility Guidelines* (ADAAG),
 - d. The City of Crystal Lake Traffic Calming Policy
7. Research, develop and support best practices in improving safety and mobility.
8. Encourage training for Engineers and Planners on Bicycle/Pedestrian/Transit policies and integration of non-motorized travel options into transportation systems.
9. Make provisions for pedestrians and bicyclists when closing roads, bridges or sidewalks for construction projects.
10. Consider connections for Safe Routes to Schools, trail crossings, and areas or population groups with limited transportation options.
11. Comply with the Americans with Disabilities Act (ADA).
12. Complement the context of the surrounding community.
13. Update necessary and appropriate codes, standards, and ordinances to ensure that design components for all modified streets follow the intent of the policy.

14. Identify current and potential future sources of funding for street improvements.
15. Establish performance measures to gauge the success of the adopted policy.

V. Exemptions

Exemptions to the Complete Streets policy must be documented in writing by either the Director of Public Works or City Engineer with supporting data that indicates the reason for the decision and may include the following:

1. Non-motorized users are prohibited on the roadway.
2. There is documentation that there is an absence of current and future need.
3. The cost of accommodations for a particular mode is excessively disproportionate to the need and potential benefit of a project.
4. The project involves ordinary maintenance activities designed to keep assets in acceptable condition, such as cleaning, sealing, spot repairs, patching, and surface treatments, such as micro-surfacing.
5. The potential accommodations will not be safe for pedestrians or cyclists.

VI. Evaluation

The City of Crystal Lake will document the success of the Complete Streets policy using the following measures:

1. Number of new miles of on-street bicycle routes defined by streets with clearly marked or signed bicycle accommodations.
2. Number of new bicycle parking spaces.
3. Number of linear feet of new or reconstructed pedestrian accommodations.
4. Number of new or reconstructed accessible curb ramps.
5. Total number of funded bicycle and pedestrian projects and new facilities.



The City of Crystal Lake Illinois

A RESOLUTION ADOPTING A COMPLETE STREETS POLICY

BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF CRYSTAL LAKE hereby adopts its Complete Streets Policy.

DATED this 5th day of November, 2019.

CITY OF CRYSTAL LAKE, an Illinois
Municipal Corporation

BY: _____

Mayor

SEAL

ATTEST

City Clerk

PASSED: November 5, 2019

APPROVED: November 5, 2019