

STATE OF ILLINOIS)
COUNTY OF C O O K) SS
COUNTY OF W I L L)

CLERK'S CERTIFICATE

I, PATRICK REA, the duly elected, qualified and acting Village Clerk of the Village of Tinley Park, Cook and Will Counties, Illinois, do hereby certify that attached hereto is a true and correct copy of the Resolution now on file in my office, entitled:

**RESOLUTION NO. 2012-R-004
RESOLUTION ADOPTING COMPLETE STREETS POLICY**

which was passed by the Board of Trustees of the Village of Tinley Park at a regular meeting held on the 7th day of February, 2012, at which meeting a quorum was present, and approved by the President of the Village of Tinley Park on the 7th day of February, 2012.

I further certify that the vote on the question of the passage of the said Resolution by the Board of Trustees of the Village of Tinley Park was taken by the Ayes and Nays and recorded in the Journal of Proceedings of the Board of Trustees of the Village of Tinley Park, and that the result of said vote was as follows, to-wit:

AYES: Seaman, Hannon, Maher, Staunton, Leoni, Grady

NAYS: None

ABSENT: None

I do further certify that the original Resolution, of which the attached is a true copy, is entrusted to my care for safekeeping, and that I am the lawful keeper of the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the Village of Tinley Park, this 7th day of February, 2012.


Village Clerk

RESOLUTION NO. 2012-R-004

RESOLUTION ADOPTING COMPLETE STREETS POLICY

WHEREAS, the Corporate Authorities of the Village of Tinley Park, Cook and Will Counties, Illinois have considered a Complete Streets Policy (the "Policy"), a true and correct copy of which is attached hereto and made a part hereof as EXHIBIT 1 and determined that said Policy is in the best interest of the Village of Tinley Park and its residents.

NOW, THEREFORE, Be It Resolved by the President and Board of Trustees of the Village of Tinley Park, Cook and Will Counties, Illinois, as follows:

Section 1: The Preambles hereto are hereby made a part of and operative provisions of this Resolution as fully as if completely repeated at length herein.

Section 2: The Policy attached hereto as EXHIBIT 1 entitled "Complete Streets Policy" is hereby adopted and approved.

Section 3: This Resolution shall be in full force and effect upon its adoption and approval.

ADOPTED this 7th day of February, 2012, by the following roll call vote:


AYES: Seaman, Hannon, Maher, Staunton, Leoni, Grady

NAYS: None

ABSENT: None

APPROVED this 7th day of February, 2012.

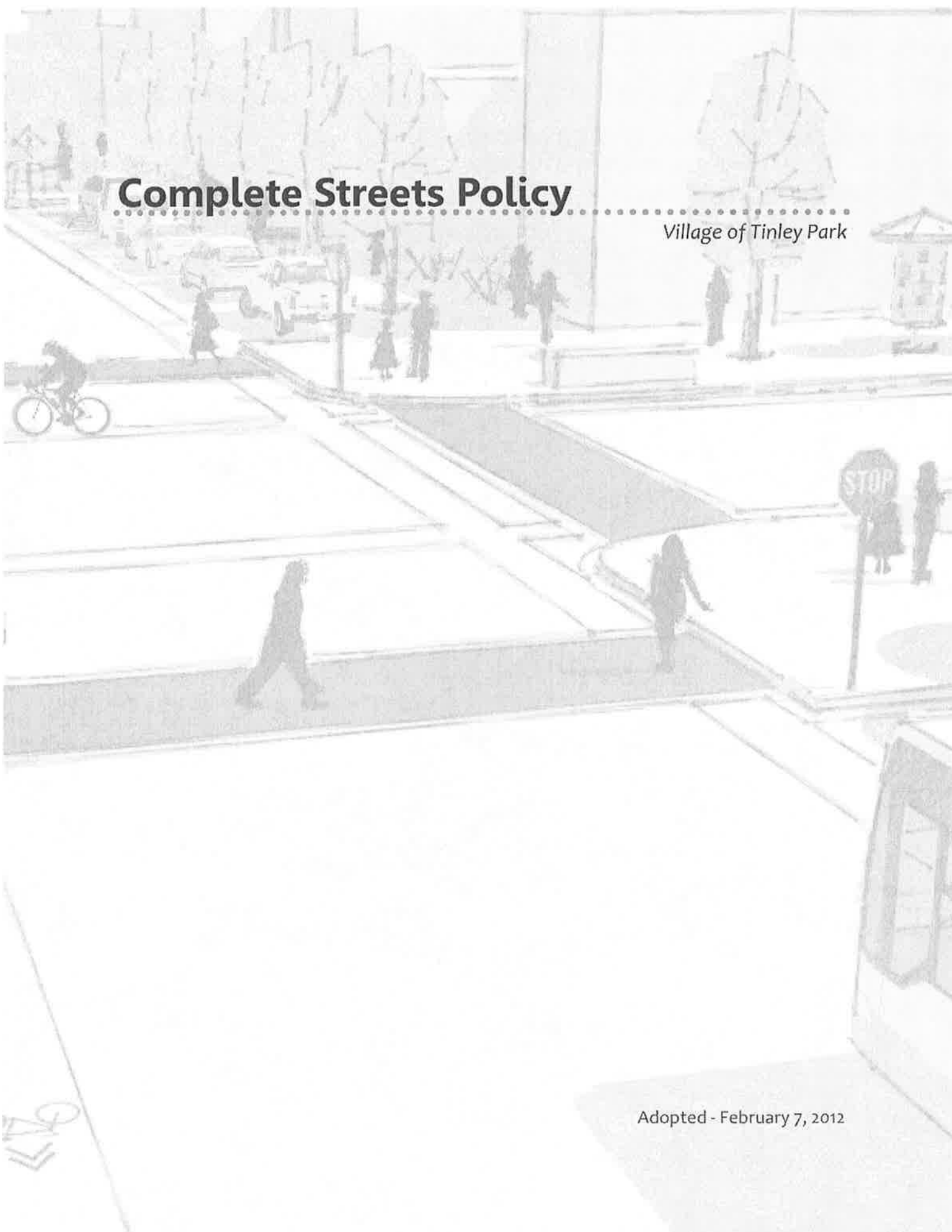
ATTEST:


Village Clerk


President

Complete Streets Policy

Village of Tinley Park



Adopted - February 7, 2012



Intent

The transportation network in the Village of Tinley Park will become measurably better connected, safer, and more accessible for all users of the public right-of-way, regardless of their mode of transportation, age or abilities, as transportation projects throughout the Region are designed and constructed using complete streets principles.

This effort to make the system more complete will take advantage of opportunities presented by necessary reconstruction and expansion of the system whenever practicable and will assist in the justification of grant funding that may be available.

Furthermore, this policy is intended to encourage those who provide improvements to non-village-owned roadways or traffic ways to also incorporate similar methods into their design and construction plans for such roadways and traffic ways within the community.

In support of this commitment, the village's goals are to go beyond minimum design standards and requirements to create safe, attractive, sustainable, accessible, and convenient bicycling and walking networks. Such actions will include:

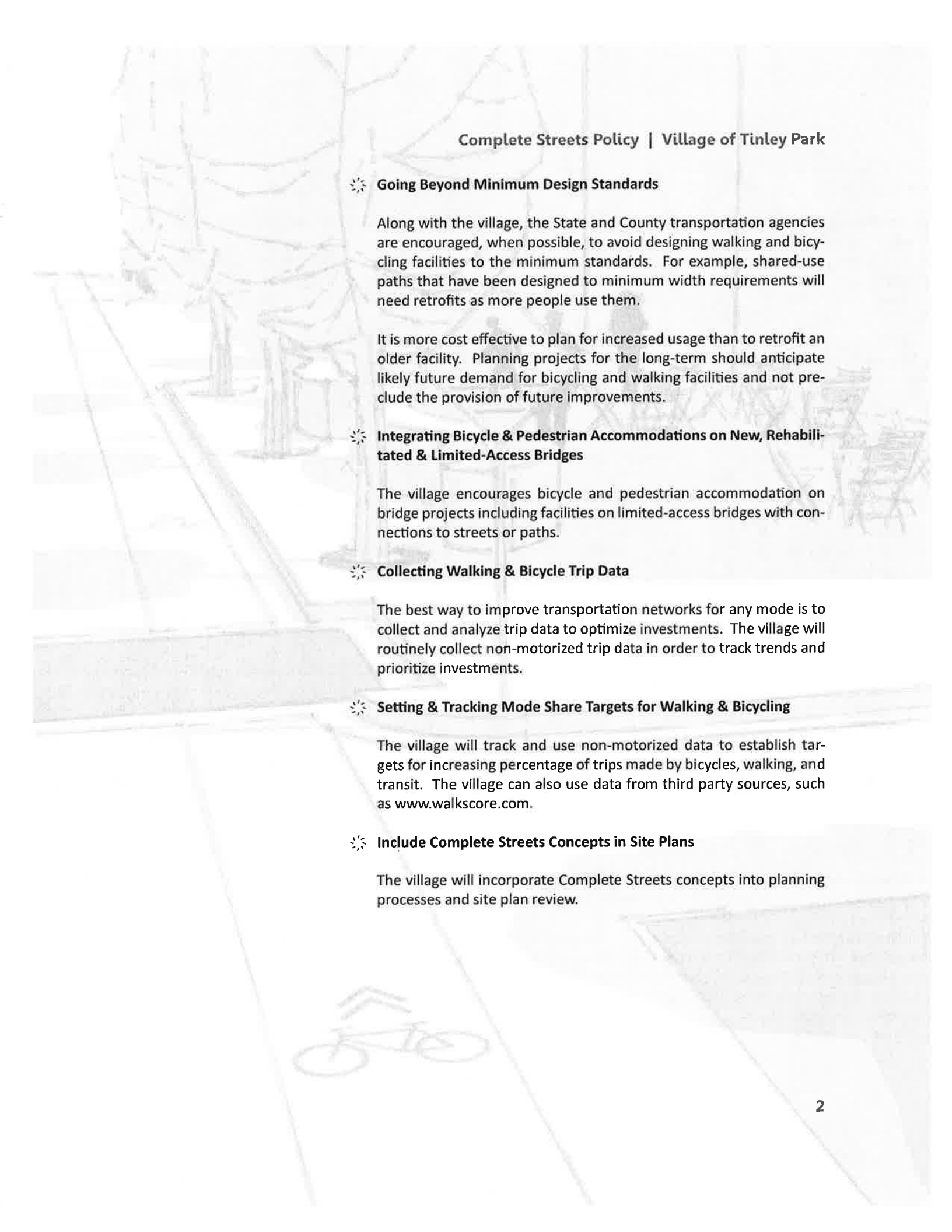
☀ **Considering Walking & Bicycling as Equal Transportation Modes**

The primary goal of a transportation system is to safely and efficiently move people and goods. Walking and bicycling are efficient transportation modes for most short trips and, where convenient intermodal systems exist, these non-motorized trips can easily be linked with transit to significantly increase trip distance.

Because of the benefits they provide, transportation agencies should give the same priority to walking and bicycling as is given to other transportation modes. Walking and bicycling should not be an afterthought in roadway design.

☀ **Ensuring Transportation Choices for People of All Ages & Abilities, Especially Children**

Pedestrian and bicycle facilities should meet accessibility requirements and provide safe, convenient, and interconnected transportation networks. For example, children should have safe and convenient options for walking or bicycling to school and parks. People who cannot or prefer not to drive should have safe and efficient transportation choices.



Complete Streets Policy | Village of Tinley Park

☀ **Going Beyond Minimum Design Standards**

Along with the village, the State and County transportation agencies are encouraged, when possible, to avoid designing walking and bicycling facilities to the minimum standards. For example, shared-use paths that have been designed to minimum width requirements will need retrofits as more people use them.

It is more cost effective to plan for increased usage than to retrofit an older facility. Planning projects for the long-term should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.

☀ **Integrating Bicycle & Pedestrian Accommodations on New, Rehabilitated & Limited-Access Bridges**

The village encourages bicycle and pedestrian accommodation on bridge projects including facilities on limited-access bridges with connections to streets or paths.

☀ **Collecting Walking & Bicycle Trip Data**

The best way to improve transportation networks for any mode is to collect and analyze trip data to optimize investments. The village will routinely collect non-motorized trip data in order to track trends and prioritize investments.

☀ **Setting & Tracking Mode Share Targets for Walking & Bicycling**

The village will track and use non-motorized data to establish targets for increasing percentage of trips made by bicycles, walking, and transit. The village can also use data from third party sources, such as www.walkscore.com.

☀ **Include Complete Streets Concepts in Site Plans**

The village will incorporate Complete Streets concepts into planning processes and site plan review.

Purpose

The purpose of this policy is to encourage improvements to the transportation network so that more and more streets and roads in the Village of Tinley Park meet this definition, and to encourage future designs which accommodate all users, thereby creating an increasingly safe and accessible transportation network for all modes and users.

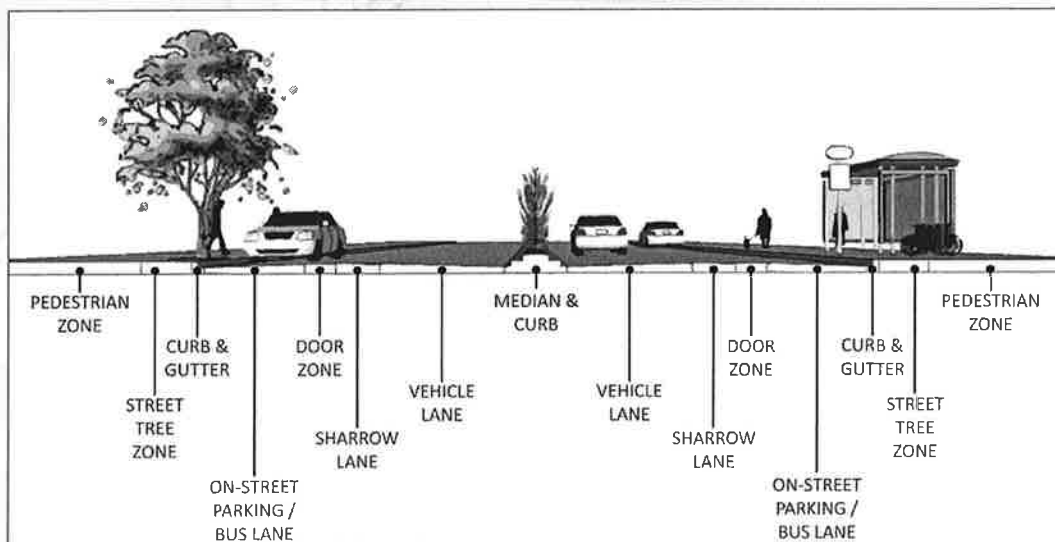
Definition

This policy defines Complete Streets by this outcome:

All current and projected users of the public right-of-way should be able to safely and conveniently reach their destinations along and across a street or road, regardless of their chosen mode of transportation, in order for that street or road to be considered "complete."

"All users" include: pedestrians, cyclists, transit and school bus riders, people with disabilities, motorists, freight haulers, service personnel, and emergency responders. "All users" also includes a wide range of ages from school-aged children to the elderly.

While some streets and roads may require changes to the right-of-way to better accommodate non-motorized users, many low volume streets and roads will require only minor changes, such as signage or restriping, or no changes at all, especially if speed limits are low and enforced (see Context Sensitive, below).



What is a Complete Street?

Sample Cross Section of a Complete Street

Education + Enforcement

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This policy focuses primarily on how streets are designed and built. However, it is also important that the issues of education and enforcement are addressed in regards to Complete Streets. Complete Streets can make the transportation network safer for drivers, cyclists and pedestrians if each knows the rules of the road and obeys those rules. As more cyclists and pedestrians share the right-of-way with automobiles, all parties need opportunities to learn the proper use of treatments like bike lanes, roundabouts, shared lane markings, off road paths, etc. and how to interact safely. On a case by case basis, the village will consider whether a specific project requires special efforts in education or enforcement.

Consistent enforcement of traffic laws for cyclists, drivers and pedestrians is critical in order to ensure that posted speeds are obeyed, proper signals used when turning, and traffic lights and signs are respected. This is true in regards to drivers, pedestrians and cyclists. Bicycles are legal vehicles on all village roads and streets, with the exception of limited-access highways, and are subject to vehicular traffic rights and responsibilities.

Pedestrians and transit riders also must take responsibility for walking along and across roadways in a safe and legal manner, using sidewalks or shoulders when available. If no such facility is available, pedestrians should walk on the left, facing traffic, as near to the outside edge of the roadway as is safe and practical.

Benefits

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By providing, where appropriate, features such as accessible sidewalks, designated bike facilities and accessible transit stops, complete streets encourage walking, transit use and biking, all of which have important health benefits.

By shifting a share of automobile traffic to walking, biking and transit, complete streets help reduce the demand for fossil fuels, ease automobile congestion, reduce wear on roadways, improve air quality and make streets more attractive for businesses and customers, increasing economic activity at the neighborhood level.

Well-designed complete streets improve safety by reducing collisions between automobiles, pedestrians and cyclists.

Complete streets are a logical extension of the Americans with Disabilities Act and improve access for people with disabilities and older citizens, allowing them to participate more fully in community life.

Connectivity

The purpose of a transportation network is to connect users of the network to their desired destinations and make it possible for all individuals to be mobile, engaged members of the community. A well-connected network provides safe and convenient transitions from one mode of transportation to another, from one jurisdiction to another and from one type of infrastructure to another. This can be accomplished by connecting sidewalks to bus stops, providing park and ride locations, providing bike-on-bus opportunities, making convenient connections from separated bike trails to the street grid and by making sure that all these connections are accessible to people with disabilities.

Every effort should be made to provide a continuous, uninterrupted network accessible to all users and modes. A well-connected network considers connectivity throughout the lifespan of a transportation project, and takes into account the needs of both current and projected users.

Context - Sensitive

There is no one design standard that achieves the complete streets outcome. Designs for particular projects will be context-sensitive, considering adjacent land uses and local needs, and incorporating the most up-to-date, widely-accepted design standards for the particular setting, traffic volume and speed, and current and projected demand (see references at end of policy). Each project must be considered both separately and as part of a connected network to determine the level and type of treatment necessary for the street to be complete. The need for complete streets treatments is greatest along corridors that connect populous residential settings with popular and important destinations, including, but not limited to the following: medical, shopping, employment, educational and recreational destinations.

In settings where there are multiple destinations which currently attract pedestrians, cyclists, people with disabilities and transit riders, any or all of the following should be considered: reduced speeds, narrowed travel lanes, bike lanes, adequate shoulders, shared lane markers, off road trails, accessible sidewalks, marked crosswalks, median refuges, accessible pedestrian controls and accessible and comfortable transit stops. It is also important that these features are included if there is a strong likelihood of future demand. If adjacent land use is changing to include more urbanized uses such as "Main Street", schools, medical facilities and shopping destinations, road design needs to anticipate future demand.

Certain factors, such as the existence of a fixed transit route or proximity to a school, clearly demonstrate the need for safe non-automobile travel.



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Well-worn foot paths in grassy/muddy areas along a road are also de facto evidence of the need for pedestrian facilities including sidewalks and crosswalks. Since part of every transit trip is made on foot or by using a mobility device, all transit stops should be accessible to pedestrians and people with disabilities. Because schools are natural concentrations of non-drivers, and school bus service is usually limited by a minimum distance from the school, and because bus service is usually not provided for before school or after school activities; walkers, people with disabilities and cyclists must be routinely accommodated within a minimum distance of two miles from a school facility.

The Village of Tinley Park encourages school boards and other community institutions and jurisdictions to be proactive by considering complete streets principles when selecting new sites. If new schools are located in areas that are accessible to walkers and bicyclists, school systems can better manage transportation costs and jurisdictions can avoid new congestion problems. Students can also enjoy the health benefits of walking or biking. The same can be true when shopping, medical, postal, governmental and other public facilities are built in locations that are accessible to pedestrians, cyclists, the elderly and people with disabilities. The most effective time to address these issues is early in the site selection and facility design process, therefore Complete Streets discussions should begin immediately when new facilities are being conceptualized.

It is important to note that many low-speed, low-volume residential streets can be considered complete with no additional treatment because pedestrians, people of all abilities, cars and cyclists can already interact safely. Likewise, many low-volume roads with limited current or projected demand from cyclists, transit riders, pedestrians and people with disabilities may require no additional treatment to be considered complete. In general, specific treatments are less necessary where average daily traffic volumes are less than 1,000 vehicles a day and legal speeds are 25 mph or less. Where traffic is light, but speeds are higher, motorists must have adequate sight distance and the opportunity to change lanes to pass a bicycle or pedestrian for a road to be complete without additional design elements.

Applicability

This policy applies to all roadway projects within the Village of Tinley Park, including:

1. Request Surface Transportation Program (STP),
2. Congestion Mitigation/Air Quality (CMAQ),
3. County and State projects within the village limits,
4. New Subdivisions, and
5. Projects located within any Legacy Code District.

Some projects, especially those with rural cross sections (defined as 'un-curbed'), may require no additional complete streets treatments if it is determined during the application review phase that no current or projected need justifies such treatment.

To the extent consistent with current federal law, all projects federally funded under this policy will be to enhance transportation choices in both the community and the Region. The Village of Tinley Park encourages county and state jurisdictions to review and revise their ordinances and policies to reflect complete street design guidelines and to apply these guidelines to projects as appropriate. In addition, the Village of Tinley Park encourages private developers to apply complete streets principles to their projects. We also encourage neighboring regions to utilize these principles in order to ensure connectivity across jurisdictions and regions.

The policy applies to all phases of project development, from initial planning through construction. How a project will address complete street requirements will be documented in the following ways:

1. Complete street analysis during site plan review,
2. Project's application for TIF funds or any other village incentive, and
3. Village of Tinley Park project application for federal funds (if applicable).