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**ORDINANCE NO. 18-19-39**  
**AN ORDINANCE ADOPTING THE COMPLETE STREETS POLICY**  
**FOR THE VILLAGE OF JOHNSBURG, McHENRY COUNTY, ILLINOIS**

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AN ORDINANCE PASSED BY THE  
PRESIDENT AND BOARD OF TRUSTEES  
OF THE VILLAGE OF JOHNSBURG  
AT A REGULAR MEETING ON APRIL 4, 2019  
PUBLISHED IN PAMPHLET FORM BY AUTHORITY OF THE  
PRESIDENT AND BOARD OF TRUSTEES  
OF THE VILLAGE OF JOHNSBURG

President

Edwin P. Hettermann

Board of Trustees

Tom Curry  
Kyle Frost  
Josh Hagen  
Mary Lou Hutchinson  
Greg Klemstein  
Kevin McEvoy

Village Administrator

Claudett E. Peters

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**FOR THE VILLAGE OF JOHNSBURG, McHENRY COUNTY, ILLINOIS**

WHEREAS, the Village of Johnsburg recognizes the need to accommodate all modes of transportation within the public right-of-way, including travel by pedestrians, bicycles, motorists and transit users; and

WHEREAS, the Village seeks to meet the transportation needs of all its citizens by providing street networks that safely connect to all properties thereby creating a more livable and safer community for all citizens, regardless of age or ability; and

WHEREAS, Complete Streets are any improvements in the public right-of-way including, but not limited to, sidewalks, pedestrian intersection treatments, narrower streets in low-speed residential areas, pedestrian refuge islands on moderate-speed arterial or collector streets, on-street and/or off-street bicycle facilities, enhanced landscaping and streetscaping and more non-vehicular connections between public right-of-way and private properties, which provide the following benefits:

- Increased Travel Choices: Streets that provide choices, give people the option to avoid traffic congestion, and increase the overall capacity of the transportation network.
- Improved Safety: Design and accommodation for bicyclists and pedestrians that reduces the incidence of crashes.
- Quality of Living: Increased bicycling and walking are indicative of a vibrant and livable community.
- Economic Development: Complete Streets can reduce transportation costs and travel time while increasing property values and job growth in communities.
- Improved Return on Infrastructure Investments: Integrating wider sidewalks at senior and medical facilities, bike paths, transit amenities and safe crossings into the initial design of a project spares the expense of future retrofits.
- More Walking and Bicycling: Streets that provide room for bicycling and walking help people of all ages get physical activity, gain independence and increase overall health; and

WHEREAS, adopting a policy for Complete Streets is consistent with the Village's 2011 Vision Session Report, which specifically includes the following transportation goals and objectives: Provide access to multi-modal transportation options including buses, Metra, bike paths, sidewalks, ride share, etc.; and to promote development of a safe community with affordable housing, entertainment options, employments options, walk ability and access to natural assets.

WHEREAS, adopting a policy for Complete Streets is consistent with the Village's Comprehensive Land Use Plan and the Downtown Addendum to the Plan; and

WHEREAS, the Village views Complete Streets as an opportunity to improve safety, access, and mobility for users of the public way and recognizes bicycle, pedestrian, and transit users as integral elements of the transportation system; and

WHEREAS, the Village has initiated a Safe Routes to School program to provide children a safe means to walk and/or bicycle to and from school,

NOW, THEREFORE, BE IT ORDAINED by the Village Board of the VILLAGE OF JOHNSBURG, McHenry County, Illinois as follows:

SECTION 1: That the Village of Johnsburg hereby adopts the attached Complete Streets Policy.

SECTION 2: If any section, paragraph, subdivision, clause, sentence or provision of this Ordinance shall be adjudged by any Court of competent jurisdiction to be invalid, such judgment shall not affect, impair, invalidate or nullify the remainder thereof, which remainder shall remain and continue in full force and effect.

SECTION 3: All ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict.

SECTION 4: This Ordinance shall be in full force and effect upon its passage, approval and publication in pamphlet form (which publication is hereby authorized) as provided by law.

Voting Aye: Trustees McEvoy, Curry, Hagen, Frost and Klemstein

Voting Nay: None

Absent: Trustee Hutchinson

Abstain: None

APPROVED:



Village President Edwin P. Hettermann



ATTEST:

  
Village Clerk Claudett E. Peters

Passed: April 4, 2019

Approved: April 4, 2019

Published: April 4, 2019

Prepared by:

Claudett Peters, Village Administrator

Village of Johnsburg

1515 Channel Beach Avenue

Johnsburg, IL 60051

## VILLAGE OF JOHNSBURG COMPLETE STREETS POLICY

### I. VISION

Complete Streets offer residents the potential for improved health, safety, reduced transportation costs, greater transportation options, increased community interaction, greater social equity, and more livable communities. The Village supports the creation of amenities that enhance the quality of life of residents and improves the physical and social environment in ways that attract businesses and workers. This Complete Street Policy directs the Village to develop and maintain a safe, reliable, equitable, and efficient, multi-modal transportation system that people of all ages and abilities (including children, the elderly, and the disabled) can access, utilize, and enjoy. This purpose of this policy is to ensure that the safety and convenience of all users of the transportation system are accommodated. This policy shall be observed when planning, designing, constructing, and operating Village streets.

#### Goals

- Provide a variety of choices for active, non-motorized transportation to routine destinations
- To create a comprehensive, integrated, and connected transportation network that supports sustainable development
- Improve health and physical fitness among residents
- Create aesthetically beautiful and physically pleasant streets for walking, biking, bussing, and driving
- Enhance roadway safety for pedestrians, bicyclists, and cars
- Preserve the natural environment of the Village and reduce greenhouse gas emissions
- Improve the local economy by creating quality of life resources for the Village residents
- To recognize the need for flexibility to accommodate different types of streets and users
- To ensure that the Complete Streets design solutions fit within the context(s) of the community
- Increase the capacity and efficiency of the transportation network, reduce traffic congestion, and improve air quality by improving mobility options

### II. DIVERSE USERS

The Village shall ensure that the safety and convenience of all users of the transportation system are accommodated, including pedestrians, bicyclists, transit riders, people of all ages and abilities, motorists, emergency responders, freight providers, and adjacent land users.

When there are conflicting needs among users and modes, the following prioritization will apply:

- A. Above all, safety is paramount, followed by mobility
- B. Among modes, pedestrians shall come first Village-wide, followed by the next most vulnerable types of users
- C. Seek balance among all modes involved

It is recognized that all modes cannot receive the same type of accommodation and space on every street, but the overall goal is that everyone – young, old, and of varying ability – can safely and conveniently travel across the network using whatever mode they choose.

### **III. PROJECTS AND PHASES**

The Village shall approach every transportation improvement and project phase as an opportunity to create safer, more accessible streets for all users. These phases include, but are not limited to planning, 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, re-channelization projects and major maintenance, must also be considered.

### **IV. EXEMPTIONS**

Any exemption to the Policy, including for private projects, must be approved by Village Board with input from the Village Planner and Village Engineer and must be documented in writing with all supporting data that indicates the basis for the decision. Such documentation shall be publicly available. Exemptions may be considered for approval when:

- Specific users are prohibited from using the street or other transportation facility (such as an interstate freeway) by law;
- The activities are ordinary maintenance activities designed to keep assets in the serviceable condition and do not change the street's geometry or operations. Such activities may include mowing, cleaning, sweeping, pothole filling, concrete joint repair, and other regular or seasonal maintenance;
- The cost of providing full accommodation would be excessively disproportionate to the need or probability of use, now or in the future;
- Accommodation is not practically feasible because of severe topographic constraints or significant adverse impacts to the natural environment, historic or cultural resources, or neighboring land uses;
- The project is under construction or in the final design stages at the time of the adoption of this Policy
- A reasonable and equivalent alternative already exists for certain users or is programmed in the TIP as a separate project
- The existing and planned population, employment densities, traffic volumes, or level of transit service around a particular roadway, as documented by the comprehensive land use plan, is so low as to demonstrate an absence of current and future need
- The Village Board issues a documented exemption concluding that the application of Complete Streets principles is unnecessary, unduly cost prohibitive, or inappropriate because it would be contrary to public safety

When projects are exempted from the Policy, a greater effort shall be made to accommodate affected users elsewhere, including on adjacent streets and on streets that intersect with the street or facility. Exemptions to this policy shall not be allowed for roadways functionally classified as arterials.

## **V. JURISDICTIONS**

This Policy shall apply to all Village owned transportation facilities in the public right-of-way including but not limited to: streets, sidewalks, alleys, bridges, trails, parking lots, and all other connecting pathways. Privately constructed and owned streets are also required to adhere to this policy as a condition of street adoption by the Village.

Looking to the future, the Village shall also foster partnerships to create facilities and accommodation that further the Village's vision of a connected, integrated transportation network that reaches beyond Village borders. Partners should include but not be limited to:

- Illinois Department of Transportation
- Village Board
- County Commissioners
- Local utility companies
- School Districts
- Local businesses
- Private developers
- Neighboring communities and counties

## **VI. DESIGN GUIDENCE & FLEXIBILITY**

The Village shall follow accepted design standards and use the best and latest design standards available, including but not limited to: existing design guidance from the American Association of State Highway Officials (AASHTO), Illinois Department of Transportation, the Institute of Transportation Engineers (ITE), the National Association of Village Transportation Officials (NACTO), the Americans with Disabilities Act (ADA), and the Public Right-of-Way Accessibility Guidelines (PROWAG).

The Village shall use the best design standards and recommendation available, to maximize design flexibility and innovation for balanced user and modal needs in our community. This includes a shift toward designing at the human scale for the needs and comfort of pedestrians. Design criteria shall not be purely prescriptive, but shall be based on the thoughtful application of engineering, architectural, urban and rural design principles.

In recognition of various contexts, public input and the needs of many users, 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 can be achieved.

## **VII. LAND USE & CONTEXT SENSITIVITY**

The Village shall implement Complete Streets solutions in a manner that is sensitive to the local context and character, aligns transportation and land use goals recorded in the Village's Comprehensive Land Use Plan, and recognizes that the needs of users may vary by case, community or corridor.

## **VIII. PERFORMANCE MEASURES**

The Village shall measure the success of the Complete Streets Policy using, but not limited to the following performance measures:

- Total miles of bike lanes/ trails built or striped
- Linear feet of new pedestrian accommodation
- Number of ADA accommodations built
- Number of transit accessibility accommodations built
- Number of new street trees planted
- Number of new curb ramps installed along Village streets
- Number of new bike parking spaces created (racks, lockers, etc.)
- Compliments and complaints
- Bicycle, Pedestrian and Multimodal Levels of Service (LOS)
- Transportation mode shift, provided by the National Household Travel Survey
- Crosswalk and intersection improvements
- Percentage of transit stops accessible via sidewalks and curb ramps
- Rate of crashes, injuries, and fatalities by mode
- Rate of children walking or bicycling to school
- Vehicle Miles Traveled (VMT) or Single Occupancy Vehicle (SOV) trip reduction
- Number of approved exemptions from this policy
- Percentage (or number) of sidewalk gaps addressed

Unless otherwise noted above, within one year of ordinance adoption, the Village shall create individual numeric benchmarks for each of the performance measures included, as a means of tracking and measuring the annual performance of the ordinance. Annual reports shall be posted online for each of the above measures.

## **IX. PROJECT SELECTION CRITERIA**

The Village shall follow accepted or adopted design standards and use the best latest design standard available, including but not limited to, existing design guidance from:

- Active Transportation Alliance (ATA)
- Illinois Department of Transportation
- Americans with Disabilities Act (ADA)
- Public Right-of-Way Accessibility Guidance (PROWAG)

- American Association of State Highway and Transportation Officials
  - Guide for Planning, Design, and Operation of Pedestrian Facilities
  - Guide for the Development of Bicycle Facilities
- National Association of Village Transportation Officials – Urban Bikeway Design Guide
- The Access Board – Pedestrian Rights-of-Way Accessibility Guidelines

## X. IMPLEMENTATION

The Village shall view Complete Streets as integral to everyday transportation decision-making practices and processes. Toward this end, this policy shall be implemented through the following directives:

- 1) **Complete Streets Task Force.** A Complete Street Task Force will be created within six (6) months of policy adoption to serve as an objective observer, information resource, and collaborative partner for elected officials, municipal staff, all Village Boards, Committees, Commissions, and community stakeholders.
- 2) **Revisions**
  - a. **Plans & Policies.** The Village and other relevant department, agencies, or committees will incorporate Complete Streets principles into all existing plans, manual, checklists, decision-trees, rules, regulations, and programs as appropriate. This should include but not be limited to the Municipal Code, Comprehensive Land Use Plan, Subdivision Control Ordinance, and Bicycle & Pedestrian Master Plan.
  - b. **Existing Design Standards.** The Village and other relevant department(s), agencies, or committee(s) will review current design standards, including subdivision regulations and new roadway construction guidelines, to ensure that they reflect the best available design standards and effectively implement Complete Streets.
- 3) **Inventory.** The Village will maintain a comprehensive inventory of the pedestrian and bicycling infrastructure and will prioritize projects to eliminate gaps in these networks.
- 4) **Funding.** Village staff will actively seek sources of funding to implement Complete Streets.
- 5) **Project Selection.** Village staff shall recommend improvements to existing transportation project selection criteria to better support Complete Streets creation.
- 6) **Coordination.** The Village shall continue to utilize inter-departmental project coordination to promote the better use of fiscal resources for activities that occur within the public right-of-way.
- 7) **Staff Training.** The Village shall encourage professional development training on non-motorized transportation issues through conferences, classes, seminars, and workshops.
- 8) **Education.** Every Complete Streets project shall include an educational component to ensure that all users understand and can safely utilize the Complete Street.



- 9) **Reporting.** An annual report will be made to the Village Board showing progress made in implementing this policy. The Complete Streets Task Force and other relevant departments, agencies, and committees shall report on the annual increase or decrease for each performance measure contained in this ordinance compared to previous years.

The implementation of Complete Streets shall begin through the consideration of the following identified projects and initiatives that will be considered starting points:

- 1) Incorporate Policy into the Village's Comprehensive Land Use Plan
- 2) Implement pilot projects identified in the Comprehensive Lane Use Plan, Transportation Plan, and Bicycle & Pedestrian Master Plan
- 3) Work on connection to and between trails and paths, including improved signage
- 4) Seek funding support through all identifiable sources
- 5) Ensure that all bridge projects include sufficient pedestrian and bicycle accommodations when feasible
- 6) Distribute this Policy to IDOT, local utilities, and other key agencies
- 7) Ensure consistency in street projects to create broader community benefits
- 8) Preserve and further maximize on-street parking for both convenience and commerce
- 9) Build intersections right the first time, with a vision for the present and future, and correct existing issues whenever possible
- 10) Work with the local schools in continuance of the Safe Routes to School program
- 11) Participate in the US Department of Transportation Mayor's Challenge for Safer People, Safer Streets
- 12) Pursue certification as a walk-friendly Village
- 13) Begin work on a Vision Zero policy aimed at preventing all traffic injuries and fatalities

## CERTIFICATION

I, CLAUDETT E. PETERS, do hereby certify that I am the duly appointed, acting and qualified Clerk of the Village of Johnsburg, McHenry County, Illinois, and that as such Clerk, I am the keeper of the records and minutes and proceedings of the President and Board of Trustees of said Village of Johnsburg.

I do hereby further certify that at a regular meeting of the President and Board of Trustees of the Village of Johnsburg, held on the 4<sup>th</sup> day of April 2019, the foregoing Ordinance entitled ***An Ordinance Adopting a Complete Streets Policy for the Village of Johnsburg, McHenry County, Illinois***, was duly passed by the President and Board of Trustees of the Village of Johnsburg.

The pamphlet form of Ordinance No. 18-19-39, including the Ordinance and a cover sheet thereof, was prepared, and a copy of such Ordinance was posted in the Village Hall, commencing on the 4<sup>th</sup> day of April, 2019, and continuing for at least 10 days thereafter. Copies of such Ordinance were also available for public inspection upon request in the office of the Village Clerk.

I do further certify that the original, of which the attached is a true and correct copy, is entrusted to me as the Clerk of said Village for safekeeping, and that I am the lawful custodian and keeper of the same.

Given under my hand and the seal of the Village of Johnsburg, Illinois, this 4th day of April, 2019.



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Claudett E. Peters, Village Clerk  
Village of Johnsburg,  
McHenry County, Illinois

