



# Complete Streets Policy Brief

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## Introduction

### What is a Complete Street?

The term “complete street” describes a roadway designed to serve all users and modes of transportation. Complete streets are optimized to meet the needs not only of motorists but also of pedestrians, cyclists, transit users and people of different abilities and ages. The specific features of a complete street vary depending on the context and corridor, but common features include:

- Sidewalks, crosswalks, curb ramps and curb extensions
- Sharrows, on-street bicycle lanes or sidepaths
- Medians, pedestrian refuge islands and pedestrian signals
- Transit signs and shelters in areas with fixed-route service
- Signs reminding motorists to share the road

Which of these treatments is appropriate for a particular roadway depends on a wide variety of factors, including the width of the street, the volume of traffic, the surrounding land uses, the proximity to destinations and the level of transit service. Complete streets principles do not prescribe a one-size-fits-all approach to street design; instead, they encourage local decision-makers to consider the conditions of a particular corridor and select the best combination of features to serve all modes and users.

### Benefits of Complete Streets

Complete streets offer a wide variety of benefits to individuals and communities. These benefits can be grouped into two broad categories: direct benefits to users of the transportation system, and indirect benefits to the community.

- **Direct Benefits to Users** – People who travel on complete streets reap immediate benefits in improved safety, increased mobility and greater health:
  - **Safety** – Research conducted by the Federal Highway Administration showed that streets with sidewalks, medians and other treatments typical of complete streets improved safety for pedestrians. In addition, these features can improve safety for motorists by increasing awareness, decreasing traffic speed and preventing collisions due to mid-block turning.
  - **Mobility** – Complete streets improve mobility by offering a wide variety of transportation choices, allowing users to reach destinations by walking, cycling, riding transit or driving. The mobility benefits of complete streets are particularly important for users for whom driving is not an option because of age, ability, income or other limitations. These users depend on the availability of other modes of transportation, and complete streets can dramatically increase their ability to move throughout the community.
  - **Health** – Complete streets improve health by encouraging active transportation such as walking and cycling. By providing a safe and comfortable environment for pedestrians and cyclists, they offer an alternative to sedentary lifestyle choices that can contribute to obesity and other chronic diseases.
- **Indirect Benefits to the Community** – Beyond the direct benefits to users of the transportation system, complete streets offer indirect benefits to the entire community in which they are located:
  - **Economic Development** – Complete streets are designed to promote active transportation, increasing the bicycle and foot traffic near retail establishments. In addition, increasing transportation choices allows some users to reduce their transportation costs, freeing up income for other purposes and increasing the community’s resilience during difficult economic times.
  - **Community Identity** – Streets are an important part of a community’s identity and one of the most visible aspects of its public image. By increasing active transportation options and providing opportunities for interactions among neighbors, complete streets can help to build a sense of community and make the area more attractive to potential residents.
  - **Sustainability** – By making active transportation and transit more attractive, complete streets have the potential to reduce personal vehicle trips, conserving fossil fuels and reducing air pollution.

Complete streets policies tend to focus on the direct benefits of complete streets because they are the most apparent and easiest to measure, especially in the short term.

### **Why Adopt a Complete Streets Policy?**

In early 2014, the National Complete Streets Coalition reported that 610 U.S. jurisdictions, including more than 475 municipalities, had adopted complete streets policies. These policies, along with federal legislation such as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005, and the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) of 2012, reflect a widespread shift in transportation planning philosophy. Instead of responding only to vehicular traffic counts, communities increasingly are looking for opportunities to enhance safety, mobility and health for all users of the transportation system.

Adopting a complete streets policy is a key step in moving toward an inclusive, multimodal transportation system. It expresses a community's commitment to develop a street network that works for everyone and lays out a process to support that commitment. More importantly, the policy provides concrete actions that the community can take to realize its vision of a street network that serves all users and modes of transportation.

The document that follows summarizes the best practices in complete streets policy design and reviews innovative policies as well as those adopted by surrounding communities. It presents resources for complete streets planning and design and summarizes the local policies on which the complete streets policy builds. Finally, it presents a draft complete streets policy for consideration by the Village Board and other local stakeholders.

## Literature Review

### Best Practices

The National Complete Streets Coalition, one of the leading advocates for complete streets policies, recommends that policies include ten elements<sup>1</sup>. These elements are present to varying degrees in nearly all complete streets policies, though the most effective policies explicitly address all ten elements.

1. **Vision** – To succeed, a complete streets policy must create a compelling vision that is specific and appropriate to the community. The vision should be rooted in the community's history and identity, drawing on existing documents such as plans and mission statements. It should also describe the benefits of complete streets to the community.
2. **Users and Modes** – In order to encourage streets that serve all members of the community, the policy should provide clear definitions for "all modes" and "all users." It should list the modes of transportation covered by the policy, recognizing that walking and bicycling are legitimate means of transportation. It should also identify factors that may limit access to transportation options, such as ability, age, race, ethnicity or income.
3. **Projects and Phases** – Under a complete streets policy, any change to the street environment presents an opportunity to improve safety and increase access. The policy should specify which projects and phases of work must incorporate complete streets principles. It should strive to integrate complete streets best practices into the full street lifecycle, from construction to maintenance and operations.
4. **Exceptions** – Complete streets principles are not applicable to every project and type of facility. The policy should identify cases where complete streets principles are not appropriate while avoiding loopholes that weaken the program. Common exceptions include:
  - a. Facilities where certain modes are prohibited (e.g., freeways)
  - b. Cases where the cost of accommodating all modes is "excessively disproportionate" to the need for accommodation
  - c. Projects where there is a lack of current and future need for accommodation
5. **Jurisdiction** – Creating a connected network of complete streets requires a collaborative effort among various levels of government and private developers. The policy should specify how the local community will partner with other jurisdictions and should identify the types of roadways to which complete streets principles apply.
6. **Network Connectivity** – Complete streets provide little benefit to the community unless they form a connected network that links residential neighborhoods with common destinations. The policy should provide strategies to increase connectivity and should describe how complete streets principles apply to private residential development.
7. **Design Criteria** – Most complete streets policies do not create their own design guidelines and instead, adopt one or several existing documents. Common sources of design guidelines include:
  - a. State departments of transportation
  - b. National associations such as the American Association of State Highway and Transportation Officials (AASHTO), the Institute of Transportation Engineers (ITE) and the National Association of City Transportation Officials (NACTO)
  - c. Accessibility laws and guidelines such as the Americans with Disabilities Act (ADA) and the Public Rights-of-Way Accessibility Guidelines (PROWAG)
  - d. Recognized best practice manuals such as the Model Design Manual for Living Streets (2011)
8. **Context Sensitivity** – Complete streets are never a one-size-fits-all solution and require different approaches in different environments. In order to reinforce the idea that complete streets never require elements that are wasteful or inappropriate, the policy should include a commitment to context sensitivity.
9. **Performance Measures** – Performance indicators can help to track progress toward a community's complete streets objectives and to improve accountability and transparency. The specific metrics used in

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<sup>1</sup> "Complete Streets: Local Policy Workbook," National Complete Streets Coalition, last modified Spring 2013, <http://www.smartgrowthamerica.org/documents/cs/resources/cs-policyworkbook.pdf>.

complete streets policies vary widely and range from simple metrics like linear feet of new bicycle facilities to complex aggregate indicators such as vehicle miles traveled (VMT).

10. **Implementation** – Adoption of a policy is often the first step in a community’s journey toward complete streets. The policy should identify next steps to put the policy into action and should specify the responsible parties and timeline for implementation. Next steps could include development of new plans; revision of existing codes or documents; reprioritization of projects; education and training; and reporting requirements for performance measures.

### Model Complete Streets Policies

Each year, the National Complete Streets Coalition publishes rankings of newly adopted complete streets policies based on their adherence to the best practices described above. Several highly ranked policies from communities of similar size and character are summarized below, along with policies with unique or innovative features.

- **Littleton, MA** – The Town of Littleton, a community of nearly 3,000 residents on the northwestern edge of the Boston metropolitan area, adopted a complete streets policy in 2013. The policy, which ranked highest among the 2013 policies, affirmed the legitimacy of a wide variety of modes of transportation and set out a vision for streets that would serve “people of all ages and abilities.” Among its key features, the policy:
  - Included public and private projects as well as state-owned roads
  - Emphasized the importance of a connected network
  - Described a context-sensitive strategy
  - Incorporated a comprehensive list of implementation steps, including:
    - Development of performance measures
    - Revision of existing plans and codes
    - Inventory of bike and pedestrian facilities
    - Reevaluation of capital improvement projects
    - Training of staff and decision-makers
- **Peru, IN** – Located in north-central Indiana, the City of Peru passed an ordinance in 2013 creating a complete streets program to serve its approximately 11,000 residents. The program’s vision centered on improving “access, mobility and health for all users.” Among its unique features, the policy:
  - Provided a wide range of rationales for complete streets, including:
    - Improving the bicycle and pedestrian experience
    - Increasing access to destinations
    - Increasing transportation choice
    - Ensuring thorough review of projects
    - Increasing the safety of non-motorized transportation
  - Identified nine phases of design and construction that should incorporate complete streets principles, from planning and programming to capital improvements and major maintenance
  - Provided exceptions for the following, in addition to the three standard exceptions:
    - Routine maintenance projects
    - Projects where facilities already exist in the same corridor
    - Exclusion of transit in locations where there is no planned service
  - Listed 15 performance metrics, and required calculation of the metrics within six months followed by quarterly online reports
- **Muscataine, IA** – Located on the Mississippi River in eastern Iowa, the City of Muscatine is a community of approximately 23,000 residents. Its 2013 complete streets policy, designed to improve the City’s “quality of life and image,” emphasized connectivity, safety, accessibility, convenience, comfort and visual appeal. Among its primary features, the policy:
  - Used the language of opportunity to describe improvements to safety and accessibility
  - Described specific procedures for granting an exception, and listed the documentation needed to support such exceptions
  - Provided examples of the benefits of a connected non-motorized network
  - Explicitly allowed for the use of innovative ideas, provided safety was maintained

- Specified that projects should strive to:
    - Minimize pavement width
    - Maximize transportation choice
    - Plant street trees where appropriate
  - Identified the following factors for consideration in implementing complete streets principles:
    - Access to destinations
    - Access across barriers
    - Expected number of users of non-motorized modes
    - Connectivity of trails and other safe routes
    - Existing level of service in the corridor
  - Listed as next steps the creation of an active transportation route map and the development of an implementation plan
- **Piqua, OH** – The City of Piqua, a community of approximately 21,000 residents located in western Ohio, adopted a complete streets policy in January 2013. The policy included an extensive list of complete streets resources and laid out a vision of creating a safe, accessible, attractive and livable community. To that end, the policy:
  - Identified several broad purposes for moving toward complete streets, including:
    - Decreased dependence on fossil fuels
    - Reduced traffic congestion
    - Improved air quality
    - Reduced wear on roads
    - Increased economic development
    - Compliance with MPO policies to ensure funding for projects
  - Grounded its goals in a recent comprehensive plan
  - Provided eleven specific directives, including:
    - Provision of door-to-door bicycle and pedestrian connectivity
    - Separation of bike and pedestrian facilities from traffic
    - Improved compliance with the Americans with Disabilities Act
- **Fort Lauderdale, FL** – With a population of approximately 166,000, the City of Fort Lauderdale had the highest-ranked 2013 complete streets policy for a large city. Its policy emphasized mobility and walkability, and:
  - Focused on improving access to destinations through non-motorized connectivity
  - Specified that all streets were subject to the design manual regardless of jurisdictional ownership
  - Required integration of the complete streets policy with a wide variety of planning documents, including the comprehensive plan and land development regulations
  - Included the concept of “sense of place” in its treatment of context sensitivity
  - Identified eight performance metrics, including:
    - Miles of on-street bicycle facilities
    - Miles of pedestrian facilities
    - Number of non-compliant curb ramps
    - Proportion of new street projects that serve multiple modes
  - Listed seven implementation actions, including identification of a lead department and development of an active transportation facilities inventory.
- **Des Plaines, IL** – The City of Des Plaines, a northwestern suburb of Chicago with a population of approximately 58,000, adopted a complete streets policy in December 2011. The policy:
  - Required the creation of a complete streets checklist to be used in development review.
  - Suggested that “designing complete streets is not additional work for planners, architects and engineers; it is different work.”
  - Included specific metrics to measure progress
  - Specified that metrics should be reported as part of the annual budget report



## Local Complete Streets Policies

Several municipalities and agencies in Champaign County have adopted complete streets policies in recent years. These policies offer insight into the ways in which complete streets principles have been applied locally.

- **Champaign, IL** – In 2008, the City of Champaign, a neighboring community, adopted the Champaign Moving Forward transportation master plan. The plan listed adherence to complete streets principles as one of its roadway policies.
- **Urbana, IL** – The City of Urbana, a neighboring community, adopted a complete streets policy in November 2011. The policy amended the City's comprehensive plan by adding an objective and an implementation step related to complete streets. The background document accompanying the amendment:
  - Provided examples of complete streets concepts illustrated, where possible, with local photographs
  - Described the benefits of complete streets in terms of safety, health, sustainability and livability
  - Outlined the process for updating existing planning documents such as the Urbana Subdivision and Land Development Code and the Urban Manual of Practice
  - Summarized the results of a review performed by the Urbana Bicycle and Pedestrian Advisory Commission and a public hearing held by the Urbana Plan Commission
- **Campus Area Transportation Study (CATS)** – The CATS Policy Committee, representing the University of Illinois, the City of Champaign, the City of Urbana and the Champaign-Urbana Mass Transit District, adopted a complete streets policy in 2012. The policy:
  - Identified the values supporting the policy as "safety, mobility, and fiscal responsibility" as well as "environmental, scenic, aesthetic, historic and natural resources, and social equity values."
  - Listed five phases, from project identification to reconstruction, to which complete streets principles apply
  - Excluded privately owned streets from complete streets considerations, in addition to the standard exceptions, and specified a process for granting exceptions
- **Champaign Urbana Urbanized Area Transportation Study (CUUATS)** – In September 2012, the CUUATS Policy Committee adopted a complete streets policy for the metropolitan planning organization (MPO). The policy and accompanying background document:
  - Described the shift in federal transportation regulation from auto-centric to multi-modal
  - Outlined the benefits of complete streets in terms of livability, economic development and environmental sustainability
  - Described the impact of the policy on planning documents developed by CUUATS
  - Identified ten types of plans and codes that member municipalities could review, in consultation with CUUATS, for compatibility with complete streets principles

## Resources

The past few years have seen the publication of numerous resources on complete streets, including street design manuals and reviews of complete streets policies. This list of resources, while not exhaustive, offers a starting point for learning about complete streets policies and processes.

- **National Complete Streets Coalition** (<http://www.completestreets.org>) – This website provides a comprehensive overview of the benefits and discusses specific elements of complete streets. It also provides resources such as a workbook, model legislation language and fact sheets.
- **Complete Streets Resource List** (<http://www.planning.org/research/streets/resources.htm>) – This list developed by the American Planning Association (APA) covers aspects of complete streets, from basics, guidelines and design considerations to aging population, children, health aspects, and transit.
- **The Best Complete Streets Policies of 2013** (<http://www.smartgrowthamerica.org/documents/best-complete-streets-policies-of-2013.pdf>) – This list, compiled annually by the National Complete Streets Coalition, reviews the policies adopted to date and assesses how well they meet the ten elements of a complete streets policy. The report also highlights exemplary policy language from the highest ranking complete street policies.
- **Complete Streets: Best Policy and Implementation Practices** ([https://www.planning.org/store/product/?ProductCode=BOOK\\_P559](https://www.planning.org/store/product/?ProductCode=BOOK_P559)) – This book by Barbara

McCann and Suzanne Rynne discusses policy and implementation best practices based on the experiences of communities around the United States. It covers the full range of the complete streets planning process, from building support to adoption of a policy to integration with existing planning documents.

- **Champaign County Greenways & Trails Design Guidelines** ([http://www.ccrpc.org/greenways/pdf/ActiveChoices/13GT\\_DesignGuidelines\\_2014.06.17.pdf](http://www.ccrpc.org/greenways/pdf/ActiveChoices/13GT_DesignGuidelines_2014.06.17.pdf)) – This chapter of the Champaign County Greenways & Trails Plan includes design standards of on- and off-street facilities developed through interviews with local public works and planning officials.
- **Bureau of Design & Environment (BDE) Manual** (<http://www.idot.illinois.gov/Assets/uploads/files/Doing-Business/Manuals-Split/Design-And-Environment/BDE-Manual/Chapter%2017%20Bicycle%20and%20Pedestrian.pdf>) – This manual published by the Illinois Department of Transportation (IDOT) includes a chapter on bicycle and pedestrian accommodations that covers both policies and design guidelines.
- **Manual on Uniform Traffic Control Devices (MUTCD)** ([http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/pdf\\_index.htm](http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/pdf_index.htm)) – This manual published by the Federal Highway Administration describes standards for signs, signals and pavement marking, as well as traffic control measures for bicycle facilities.
- **Guide for the Development of Bicycle Facilities (Bike Guide)** ([https://bookstore.transportation.org/collection\\_detail.aspx?ID=116](https://bookstore.transportation.org/collection_detail.aspx?ID=116)) – This book published by the American Association of State Highway and Transportation Officials (AASHTO) provides design guidelines for incorporating bicycle facilities into a variety of street environments.
- **Public Rights-of-Way Accessibility Guidelines (PROWAG)** (<http://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way/proposed-rights-of-way-guidelines>) – These guidelines published by the United States Access Board provides specifications for the design of accessible sidewalks and pedestrian facilities.
- **Urban Street Design Guide** (<http://nacto.org/usdg/>) – This design manual published by the National Association of City Transportation Officials (NACTO) offers guidelines for designing multi-modal streets and intersections.
- **Urban Bikeway Design Guide** (<http://nacto.org/cities-for-cycling/design-guide/>) – This manual published by the National Association of City Transportation Officials (NACTO) provides design guidelines for incorporating on- and off-street bicycle facilities into urban street environments.

## Policy Background

Effective complete streets policies do not arise independently, but instead grow out of the local context. They build on past planning efforts and policies, providing an opportunity to revisit these documents and, if necessary, to revise them to support a multi-modal transportation system that serves all users.

- **Village of Savoy Comprehensive Plan Update (2009)** – In 2009, the Village of Savoy updated its 2002 comprehensive plan. The updated plan examined ten areas of focus, many of which were centered on specific sites in the Village. Key elements that relate to complete streets include:
  - Based on feedback received at public meetings, preserving the “small town atmosphere” of Savoy was one of the plan’s goals. The plan referenced the existing requirement that developers include sidewalks and pedestrian trails in new subdivisions, and it recommended that this requirement be maintained. According to the plan, these pedestrian facilities could help to increase interaction among neighbors and build a sense of community.
  - In order to increase pedestrian activity in the U.S. 45 corridor, identified as the “Village Center of Savoy,” the Village installed a wide sidewalk along the west side of the road.
  - The plan recommended development of a greenspace master plan that would address, among other issues, trails and pedestrian connectivity.
  - The 2009 plan update reviewed objectives from the 2002 comprehensive plan, including the goal of providing an “improved system of bicycle and pedestrian trails.” As of 2009, the objective was being discussed in the Champaign County Greenways and Trails Committee with the possibility of incorporating bicycle and pedestrian facility requirements into the existing subdivision regulations.
  - Another objective from 2002, that the Village “require interconnections between commercial and residential projects to allow pedestrian and vehicular access,” was listed as being implemented in the subdivision development code.
  - Several comments from a June 18, 2008 public meeting referenced the need for additional pedestrian and bicycle facilities. These comments envisioned a walkable and bicycle-friendly community that would attract new residents by promoting an active, healthy lifestyle.
- **Village of Savoy: Planning for Parks and Recreation (2002)** – Released in February 2002, this report described the existing recreational facilities in Savoy, presented the results of a community needs assessment survey and identified strategies for improving parks and recreation. Elements that relate to complete streets include:
  - The report found that Village fell well below national guidelines for amount of park space in communities of its size.
  - One of the report’s recommendations was to “link park components to neighborhoods with safe pedestrian and bicycle routes.”

## Complete Streets Policy

### Vision

Building on its small town character and existing connections to the Champaign-Urbana urban area, the Village of Savoy will develop a safe, efficient and connected street network that improves safety, increases mobility and promotes health for all users and modes of transportation.

### Users and Modes

The Village of Savoy recognizes that certain populations face obstacles or limitations in their use of the transportation system. The Village will develop a street network that serves all users regardless of age, ability, race, ethnicity or income.

The Village of Savoy acknowledges that walking, bicycling and other non-motorized modes are legitimate means of travel that deserve access to the transportation system. The Village will develop a street network that is safe and convenient for all modes of transportation, including:

- Pedestrians
- Bicyclists
- Motorists
- Transit riders
- Emergency responders
- Freight providers

In addition, the Village will develop the street network to meet the needs of adjacent land owners.

### Projects and Phases

The Village of Savoy is committed to meeting the needs of all users and modes throughout the street lifecycle. The Village will approach every transportation project as an opportunity to improve safety, mobility and health for all users and modes. It will do so during all phases of the project, including:

- Project identification
- Scoping, planning, design and engineering
- Right-of-way acquisition
- Construction
- Operation and maintenance
- Reconstruction

To ensure that all transportation projects comply with this policy, the Village has developed a brief checklist, included as an attachment. The checklist must be completed by the lead developer or department responsible for the project and submitted to the Village Engineer, or to a staff member designated by the Village Engineer, for review and approval.

### Exceptions

The Village of Savoy recognizes that it is neither possible nor appropriate to accommodate all modes of transportation on all roadways. The Village Board of Trustees may grant exceptions to this policy in cases where:

- Certain modes of transportation are prohibited by law from using the roadway
- The cost of providing accommodation is excessively disproportionate to the need or probable use
- There is an absence of both current and future need for accommodation based on current and predicted population, employment, traffic volumes or transit service
- Equivalent facilities already exist in the same corridor
- The project includes only routine maintenance activities (e.g., restriping or spot repairs) that do not change the geometry or operations of the roadway
- The street ultimately will be privately owned and maintained

All requests for exceptions, including those for privately-developed projects, must be submitted in writing, along with supporting documentation, to the Village Manager.

## **Jurisdiction**

The Village of Savoy includes roadways under the jurisdiction of the Village, the Champaign County Highway Department and the Illinois Department of Transportation. The Village will apply this policy to all village-owned transportation facilities in the public right-of-way, including streets and bridges. In addition, the Village will partner with the Champaign County Highway Department and Illinois Department of Transportation in order to apply, where possible, the policy to roadways under their respective jurisdiction.

## **Network Connectivity**

The Village of Savoy recognizes that complete streets function most effectively when they are part of a cohesive, connected network. The Village will develop its street network in a way that creates multimodal connections between residential areas and destinations such as employment centers, schools, parks and retail. In addition, the Village of Savoy will partner with the City of Champaign, the City of Urbana and the University of Illinois in order to provide connections between the Village's transportation facilities and services and the facilities and services available in and planned for their respective jurisdictions.

## **Design Standards**

The Village of Savoy acknowledges that the layout of roadways that serve all users and modes is documented in a variety of recognized design manuals. In designing its roadway network, the Village will make use of the current best practices documented in resources published by:

- Champaign County Regional Planning Commission (CCRPC)
  - e.g. Champaign County Greenways & Trails Design Guidelines
- Illinois Department of Transportation (IDOT)
  - e.g. Bureau of Design & Environment (BDE) Manual
- Federal Highway Administration (FHWA)
  - e.g. Manual on Uniform Traffic Control Devices (MUTCD)
- American Association of State Highway and Transportation Officials (AASHTO)
  - e.g. Guide for the Development of Bicycle Facilities (Bike Guide)
- Institute of Transportation Engineers (ITE)
- United States Access Board
  - e.g. Public Rights-of-Way Accessibility Guidelines (PROWAG)
- Americans with Disabilities Act (ADA)
- National Association of City Transportation Officials (NACTO)
  - e.g. Urban Street Design Guide
  - e.g. Urban Bikeway Design Guide

In responding to local conditions and public input, the Village may depart from these guidelines in order to pursue innovative approaches given that the safety of all users is maintained.

## **Context Sensitivity**

The Village of Savoy recognizes that transportation facilities most effectively meet the needs of all users and modes when they are tailored to fit the local context. The Village will provide multimodal facilities in a way that complements the character and land use patterns of the surrounding area, adapting solutions to suit the neighborhood and corridor. Complete streets design concepts will be of particular priority in corridors identified in a future Bicycle and Pedestrian Plan for the Village of Savoy.

## **Performance Measures**

The Village of Savoy is aware that creating a street network that serves all modes and users will take time and is committed to tracking its progress toward the vision outlined in this policy. With the assistance of agencies like the Champaign County Regional Planning Commission, the Village will measure progress toward a multimodal transportation network using recognized transportation metrics, including:

- Total miles of sidewalks and pedestrians paths
- Total miles of on-street bicycle facilities

- Percentage of new street projects that include pedestrian and bicycle facilities
- Number and severity of collisions between vehicles and users of other modes of transportation
- Traffic counts for arterial streets and major collector streets, as data is available

The Village will establish baseline values for these measures within six months of the adoption of this policy and will publish yearly updates on its website while the policy is in effect.

### **Implementation**

The Village of Savoy is committed to providing a multimodal street network that serves all users and will take the steps necessary to move in that direction. Specifically, the Village will:

- Revise or amend the Village's forthcoming comprehensive plan to incorporate this policy
- Complete an inventory of the location and condition of existing bicycle and pedestrian facilities within the Village as part of a future Bicycle and Pedestrian Plan for the Village, and maintain a database of active transportation facilities
- Revise the zoning code, subdivision ordinance and other applicable regulations to bring them into conformity with this policy
- Review future capital improvement projects, and prioritize multimodal projects and those that expand transportation choice
- Using videos, webinars and other available resources, train relevant officials and staff on the principles and design requirements of a multimodal transportation network
- Coordinate infrastructure investments with the Champaign Urbana Urbanized Area Transportation Study (CUUATS) and neighboring municipalities in order to advance the principles outlined in this policy

## Complete Streets Checklist

Project name and location:

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Contact name:

Contact phone:

Contact e-mail:

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The Village of Savoy has a complete streets policy that requires transportation projects to accommodate all users and modes of transportation except in certain narrowly defined cases. This checklist is designed to ensure that planned transportation projects are compliant with the policy.

### A. Existing Conditions

1. What accommodations currently exist within this corridor for each of the following modes?

Pedestrian: 

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Bicycle: 

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Transit: 

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2. If there are no accommodations for a mode, where is the nearest facility or service for that mode?

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3. What needs or challenges currently exist in the corridor for pedestrians, cyclists, transit riders, the elderly or people with disabilities?

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### B. Plans and Public Input

1. Which adopted plans, if any, call for accommodations for users of non-motorized transportation in this corridor? Describe any planned or proposed accommodations.

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2. Have comments received as part of a public input process identified the need for accommodations in this corridor? If so, summarize the relevant comments.

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### C. Proposed Project

1. What accommodations are planned for each of the following modes? Describe accommodations provided during all phases of the project, including construction and ongoing maintenance.

Pedestrian: 

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Bicycle: 

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Transit: 

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2. In providing these accommodations, which relevant design standards or guidelines have been used?

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3. Will the proposed project decrease safety, mobility or health for any group of users or mode of transportation? If so, describe the proposed changes and provide the justification for making them.

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4. Does the project qualify for any of the exceptions outlined in the complete streets policy? If so, list the exception and attach supporting documentation. 

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5. With which agencies and jurisdictions has the project staff coordinated to ensure network connectivity?

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