

VILLAGE OF LINCOLNSHIRE

COMPLETE STREETS POLICY

Approved on 3/19/2020

Policy Statement

The Village of Lincolnshire ("Village") recognizes the importance of "Complete Street" design principals for all development projects in the Village. A Complete Street is designed and operated to safely accommodate all users, including motorists, pedestrians, bicyclists, transit users, and people of all ages and abilities.

The historical design and usage patterns of Village roads makes it difficult to apply a Complete Streets policy within Lincolnshire. Specifically, the Village development style has been to follow the natural lay of the land and to preserve trees, resulting in the exclusion of sidewalks or paths in many areas of the Village. However, many paths run along major transportation corridors that connect the residential areas with parks, the Des Plaines River Trail, and commercial areas of the Village.

Policy Guidelines

The Village shall:

- Incorporate Complete Streets into the budgeting process and give full consideration to Complete Streets in the planning and development of future road projects where appropriate.
- Require incorporation of Complete Streets elements in both public and private development projects, where appropriate. These may include, but are not limited to: sidewalks, bike lanes, crosswalks, curb-cuts, wide shoulders, medians, bus pullouts, audible pedestrian signals, and sidewalk bulb-outs.
- Research and implement, where feasible, the use of traffic calming devices and systems as part of future road projects.
- Coordinate incorporation of Complete Streets elements with other government agencies in shared jurisdictional joint projects.
- Encourage interconnecting adjacent subdivisions with pedestrian trails and/or bicycle connections to avoid speeding "cut-through" automobile traffic on collector and arterial roads.

Applicability & Exceptions

This Complete Streets policy shall be applied to all projects involving roadway improvements where feasible. Nevertheless, circumstances may make application of this policy impractical or unfeasible. Examples of such circumstances include, but are not limited to, the following:

- The scope of the project is limited to maintenance to keep the roadway in serviceable condition.
- Sufficient documentation makes it unfeasible to accommodate Complete Streets improvements for non-vehicular traffic within the scope of a project.
- The existing and planned population and employment densities or level of transit service around a particular roadway is low; documentation of current or anticipated

need for accommodations of non-motorized roadway users is insufficient; or the road is not a current or planned transit route.

- The cost for a particular Complete Street design recommendation would be excessively disproportionate to the need of a particular improvement, with due consideration given to current and future users, latent demand, and the social and economic value of providing a safer and more convenient transportation system for all users.
- Application of Complete Streets elements to the project will result in damage or conflict with roadside treatments consistent with green infrastructure, storm water control, endangered or threatened native species of flora or fauna, natural movement of native wildlife, and other resource preservation considerations.

Areas of Focus for Complete Streets

- Lincolnshire Corporate Center (Barclay Boulevard and other roads)
- Westminster Way
- Half Day Road
- Milwaukee Avenue
- Riverwoods Road
- Aptakisic Road