

A RESOLUTION

of the Council of the City of Berkley, Michigan
Supporting a “Complete Streets” Policy for the City of Berkley

WHEREAS, “Complete Streets” are defined as a design framework that enables safe and convenient access for all users, including pedestrians, bicyclists, transit riders, and drivers of all ages and abilities; and

WHEREAS, “Complete Streets” are achieved when transportation agencies routinely plan, design, construct, re-construct, operate, and maintain the transportation network to improve travel conditions for bicyclists, pedestrians, transit, and freight in a manner consistent with, and supportive of, the surrounding community; and

WHEREAS, development of pedestrian, bicycle, and transit infrastructure offers long-term cost savings and opportunities to create safe and convenient non-motorized travel; and

WHEREAS, streets that support and invite multiple uses, including safe, active, and ample space for pedestrians, bicycles, and transit are more conducive to the public life and efficient movement of people than streets designed primarily to move automobiles; and

WHEREAS, increasing active transportation (e.g., walking, bicycling and use public transportation) offers the potential for improved public health, economic development, a cleaner environment, reduced transportation costs, enhanced community connections, social equity, and more liveable communities; and

WHEREAS, the City of Berkley’s Master Plan was last adopted in January 2007 and addresses multiple forms of transportation including roads, mass transportation, and nonmotorized transportation; and

WHEREAS, “Complete Streets” principles have been and continue to be adopted nation-wide at state, county, MPO, and city levels in the interest of proactive planning and adherence to federal regulation that guide transportation planning organizations to promote multi-modal transportation options and accessibility for all users; and

WHEREAS, in response to the Complete Streets Initiative, the State of Michigan adopted an amendment to the Planning Enabling Act in 2010 stating that a community’s master plan shall include all components of a transportation system and their interconnectivity including streets and bridges, public transit, bicycle facilities, pedestrian ways, freight facilities and routes, port facilities, railroad facilities, and airports, to provide for the safe and efficient movement of people and goods in a manner that is appropriate to the context of the community and, as applicable, considers all legal users of the public right-of-way.

NOW, THEREFORE, THE CITY OF BERKLEY RESOLVES:

SECTION 1: That the Council of the City of Berkley hereby declares its support of “Complete Streets” policies.

SECTION 2: That the Planning Commission is hereby directed to begin preparing a master plan amendment to include an expanded section on multimodal transportation in accordance with the Planning Enabling Act.

Introduced and Passed at a Regular Meeting of the Berkley City Council on Monday, October 4, 2010.

Marilyn V. Stephan
Mayor

Attest:

Mary V. Hughes
City Clerk



Introduction to Complete Streets

City of Berkley
September, 20 2010



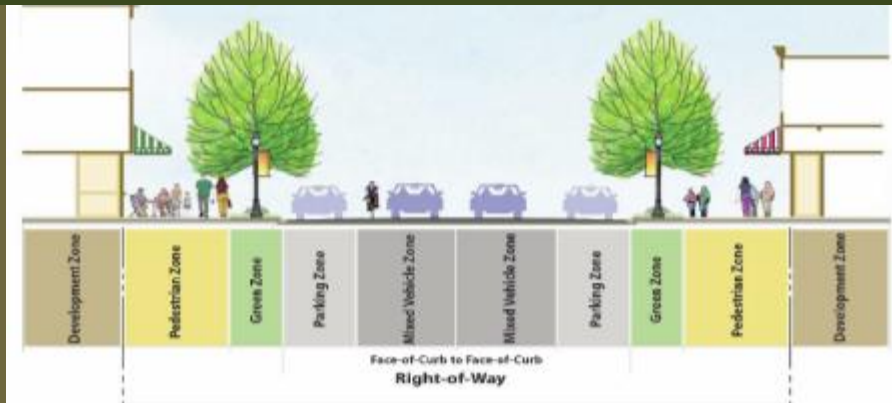
Brad Strader, AICP, PTP
President, LSL Planning, Inc.

Outline

- What is a Complete Street
- What are the benefits
- Why it benefits Berkley
- How Berkley can get started



Definition of Complete Streets



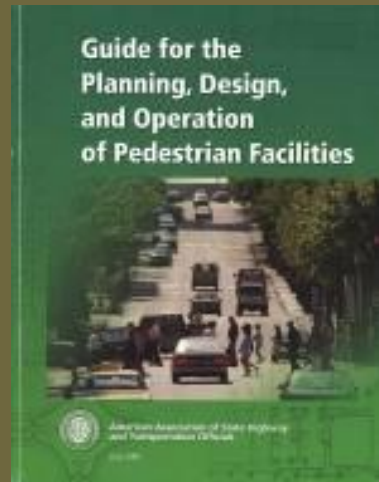
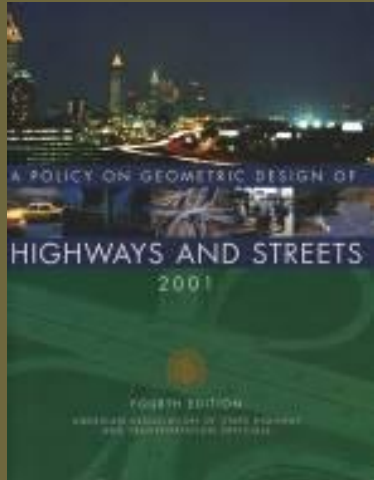
- Roadways planned, designed, constructed, and maintained for all users to safely move along and across streets.
- Pedestrians
- Bicyclists of all types
- Motorists
- Transit riders
- People of all ages and abilities

Federal and State Funding

- Federal Transportation - Decades of focus on autos
 - Many benefits, recently VMT down, Major reductions in crashes
- Gradually more funding on non-auto began in the 1990's
- Now Fed Funding allocates more toward "Liveable Streets"
 - TIGER grants, Safe Routes to School, Sustainable Community grants
- Various MI organizations involved, many with grants
 - Dept of Community Health, Complete Streets Coalition, Physical Fitness Foundation, MDOT SRTS, private foundations, County grants
- New Changes to MI Planning Act



New Federal Design Guidelines



- American Association of State and Highway Transportation Officials (AASHTO) “Green Book”
 - Accommodate pedestrians and bicyclists
 - Revise pedestrian signal timing from 3.5 to 4 ft per second
 - Design for multi-modal (not just auto) level of service
 - Separate section of pedestrian and bike facility design

Benefits of Complete Streets in MI

- Large number of trips in Berkley are less than 1 mile
- Younger and older generation want mobility choices

- Balances needs of all modes
- Minimizes environmental impacts
- Improves community health
- Supports “smart” growth/land use
- Lowers individual transportation costs
- Stimulates desired development
- Is fiscally sustainable
- Promotes equity within/between generations



Michigan Law

The Michigan Planning Enabling Act was recently amended to provide for the inclusion of Complete Streets:

“A system of transportation to lessen congestion on streets and provide for safe and efficient movement of people and goods by motor vehicles, bicycles, pedestrians, and other legal users.”

This requires that community master plans include a transportation component addressing all modes of transportation. (PA 134)

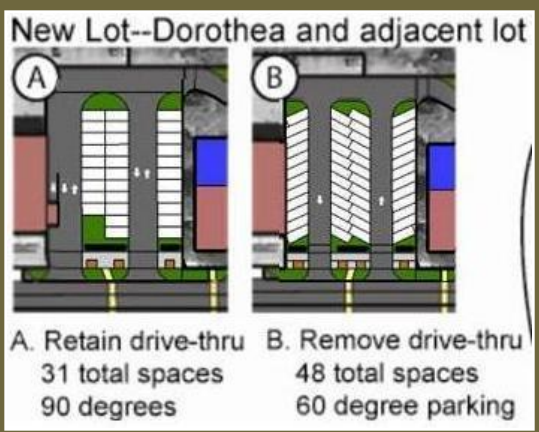
- Not a “mandate” like ADA
- Address in Master Plan Updates or a separate non-motorized plan
- Special subarea plans
- Supports collaborative efforts with other communities and agencies



Benefits: Stronger Local Economy



- Economic catalyst for development
- Leverage funding opportunities
- Consider the economic impacts of
 - Redesigned street (12 Mile Road)
 - Mid-block non-motorized crossings
 - More attractive streets
 - Easier parking and walking



Bump-outs with reverse-angle parking



Benefits: Improved Public Health



What do seniors fear most?

A. Death 50%

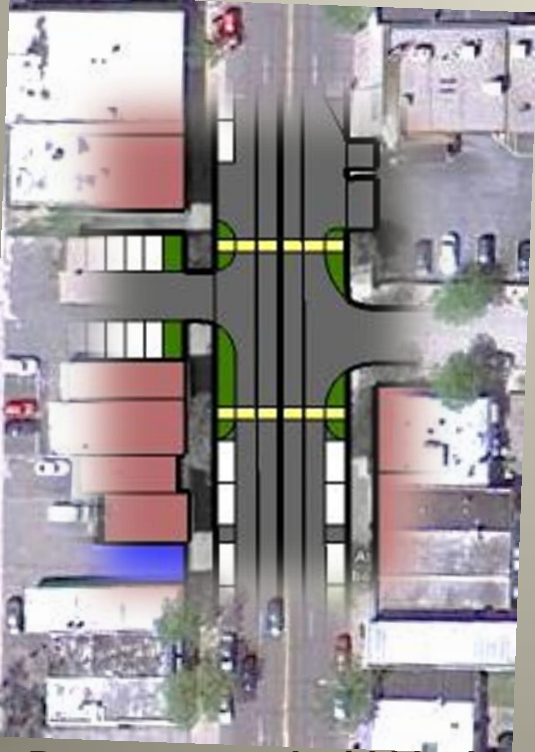
B. Giving up car keys 50%

Source: AARP

- Meets the needs and expectations of various users of different abilities
 - Children
 - Seniors
 - People with disabilities
- Active Communities = longer lifespan for residents
 - Fitter residents/reduces obesity
 - Reduces heart disease
 - Reduces diabetes

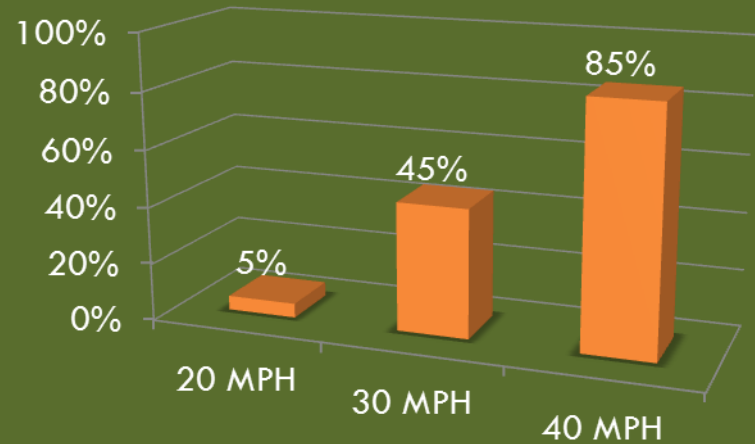
Benefits: Increased Safety

- Slower traffic speeds reduce crash severity
- Work to eliminate traveler errors

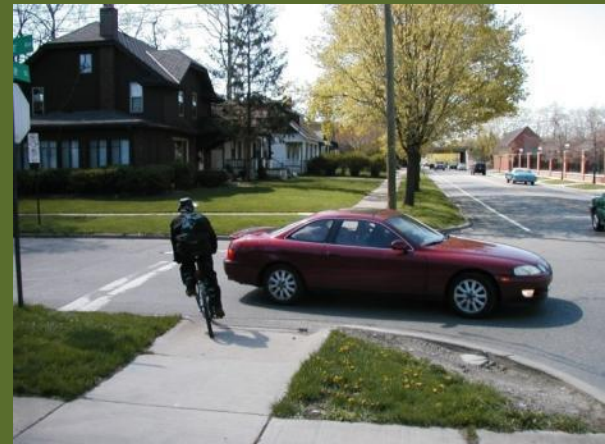


Bump-outs and mid-block crossing at Dorothea

% Pedestrian Fatalities in Crashes



Source: *Killing Speed and Saving Lives*, UK Dept. of Transportation, London, England 1994.



Benefits: Cleaner Environment

- Reduce greenhouse gas emissions: fewer and shorter car trips
- Reduce carbon footprint as people choose to walk or bike (1 VMT=1 lb CO₂)
- Reduce oil dependence



Benefits to Berkley



- Reinforces goals of the Master Plan
- Streets fit the character of the city, not just through routes
- Benefits the school district transportation costs
- Reduces crashes and crash severity
- Reduces environmental impact
- May reduce the amount of parking needed
- Makes the city a more desirable place to live and work

Barriers to more walking and biking in Berkley

- Traffic speeds along major (and some minor) routes
- Lack of convenient 'mid-block' crossings
- Conflicts between bikes and driveways/parking
- Snow piles along sidewalks
- Lack of clear routing
- Lack of bike parking
- Parents concerns about safety

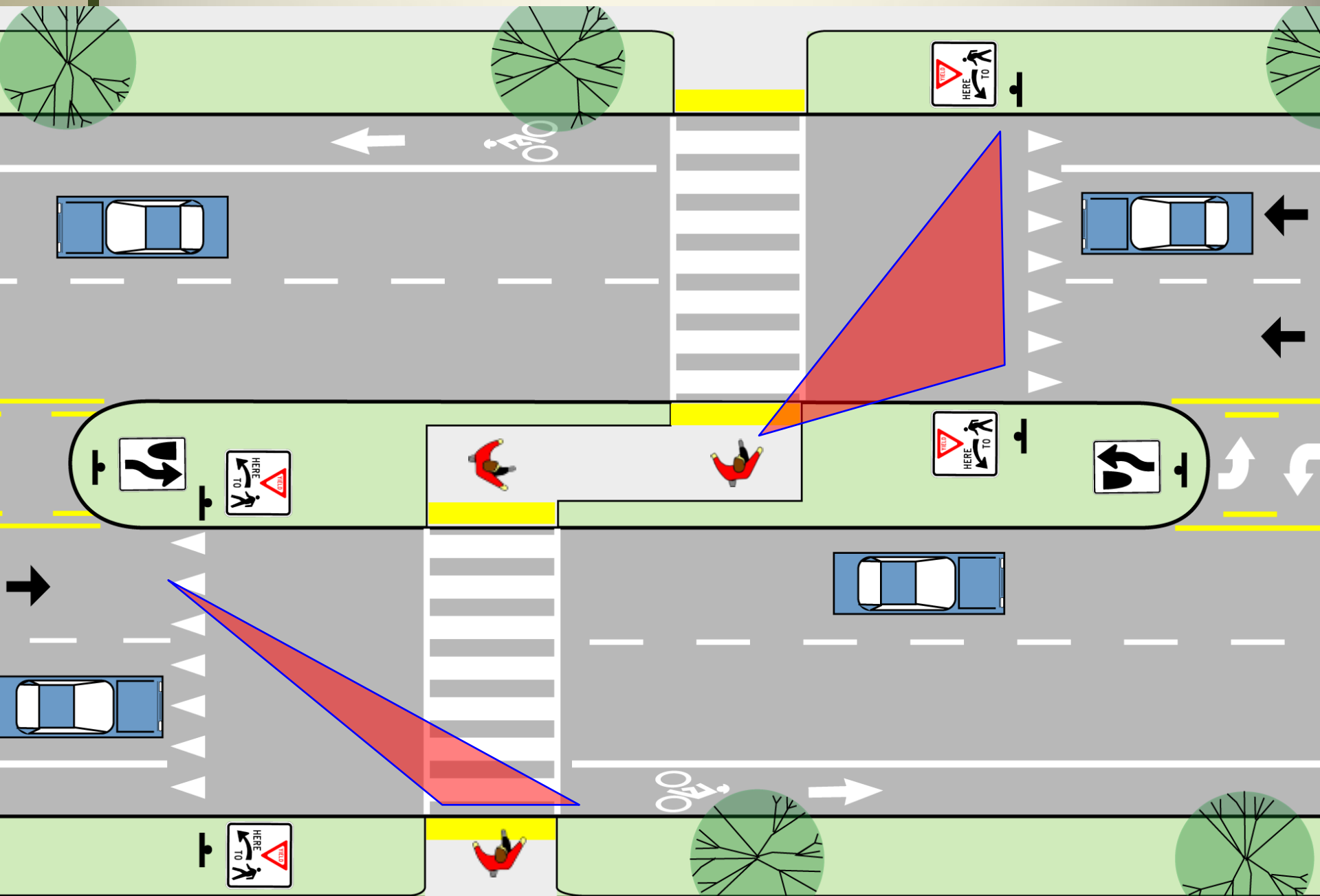


Elements to consider



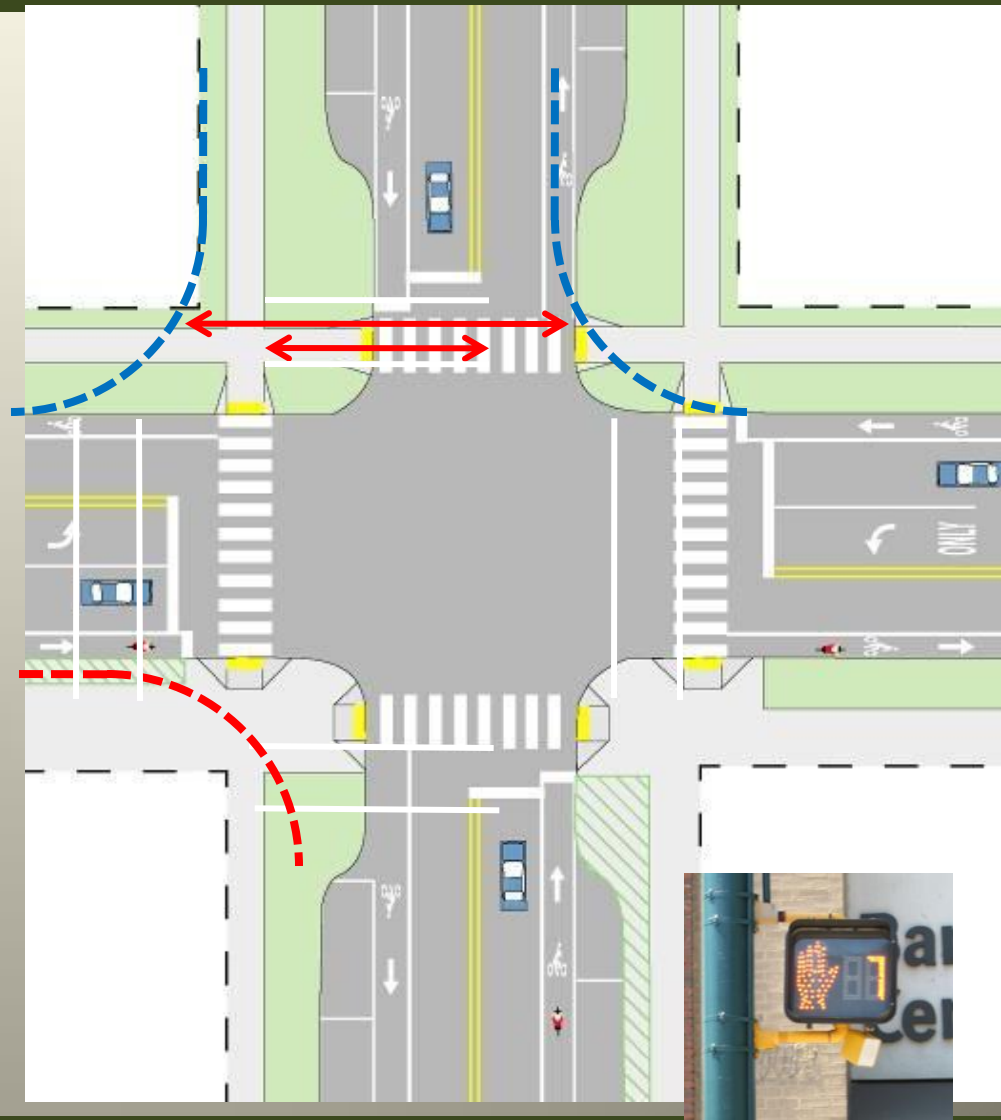
- Bike routes
- Bike lanes
- Bike racks
- Audible pedestrian signals, timing
- Traffic calming
- Improve pedestrian crossings with bump-outs and mid-block x-ings

Pedestrian Mid-block Crossings



Bringing It Together At Intersections

- Curb Extensions:
 - Shorten Crosswalk Distance
 - Add to “Walk” Time
 - Allow Directional Ramps
- Bike Lanes Increase The Effective Turning Radius
- Advance Bike Lane Stop Bars
- Wide, High Viability Crosswalks
- Accessible “Countdown” Pedestrian Signals



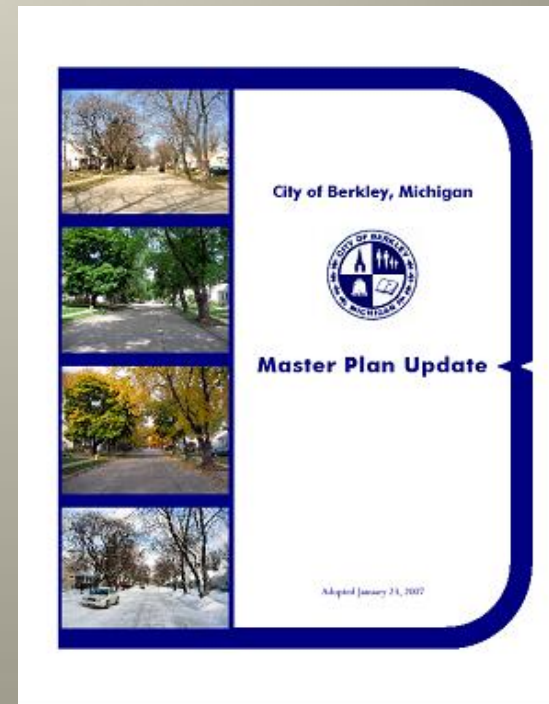
Where are you now?

Where do you want to be?



In the future, Berkley can . . .

- Emphasize non-motorized in next Master Plan update
- Prepare a Non-motorized plan
- Include Pedestrian improvements with future intersection work
- Support Safe Routes to Schools with the school district
- Zoning incentives
- Support related DDA projects
- Work with the Road Commission and neighboring communities
- Seek additional funding
- TOD overlay for Woodward Ave.



What Berkley Can Do Now

- **Resolution**

- Identify the Issue
- Refer to Statistics and Studies
- Define the Solution and explain benefits
- Incorporate existing support from Checklist above
- State the Desired Outcome – ordinance adoption, policy changes, etc.
- 9 Michigan Communities have passed Complete Streets Resolutions

- **Complete Streets Ordinance**

- Can be related to a separate non-motorized plan
- Require most street projects address Complete Street elements
- Opt out for cost considerations and engineering constraints
- Applies to state and county roads too
- Should specify decision-makers and appeal process

