

Complete Streets

Introduction

Complete Streets legislation, or 2010 PA 135, considers all of the legal users of roadway—automobiles, bicyclists, and pedestrians—during roadway planning and design to determine if any relevant accommodations are necessary or appropriate within the project. This is a national movement, with numerous states, local governments, and even U.S. Transportation Secretary Ray LaHood espousing these ideals for federal transportation projects. Governor Granholm signed the Complete Streets legislative package into law on August 1, 2010.

What is the purpose of the new Act?

The legislation provides additional tools for communities to plan road projects and offers educational resources to make their communities more walkable. A critical component includes language that requires the Michigan Department of Transportation (MDOT) or a road commission to take the desires of a local community into consideration during the planning and design of a project within a municipality. The new legislation does not mandate any local road agency to adopt a Complete Streets policy or spend any additional dollars for non-motorized facilities.

Summary of the legislation

Changes to Act 51 under PA 135:

- Requires counties, cities, villages, and MDOT to consult with one another when planning a non-motorized project affecting a transportation facility that belongs to another road agency.
- Identifies non-motorized facilities contributing to complete streets as eligible for funding.
- Requires the State Transportation Commission (STC), within two years, to adopt a Complete Streets policy for MDOT, and to make model Complete Streets policies available to municipalities and counties.
- Requires state and local road agencies to consult with each other and agree on how to address Complete Streets for projects that affect a roadway under another road agency's jurisdiction.
- Allows MDOT to provide technical assistance and coordination to local agencies in the development and implementation of their policies.
- Requires MDOT to share expertise in non-motorized and multi-modal planning in the development of projects within municipal boundaries.
- Allows agencies to enter into agreements with one another to provide maintenance for facilities constructed to implement a Complete Streets policy.

Changes to the Michigan Planning Enabling Act under PA 134:

- Modifies the definition of “streets” to include all legal users, including bicyclists and pedestrians.
- Expands the elements that may be included in a master plan to encompass all transportation systems that move people and goods.
- Specifies that transportation improvements identified in a plan are appropriate to the context of the community and considers all legal users of the public right of way.
- Ensures that transportation elements of the master plan will be implemented in cooperation with applicable county road commission or MDOT.

Complete Streets Resolution – City of Midland

WHEREAS, the City of Midland desires to have a “Complete Streets” policy, a term given to streets that accommodate all forms of travel; including automobiles, bicycles, pedestrians, personal mobility devices, transit and freight in a safe environment on designated City streets; and

WHEREAS, the City of Midland adopted a Master Street Plan which proposes a network of streets with design features that will accommodate pedestrians and vehicular movement. The Plan includes a bicycle plan that specifically defines proposed trails, on-street bike lanes and bike routes; and

WHEREAS, the guiding principle for a “Complete Streets” program for the City of Midland is to design, operate and maintain designated City streets to promote safe and convenient access for all users. The City proposes to do this in a manner consistent with and supportive of the surrounding community. This can be accomplished with improvements that may include an array of facilities and amenities recognized as contributing to the “Complete Streets” program; and

WHEREAS; this will be done in keeping with the goal of accommodating all forms of travel and in keeping with the design specifications of the Master Street Plan. The policy recognizes that all streets are different and in each case user needs must be balanced with the benefit to the entire community, and

WHEREAS, the City of Midland recognizes the importance of sidewalks, designated bike routes, on-street bike lanes and separate trails as components of the street plan and as part of the “Complete Streets” policy; and

WHEREAS, the Midland City Council at its meeting on April 26, 2010, referred the proposed “Complete Streets” policy to the City of Midland Planning Commission for review and recommendation and the Planning Commission has subsequently reviewed the proposed policy and has acted to recommend approval of the policy to the City Council by a unanimous vote of 9-0; now therefore

RESOLVED, that the City of Midland City Council hereby approves the “Complete Streets” policy for the City of Midland.

YEAS:

NAYS:

ABSENT:

VACANCY:

I, Selina Tisdale, City Clerk, City of Midland, Counties of Bay and Midland, State of Michigan, do hereby certify that the foregoing is a true and correct copy of a resolution adopted by a ___ yea vote of all the Councilmen present at a regular meeting of the City Council held Monday, June 14, 2010.

Selina Tisdale, City Clerk

Complete Streets Ordinance – City of Saline

AN ORDINANCE TO AMEND CHAPTER 74, STREETS, SIDEWALKS AND PUBLIC IMPROVEMENTS, OF THE SALINE CITY CODE BY ADDING AT THE END THEREOF ARTICLE VIII., COMPLETE STREETS, TO PROVIDE FOR AND REGULATE A DESIGN PRINCIPLE TO PROMOTE A SAFE NETWORK OF ACCESS FOR PEDESTRIANS, BICYCLISTS, AND MOTORISTS OF ALL AGES AND ABILITIES.

WHEREAS, walking and bicycling are non-motorized transportation options that enhance health through physical activity and help reduce air pollution;

WHEREAS, the “Complete Streets” guiding principle is to promote a safe network of access for pedestrians, bicyclists, transit users, motorists, and users of all ages and abilities; and

WHEREAS, other jurisdictions and agencies nationwide have adopted Complete Streets legislation including the U.S. Department of Transportation, the State of Michigan (Bills HB 6151 and 6152), and numerous Michigan communities such as Lansing, Flint, Jackson and Midland; and

WHEREAS, the promotion of capital improvements that are planned, designed and constructed to encourage walking, bicycling, and transportation options increases the general safety and welfare for all of Saline’s citizens; and

WHEREAS, as a matter of policy, City Officers should integrate and implement the “Complete Streets” guiding principle.

NOW, THEREFORE, THE CITY OF SALINE ORDAINS:

SECTION 1. That Chapter 74. Streets, Sidewalks and Public Improvements, of the Saline City Code is hereby amended by adding at the end thereof Article VIII. Complete Streets, to read as follows:

Sec. 74-271. Definition.

“Complete streets” is defined as a design principle to promote a safe network of access for pedestrians, bicyclists and motorists of all ages and abilities.

Sec. 74-272. Complete Streets Improvements.

The City of Saline will plan for, design, and construct all transportation improvement projects, both new and retrofit activities, to provide appropriate accommodation for bicyclists, pedestrian, transit users, and persons of all ages and abilities in accordance with the City of Saline Non-Motorized Transportation Plan.

In furtherance of that policy:

- (a) The City of Saline Non-Motorized Transportation Plan shall be referenced and its implementation considered prior to construction or re-construction within city rights-of-way.
- (b) The Non-Motorized Transportation Plan will include, at a minimum, accommodations for accessibility, sidewalks, curb ramps and cuts, trails and pathways, signage, bike lanes, and shall incorporate principles of complete streets and maximize walkable and bikeable streets within the City of Saline.
- (c) The accommodations shall also be designed and built using guidance from the most recent editions of the American Association of State Highway Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, the Michigan Manual on Uniform Traffic Control Devices (MMUTCD) (MDOT), and the Americans with Disabilities Act Accessibility Guidelines (ADAAG). Methods for providing flexibility within safe design parameters, such as context sensitive solutions and design, will be considered.
- (d) The City of Saline Non-Motorized Transportation Plan will be updated every five (d) The City of Saline Non-Motorized Transportation Plan will be updated every five years from the date of its initial adoption.

(e) It will be a goal of the City to fund the implementation of the Non-Motorized Transportation Plan, which shall include expending State Act 51 funds received by the City annually in accordance with Public Act 135 of 2010, as amended.

Sec. 74-273. Exceptions.

Facilities for bicyclists, pedestrians, transit users, and people of all ages and abilities are not required to be provided in instances where a documented exception is recommended by the City Manager and granted by the City Council based on findings of one or more of the following conditions:

- (a) Where their establishment would be contrary to public health and safety,
- (b) When the cost would be excessively disproportionate to the need or probable use,
- (c) When the cost would result in an unacceptable diminishing of other city services,
- (d) Where there is no identified long-term need,
- (e) Where the length of the project does not permit a meaningful addition to the non-motorized network, or
- (f) Where reconstruction of the right-of-way is due to an emergency.

SECTION 2. Repealer.

All ordinances or parts of ordinances in conflict with this ordinance are repealed only to the extent necessary to give this ordinance full force and effect.

SECTION 3. Severability.

Should any section, subdivision, clause or phrase of this ordinance be declared by the courts to be invalid, the validity of the ordinance as a whole, or in part, shall not be affected other than the part invalidated.

SECTION 4. Savings.

All proceedings pending and all rights and liabilities existing, acquired or incurred at the time this ordinance takes effect are saved and may be consummated according to the law in force when they were commenced.

SECTION 5. Effective Date.

This ordinance shall be published in the manner required by law and shall become effective 10 days after the date of its publication.

Moved by Councilmember Rhoads supported by Councilmember Ivey that the foregoing Ordinance No. 731 be adopted.

AYES: Driskell, Ivey, Law, Little, Marl, Ping, Rhoads

NAYS: None

ABSENT: None

Ordinance No. 731 declared adopted at a regular meeting of the Saline City Council held on September 20, 2010.

THE CITY OF SALINE
Gretchen Driskell, Mayor
Dianne S. Hill, Clerk