

MEMORANDUM

To: Planning Commission
From: Phil Meyer, Director, CNS
Date: March 4, 2011
Re: Complete Streets

Action at the State Level:

During July of 2010, the Michigan Senate and Representatives approved "Complete Street" legislation that was approved by the Governor on August 1, 2010. The bills, known as Public Acts 134 and 135, amend both the municipal planning act (2008 PA 33) and 1951 PA 51 covering public roads, streets, and highways. A copy of each Act is attached.

In brief, the amendments to the Planning legislation refer to the City's Master Plan, the purpose of which is to "guide and accomplish ... development that satisfies all of the following: ... includes among other things ... A system of transportation to ... provide for safe and efficient movement of people and goods by motor vehicles, bicycles, pedestrians, and other legal users."

In brief, the amendments to the transportation legislation include the following:

- "to promote safe and efficient travel for motor vehicle drivers, bicyclists, pedestrians, and other legal users of roads, streets, and highways;
- "transportation purposes as provided in this act include provisions for facilities and services for nonmotorized transportation. ... not less than 1% of (funds allocated from the Michigan transportation fund) shall be expended for construction or improvement of nonmotorized transportation services and facilities."
- "An improvement in a road, street, or highway that meets accepted practices or established best practices and facilitates nonmotorized transportation such as the paving of unpaved road shoulders, the widening of lanes, the addition or improvement of a sidewalk... or any other appropriate measure shall be considered to be a qualified nonmotorized facility..."
- the City shall prepare a 5-year program for the improvement of qualified nonmotorized facilities...
- "Complete Streets" are described by the Act as "roadways planned, designed, and constructed to provide appropriate access to all legal users in a manner that promotes safe and efficient movement of people and goods whether by car, truck, transit, assistive device, foot, or bicycle".
- A "complete streets policy" is described as "a document that provides guidance for the planning, design, and construction of roadways or an interconnected network of transportation facilities being constructed or reconstructed;

- consultation between the State, Counties , and City will be required (where applicable due to each agencies involvement in a particular project) regarding operational use of the complete streets policy(ies).

- the State may provide assistance to and coordinate with local agencies in developing and implementing complete streets policies.

City Attention to This Issue:

For the last decade or longer, the City has been aggressive about examining “complete streets” issues in all of its street construction, reconstruction, sidewalk improvement, and bike facility efforts as a matter of normal course of doing business. These issues, often involving participation of neighborhood residents, businesses, and other property owners, is well considered in the context both of the specific conditions of a particular project, as well as in the context of the larger City-wide (and beyond) network. The most recent example of a very positive process and end result was the reconstruction of 40th Street. This past summer, the City participated with the Lakeshore Disability Network in their three-part program looking at livability issues in the community, with a heavy focus on “complete streets” issues. The Network is a very strong advocate for the adoption of complete streets policies across the region, as are a number of other organizations.

Background- Activity Across Michigan (and elsewhere):

See attached article from the Michigan Complete Streets Coalition website reviewing the communities that have adopted either Resolutions or Ordinances.

Approach Recommended for the City of Holland at this Time:

Staff’s comfort level at this time is the more general Resolution as is attached. This draft follows closely the substance and tone of numerous similar resolutions adopted around the State, while also sharpening it a bit as it applies to Holland. The State has formed a Complete Streets Advisory Council which may, through their on-going work, provide further detail and perhaps model ordinances for consideration. In the mean time, it is encouraged that the City pursue the Resolution setting the groundwork for working with MDOT and for considering further policies or actions during the course of the Master Plan Update and consideration of specific projects.

Process for Consideration:

The present draft of a City Council Resolution has been prepared by Planning Staff with assistance from Jodi Syens, Director of Transportation Services, and Brian White, City Engineer. Staff is bringing this to the Planning Commission in a study session on Tuesday, March 8 and will be reviewing this with the City’s Traffic Committee on Thursday, March 10. If the Commission is comfortable with the direction and draft, the Commission will be asked to schedule a Public Hearing on this Resolution for Tuesday, April 12. This will provide time for working through any Traffic Committee issues or questions while also providing an opportunity for feedback from other parties prior to the Hearing where the Commission will be asked to recommend the Resolution to the City Council.

A RESOLUTION

Of the Council of the City of Holland, Michigan

Supporting a "Complete Streets" Policy for the City of Holland

At a regular meeting of the City Council of the City of Holland, Ottawa and Allegan Counties, Michigan, held in the City Council Chambers of City Hall of the City of Holland on the _____ day of _____, 2011, at 7:00 p.m.

PRESENT:

ABSENT:

MOTION BY:

SUPPORTED BY:

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 communities routinely plan, design, construct, re-construct, operate, and maintain the transportation network to improve travel conditions for pedestrians, bicyclists, transit riders, automobiles, 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 of public transportation) offers the potential for improved public health, economic development, a cleaner environment, reduced transportation costs, enhanced community connections, social equity, and more livable communities; and

WHEREAS, “Complete Streets” enhance safe walking and bicycling options for school-age children, in recognition of the national Safe Routes to Schools program and for seniors, as promoted through the Holland community’s 2009 “Blueprint for Aging”; and

WHEREAS, the City of Holland recognizes the importance of street infrastructure and modifications such as sidewalks, crosswalks, shared use paths, bicycle lanes, accessible curb ramps, pedestrian signals, signs, bicycle parking facilities, public transportation stops and facilities, and other features assisting in the provision of safe, convenient, and comfortable travel for all users; and

WHEREAS, the City of Holland and area-wide planning activities have embraced and supported enhanced pedestrian, biking, and transit access through adopted documents that include, but may not be limited to, the following:

- City of Holland Bicycle and Pedestrian Transportation Plan (adopted by City Council in 2006),
- City of Holland’s Sharpening the Vision Downtown Strategic Plan and Master Plan Update (2007),
- City of Holland’s Neighborhood Master Planning including the Central Neighborhoods (2002), the South End (2000 and 2005), Holland Hospital Area (2005), and Holland Heights (2007),
- Ottawa County’s Non-Motorized Pathways Study (2002), and
- the Macatawa River Greenway Master Plan as supported by the Macatawa Area Coordinating Council, Ottawa County, and numerous area municipalities; and

WHEREAS, the City of Holland, through its Departments of Transportation Services and Community and Neighborhood Services, the City Manager’s Office, and several Boards, Commissions, and City Council, has been proactive and increasingly committed to encouraging and constructing streets and ways consistent with the objectives of “Complete Streets” wherever feasible; and

WHEREAS, “Complete Streets” have been and continue to be adopted nation-wide at state, county, MPO, and municipal levels in the interest of proactive planning and adherence to federal regulation that guides 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 amendments to the Planning Enabling Act (PA 33) and transportation focused PA 51 in 2010 stating that a community’s Master Plan shall include all components of a transportation system and their interconnectivity, and to provide for the safe and efficient movement of people and goods in a manner appropriate to the community and that considers the needs of all users; and

WHEREAS, the City's Traffic Committee considered this Resolution on _____ and supported its forwarding to the Planning Commission and City Council; and

WHEREAS, the City's Planning Commission considered this Resolution on _____ and supported its forwarding to City Council.

NOW, THEREFORE, THE CITY OF HOLLAND RESOLVES:

FIRST: That the Council of the City of Holland hereby declares its support of "Complete Streets" policies.

SECOND: The Council of the City of Holland will evaluate and to the extent practicable incorporate "Complete Streets" design considerations and practices as a routine part of infrastructure planning and implementation, and will encourage partners in such projects including but not limited to the State Department of Transportation, the Macatawa Area Coordinating Council, Ottawa and Allegan Counties, and others to do likewise.

THIRD: The Council of the City of Holland supports the continued development of the City's Master Plan, Bicycle and Pedestrian Transportation Plan, and Parks and Recreation Plan that support the ease of use, safety, and accessibility for all users within the City of Holland.

FOURTH: The Council of the City of Holland will review further guidance in this matter from the Michigan Department of Transportation as it becomes available.

AYES:

NAYES:

ABSTAINED:

RESOLUTION DECLARED ADOPTED.

STATE OF MICHIGAN)

)ss.

COUNTIES OF OTTAWA AND ALLEGAN)

I, the undersigned, the duly qualified and acting Clerk of the City of Holland, Counties of Ottawa and Allegan, State of Michigan, do hereby certify that the foregoing is a true and complete copy of a resolution adopted by the Council of the City of Holland at a regular meeting held on the ____ day of ____, 2011, the original of which resolution is on file in my office.

IN WITNESS WHEREOF, I have hereunto set my official signature, this ____ day of _____, 2011.

Anna Perales, Acting City Clerk