

DATE: February 22, 2011

TO: Planning Commission

FROM: Derek Delacourt, Dep. Director

RE: Complete Streets Resolution

The State of Michigan recently adopted the Complete Streets Legislation, providing new tools for communities to use in road and street design. Complete Streets conveys the planning approach that not one size fits all for any thoroughfare or street in a community, and that the road system is not simply just for vehicles. 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 Michigan Municipal League (MML) became involved in the development of this legislation to balance economic development opportunities with flexibility for communities in making the roadways safer and friendlier to users such as walkers, cyclists, the disabled and those using public transportation. MML staff worked with the bill's sponsors and advocated for increased flexibility for coordination between cities and road agencies. Over 20 communities have already adopted policy resolutions on Complete Streets and further, funding opportunities exist in the forms of State and Federal enhancement grants.

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.
- Creates a 16-member Complete Streets Advisory Council within MDOT, to advise the STC and local agencies in the development, implementation, and

coordination of Complete Streets policies. One member of this council will be a representative of the Michigan Municipal League.

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.

Members of the MML gave a presentation about the Complete Streets Legislation to City Council on January 10, 2011. Please refer to enclosed documents from that meeting. City Council was asked for input regarding how to proceed. The Master Thoroughfare Plan will be updated in a few years, and it was suggested that the MTP would be a logical place to include Complete Streets efforts. Council directed the Planning Commission to draft a resolution in support of a policy incorporating Complete Streets into the MPT and/or the Pathway Plan.

Staff is asking for input from the Planning Commission and will provide a draft Resolution the night of the meeting.