

# City of Rochester Hills Complete Streets Policy

## FINDINGS

WHEREAS, the term “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, motor vehicle drivers, public transportation riders and drivers, emergency vehicles, and people of all ages and abilities; and

WHEREAS, complete streets provide safe, attractive, and equitable transportation alternatives to people of all ages and abilities, including children, families, older adults, and individuals with disabilities; and

WHEREAS, The City of Rochester Hills wishes to encourage walking, bicycling, and public transportation use as safe, convenient, environmentally friendly, and economical modes of transportation that promote health and independence for all people; and

WHEREAS, the promotion of capital improvements that are planned, designed and constructed to accomplish complete streets objectives increase the general safety and welfare for all of Rochester Hills’ residents; and

WHEREAS, the State of Michigan has passed complete streets legislation (P.A. 135 of 2010, as amended); and

WHEREAS, as a matter of policy, the City should integrate and implement complete streets objectives in project decision-making and design.

NOW, THEREFORE, THE CITY OF ROCHESTER HILLS RESOLVES:

## GOALS

The goals of this complete streets policy are:

1. To ensure that the safety and convenience of all users of the transportation system are accommodated, including bicyclists, pedestrians, transit users, and persons of all ages and abilities.
2. To incorporate the principles of this policy into all aspects of the transportation project development process, including project identification, scoping procedures and design approvals, as well as design manuals and performance measures.
3. To create a comprehensive, integrated, and connected transportation network that supports compact, sustainable development.
4. To ensure the use of the latest and best design standards, policies, and guidelines.
5. To recognize the need for flexibility to accommodate different types of streets and users.
6. To ensure that complete streets design solutions fit within the varying contexts found within the City.

## COMPLETE STREETS PLAN

The City of Rochester Hills will plan for, design, and construct all transportation improvement projects, both new and retrofit activities, to provide appropriate accommodation for bicyclists, pedestrians, transit users, and persons of all ages and abilities in accordance with the City of Rochester Hills non-motorized transportation plan element of the City's Master Thoroughfare Plan.

In furtherance of this policy:

1. The current Master Thoroughfare Plan non-motorized transportation plan element shall be referenced and its implementation considered prior to construction, re-construction, or improvement within City rights-of-way.
2. The Master Land Use and Master Thoroughfare Plans, when updated or revised, will include a complete streets element that considers appropriate motorized and non-motorized transportation facilities on all streets in the City.
3. The complete streets element will at a minimum include accommodations for accessibility, sidewalks, curb ramps and cuts, trails and pathways, signage, bike lanes, landscaping, tree canopy, and parking. Such accommodations and improvements will be implemented even where there is infrequent current non-motorized use.
4. The complete streets element of the Master Land Use and Master Thoroughfare Plans will be based on *Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities*, a recommended practice document published by the Institute of Transportation Engineers. Methods for providing flexibility within safe design parameters as recommended by the *Context Sensitive Solutions* recommended practice will be considered.
5. The City of Rochester Hills complete streets plan will be reviewed and, if necessary, updated as part of the Master Land Use and Master Thoroughfare Plans every five years from the initial date of its adoption.

## COMPLETE STREETS IMPROVEMENTS

1. Complete streets improvements shall 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), and the *Americans with Disabilities Act Accessibility Guidelines* (ADAAG).
2. It will be a goal of the City to fund the implementation of the complete streets plan, which shall include expending Act 51 funds received by the City annually in accordance with Public Act 135 of 2010, as amended.

## 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 Engineer and/or Director of Planning and Economic Development (as applicable), and granted by the Planning Commission based on findings of one or more of the following conditions:

1. Where their establishment would be contrary to public health and safety.

2. When the cost would be excessively disproportionate to the need or probable use.
3. When the cost would result in an unacceptable diminishing of other City services.
4. Where there is no identified long-term need.
5. Where the length or scope of the project does not permit a meaningful addition to the non-motorized network, or
6. Where reconstruction of the right-of-way is due to an emergency.

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