

**STATE OF MICHIGAN
COUNTY OF OAKLAND
OAKLAND CHARTER TOWNSHIP
RESOLUTION SUPPORTING A “COMPLETE STREETS” POLICY
FOR OAKLAND CHARTER TOWNSHIP**

RESOLUTION NO. 11-04

At a regular meeting of the Oakland Charter Township Board of Trustees held on Tuesday April 12, 2011 the following Resolution was moved by Trustee Edwards and seconded by Trustee Bailey:

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, reconstruct, 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 Michigan recently became the 14th state to adopt complete streets legislation by signing into law Public Act 135, which amends Public Act 51 of 1951 governing the expenditure of state transportation funding, and Public Act 134 which amends the Michigan Planning Enabling Act; and,

WHEREAS PA 135 stipulates that before a city, village or township approves any project that affects a roadway or transportation facility under the jurisdiction of another agency, it shall consult with that agency and agree on how to address the respective complete streets policies before approving a non-motorized project affecting a transportation facility whether it is under the jurisdiction of the Michigan Department of Transportation (MDOT), or under the jurisdiction of the county or another municipality; and

WHEREAS PA 135 further stipulates that before MDOT submits its multiyear capital plan to the state transportation commission or a county road agency approves its multi-year capital plan, for any project that affects a roadway or transportation facility within or under the jurisdiction of a city, village, or

township, the MDOT or county road agency shall consult with the affected city, village or township and agree on how to address the respective complete streets policies; and

WHEREAS the aforementioned consultation requirements do not apply if neither the agency proposing the project nor the affected agency has a complete streets policy; 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; and

WHEREAS, Oakland Charter Township's Master Plan was last adopted in January 2005 and addresses multiple forms of transportation including roads, mass transportation, and non-motorized transportation; and


WHEREAS, on April 5, 2011 the Oakland Charter Township Planning Commission resolved to reaffirm the 2005 Master Plan and contemplated adjustment of the Transportation/Road section to support the "Complete Streets" principals;

NOW, THEREFORE, BE IT RESOLVED, that Oakland Charter Township Board of Trustees hereby declares its support of "Complete Streets" policies and directs the Planning Commission to prepare a master plan amendment at a subsequent review or evaluation in the future to include an expanded section on multimodal transportation in accordance with the Planning Enabling Act.

AYES: FOGLER, BAILEY, EDWARDS, WORKINGS, MCKAY, CREPS, THOMAS
NAYS: NONE
ABSENT: NONE

MOTION APPROVED.

I HEREBY CERTIFY, that the foregoing is a Resolution duly made and passed by the Board of Trustees of Oakland Charter Township at their regular meeting held on Tuesday, April 12, 2011, at 7:00 p.m. in the Township Hall, 4393 Collins Road, Rochester, Michigan 48306, with a quorum present.



Judy Workings, Clerk
Oakland Charter Township

Dated: April 12, 2011