

**RESOLUTION ADOPTING COMPLETE STREETS GUIDING PRICIPLES AND
SUPPORTING THE STATE OF MICHIGAN COMPLETE STREETS INITIATIVE AS
OUTLINED IN PUBLIC ACTS 134 and 135, OF 2010.**

WHEREAS, "Complete Streets" means 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; and

WHEREAS, "Complete Streets" is also a design framework that enables convenient and comfortable travel for pedestrians, transit patrons, bicyclists, and motor vehicle operators, across a wide spectrum of ages and abilities; and

WHEREAS, streets constitute a large and valuable portion of public space, and the development of facilities to accommodate non-motorized travelers provides multiple benefits to individual travelers and may offer substantial long-term cost savings to communities when all direct and indirect (externalized) costs are accounted for; and

WHEREAS, streets that safely integrate multiple transportation choices – including walking, bicycling, public transit, and motor vehicles – support community stability; and

WHEREAS, Complete Streets Guiding Principles encourage planning, designing, constructing, operating, and maintaining transportation systems that promote safe and convenient travel for people of all ages and abilities; and

WHEREAS, the Michigan Legislature passed Complete Streets legislation in 2010 that amended PA 33 to require the Michigan Department of Transportation and local governments to consider all users in transportation and related projects, and to establish facilities for non-motorized transportation when a highway, road, or street is being constructed, reconstructed, or relocated unless specified conditions exist that constitute an exemption; and

WHEREAS, the Marquette City Planning Commission considered this resolution on April 19, 2011 and supported its forwarding to the City Commission; and.

WHEREAS, the Marquette City Commission has determined that it is in the best interest of the City of Marquette for this resolution to be APPROVED.

NOW THEREFORE BE IT RESOLVED by the Marquette City Commission:

FIRST: That the City of Marquette, Michigan adopts the Complete Streets Guiding Principles as shown in Exhibit "A" attached hereto and made part of this resolution, and that said exhibit is approved and adopted; and

SECOND: That the City of Marquette staff shall incorporate appropriate references to the Complete Streets Guiding Principles into relevant guidance

documents including but not limited to the Community Master Plan, and the City Code; and

THIRD: That the City of Marquette staff will review all further guidance in this matter from the Michigan Department of Transportation as it becomes available; and

FOURTH: That the City of Marquette will, to the extent feasible, incorporate Complete Streets design considerations and practices as a routine part of infrastructure planning and implementation.

DATED this 9 day of May, 2011

Signed: _____



John P. Kivela, Mayor

EXHIBIT "A"

Complete Streets Guiding Principles

VISION:

Every public right-of-way shall be planned, designed, constructed, and maintained such that each resident of the City of Marquette will have transportation options to safely and conveniently travel to their destinations.

PRINCIPLES:

- Each phase in the life of a roadway, including planning, funding, designing, constructing, operating and maintaining of new and modified streets, will be an opportunity to improve the integration of all transportation modes into the roadway.
- Sound engineering and planning judgment will produce context sensitive designs that will account for the unique circumstances of different users, streets, neighborhoods, and activity centers.
- The transportation network should be planned and constructed as a well-connected system that encourages multiple connections to destinations.
- Facilities for all modes, including pedestrian, bicycle, public transit, and motor vehicle, should be constructed to the standards of the American Association of State Highway and Transportation Officials (AASHTO) on all roadways as required or as a minimum standard. Where permitted, designs for such facilities from other authorities may be used on a pilot-project basis as approved by state authorities and/or the City Engineer.
- When possible, context sensitive streetscape plans that incorporate appropriate native plants and landscaping materials should be developed whenever a street is newly constructed, reconstructed, or relocated.
- Complete Streets may be achieved through single projects, incrementally through a series of small improvements, or through maintenance activities.
- Complete Streets principles may not apply to maintenance activities designed to keep assets in serviceable condition (e.g., mowing, sweeping, snow removal, and spot repair, or interim measures on detour or haul routes).

EXHIBIT "A"

STRATEGIES:

- Complete Streets Guiding Principles will be considered when developing, amending and updating City plans, manuals, rules, regulations and programs, as appropriate.
- Identify and document existing and potential funding sources available for achieving the vision of these Complete Streets Guiding Principles.
- Utilize inter-departmental project coordination to promote the most responsible and efficient use of fiscal resources for activities that occur within the public right-of-way.
- Include a mechanism in the transportation element of the Community Master Plan for tracking implementation of "complete streets" facilities constructed.
- Train relevant City staff on the content of the complete Streets Guiding Principles, and best practices for implementing them.