

Complete Streets Resolution
Village of Oxford

WHEREAS, the Federal Highway Administration (FHWA) Guidance (2000) stated that walking and bicycling facilities may be incorporated into some transportation projects; and

WHEREAS, creation and maintenance of facilities that effectively accommodate non-motorized travel can reduce the risk of injury by up to 30%; and

WHEREAS, Complete Streets is an inclusive context sensitive design framework and infrastructure that enables safe and convenient access for transportation users of all ages and disabilities, including pedestrians, bicyclists, transit riders, and motor vehicle drivers; and

WHEREAS, Complete Streets are achieved when transportation agencies routinely plan, design, construct, re-construct, 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 using public transportation) offers the potential for improved public health, improved recreational and social activities, economic development, a cleaner environment, reduced transportation costs, enhanced community connections, social equity, and more livable communities; and

WHEREAS, roadways designed with complete streets principles complement and enhance ongoing active living; and

WHEREAS, Complete Streets principles have been and continue to be adopted nation-wide at state, county, and city/village 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, The Michigan Legislature has passed Complete Streets legislation through Public Acts 134 & 135, that requires the Michigan Department of Transportation to consider all users in transportation related projects and work with locals, townships, cities, and villages to include planning for Complete Streets in their transportation programming; and

WHEREAS, we encourage the Oakland County Road Commission, other local road agencies, and other contracted agents in the county with the construction or reconstruction of transportation facilities to do so in accordance with Complete Streets and Safe Routes to School principles; and

WHEREAS, the Village of Oxford supports the adoption of Complete Streets policies and practices that consider all users in transportation related projects and recognizes the importance of street infrastructure and landscaping and modifications such as sidewalks, crosswalks, shared use paths, bicycle lanes, signage, synchronized signals and accessible curb ramps that enable safe, convenient and comfortable travel for all users, and

NOW THEREFORE BE IT RESOLVED, by the Village Council of the Village of Oxford, Oakland County, Michigan that:

FIRST: to the extent feasible, the Village of Oxford will incorporate Complete Streets design considerations and practices as a routine part of infrastructure and planning and implementation; and

SECOND: that the Village of Oxford supports the continued development of the Village's Master Plan and Infrastructure Plan that supports the ease of use, safety and accessibility for all users within the Village of Oxford.

PASSED AND APPROVED BY THE VILLAGE COUNCIL, VILLAGE OF OXFORD, OAKLAND COUNTY, MICHIGAN THIS: _____, 2010

From: The Village of Oxford, Michigan

Date: January 26, 2011

Re: Village Council Passes Complete Streets Resolution

The Oxford Village Council unanimously voted to adopt a Complete Streets Resolution at its January 25, 2011 Council Meeting. The Resolution, originally drafted by the Economic Restructuring Committee of the Downtown Development Authority was unanimously supported by the DDA Board and forwarded to the Village Council for consideration of passage. According to Holly Madill of Complete Streets Michigan, Oxford is the 21st city to pass a Complete Streets Resolution.

Anna Taylor, member of the Economic Restructuring Committee and DDA Board member said, "I encourage any DDA that wants to address how to make their town a more vibrant and welcoming pedestrian community, to take a serious look at Complete Streets. The Village of Oxford is a designated Main Street, so a well thought out Complete Streets policy is essential to our future and can mean the difference between surviving and prospering. To that end, a welcoming pedestrian community is essential."

Complete Streets are defined as roadways designed and constructed to accommodate safe access for all ^{users} regardless of age, ability or mode of transportation.

"For years, state roads and highways were designed with a one-size-fits all approach. Lost in that process was the safety needs of those who walk and bicycle, especially senior citizens and children. It was very difficult, if not impossible, for a local community like ours to change that process, to make it about more than just automobiles," said Don Sherman, Chairman of the Economic Restructuring Committee.

The next step is to work with Dan Burden of The Walkable and Livable Communities Institute, one of the nation's top walkability experts. "A comprehensive design is needed to look at how the M-24 highway, sidewalks, crosswalks, signage, streetscapes and public spaces can be improved for residents, businesses and visitors of all ages", says Madonna Van Fossen, Oxford's DDA Executive Director. Recently, Joe Young, Village Manager and members of the Economic Restructuring Committee made a visit to Lawrence Technological University which resulted in an offer to work with the Village on upcoming public space design projects.

January 18, 2011

To: The Village Council of Oxford

From: Downtown Development Authority/ Economic Restructuring Committee

RE: Complete Streets Resolution

Dear Village Council;

One of the more positive accomplishments of the 2010 Michigan Legislature was the bipartisan passage of Complete Streets. This new law requires the Michigan Department of Transportation to consider the needs of all transportation users when they design and build roadways.

What that means is that instead of building roads for the sole purpose of moving cars as quickly as possible, they will be built with the safety of all users in mind including pedestrians, bicyclists and even drivers. The law also encourages local communities to adopt their own Complete Streets Policies such as Ferndale, Berkley and Novi have already done. That will give our community more flexibility to integrate the needs of all road users in planning and building of our roads.

For years, state roads and highways were designed with one-size-fits-all approach. Lost in that process were the safety needs of those who walk and bicycle-especially senior citizens and children. It was very difficult, if not impossible, for a local community like ours to change that process to make it about more than just automobiles.

Now, with the new law, that will change. The one-size-fits-all, top down approach will be replaced with a process that gives our community more say in integrating the needs of all road users in our future plans.

It is our sincere hope that we can add the Village Of Oxford to the names of those who have adopted a Complete Streets Resolution.

Sincerely,

Downtown Development Authority/Economic Restructuring Committee

What are Complete Streets?

Complete Streets are defined as roadways planned, designed and constructed to accommodate safe access for all users regardless of age ability or mode of transportation.

What are the benefits?

Spark economic growth

Promote Healthy Lifestyles

Increase safety for everyone especially children, seniors and persons with disabilities

State and Federal Funding

In August 2010, Jennifer Granholm signed 2 Complete Streets Bills.

- A statewide Complete Streets Advisory Council formed in December 2010
- MDOT is required to adopt Complete Streets Policy

The FY2011 MI Transportation budget gives funding preference to communities that have Complete Streets policies.

Michigan Municipal League and SEMCOG supports Complete Streets.

Cities in Michigan to adopt Complete Streets Policy

Michigan is the 14th state in the nation to adopt statewide Complete Streets legislation yet Michigan leads the nation in most Complete Policies.

Berkley	Hamtramck	Village of Mackinac
Dexter	Ingham County	Manistique
Ferndale	Jackson County	Midland
Flint	Lansing	Novi
Genesee Co.	Linden	Saline
City of Ignace	Sault St. Marie	Taylor
Allegan	City of Detroit-CS Project	