

Complete Streets Resolution (R#211CF6)

City of Flint

WHEREAS, the Federal Highway Administration (FHWA) Guidance (2000) stated that bicycling and walking 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, there is less demand for wide roads and a study conducted by the Genesee County Metropolitan Planning Commission showed that reducing 4 lanes to 3 lanes (known as a “road diet”) and adding pedestrian and bicycle facilities reduced traffic crashes; 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, 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 community revitalization efforts by the City, Safe and Active Genesee for Everyone, and numerous other community groups as well as education initiatives such as Safe Routes to School and Confident Cycling; and

WHEREAS, complete streets principles have been and continue to be adopted nationwide 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.

THEREFORE BE IT RESOLVED, that the Flint City Council supports the adoption of complete streets policies and practices to create a transportation network in the City of Flint that considers multi-modal transportation.

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