

By Sareini supported by Bazzy.

3-133-12. WHEREAS: "Complete Streets" are defined as a design framework that enables convenient and safe access for all users, including pedestrians, bicyclists, transit riders, freight movers and drivers of all ages and abilities, and

WHEREAS: Streets that are not designed to provide safe transport for all users may present a danger to pedestrians, bicyclists, and public transportation riders, particularly children, older adults, and people with disabilities; and the City of Dearborn wishes to promote greater safety for those traveling its streets, and

WHEREAS: The City of Dearborn acknowledges the benefits and value for the public health and welfare of reducing vehicle miles traveled and increasing transportation by walking, bicycling, and public transportation in order to address a wide variety of societal challenges, including pollution, climate change, traffic congestion, social isolation, obesity, physical inactivity, limited recreational opportunities, sprawl, population growth, safety, and excess expenses, and

WHEREAS: "Complete Streets" are achieved when, subject to available funding, transportation agencies routinely plan, design, construct, operate and maintain their transportation networks to improve travel conditions in a manner consistent with, and supportive of, the surrounding community, and

WHEREAS: The City of Dearborn 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: Streets are a key public space, shape the experience of residents of and visitors to the City of Dearborn, directly affect public health and welfare, and provide the framework for current and future development, and

WHEREAS: The City of Dearborn recognizes that the careful planning and coordinated development of Complete Streets infrastructure offers long-term cost savings for local and state government, benefits public health, and provides financial benefits to property owners, businesses, and investors, while yielding a safer, more convenient, and more integrated transportation network for all users; in contrast, streets that are not conducive to travel by all may impose significant costs on government and individuals, and

WHEREAS: Numerous states including Michigan, counties, cities, and agencies have adopted Complete Streets policies and legislation in order to further the health, safety, welfare, economic vitality, and environmental well-being of their communities; now, therefore, be it

RESOLVED: That the City of Dearborn City Council hereby declares its support of "Complete Streets" policies and further directs City staff to develop a Non-Motorized Transportation Plan (NMTP) for the City of Dearborn to make the City more accommodating to residents and visitors; be it further

RESOLVED: That this resolution be given immediate effect.

The resolution was adopted as follows: Yeas: Bazzy, O'Donnell, Sareini, Shooshanian and Tafelski (5). Nays: None. Absent: Abraham and Hubbard (2).

By Shooshanian supported by Sareini.

3-134-12. RESOLVED: That the City of Dearborn, in accord with Section 436.17 of the Michigan Liquor Control Act, does hereby approve the transfer of ownership of the 2011 Class C licensed business located at 3701 S. Telegraph, Dearborn, Michigan, 48124, from Kelly's Irish Pub, Ltd. to HCH Group Inc.; be it further

RESOLVED: That such approval shall not be effective and shall not be so forwarded unless and until the payment of all personal property taxes assessed to the transferor have been made; be it further

RESOLVED: That a certified copy of this resolution be forwarded to the Michigan Liquor Commission, State Secondary Governmental Complex, 7150 Harris Drive, P.O. Box 30005, Lansing, Michigan 48909; be it further

RESOLVED: That this resolution be given immediate effect.

The resolution was adopted as follows: Yeas: Bazzy, O'Donnell, Sareini, Shooshanian and Tafelski (5). Nays: None. Absent: Abraham and Hubbard (2).