

Commissioner Flynn, supported by Commissioner _____, moved adoption of the following resolution.

RESOLUTION NO. 2014-__

A RESOLUTION ADOPTING A COMPLETE STREETS POLICY

Whereas, 2010 PA 134 and 2010 PA 135 (the "State Laws") define "complete streets" to mean "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, the State Laws encourage local governments and the Michigan Department of Transportation to develop a "complete streets policy" defined to mean "a document that provides guidance for the planning, design, and construction of roadways or an interconnected network of transportation facilities being constructed or reconstructed and designated for a transportation purpose that promotes complete streets and meets all of the following requirements:

- (i) Is sensitive to the local context and recognizes that needs vary according to urban, suburban, and rural settings.
- (ii) Considers the functional class of the roadway and project costs and allows for appropriate exemptions.
- (iii) Considers the varying mobility needs of all legal users of the roadway, of all ages and abilities; and

Whereas, Macomb County recognizes that the planning and coordinated development of complete streets infrastructure provides benefits for local governments in the areas of infrastructure cost savings; public health; and environmental sustainability; and

Whereas, Macomb County currently supports and pursues complete streets through various Department of Roads street projects, 2004 Macomb County Trailways Master Plan, and 2014 Macomb County Parks and Recreation Master Plan; and

Whereas, adoption of an official complete streets policy will allow Macomb County to better coordinate existing multimodal transportation, planning, design, and operation activities under a single complete streets framework.

NOW THEREFORE BE IT RESOLVED that:

1. The Complete Streets Policy attached as Exhibit A is adopted and approved as the County's Complete Streets Policy.
2. All resolutions and parts of resolutions are, to the extent of any conflict with this resolution, rescinded.

David Flynn, Chair, Board of Commissioners

Carmella Sabaugh, County Clerk

Adopted: _____, 2014

Del'd to OCE: _____, 2014

Exhibit A

Approved by the Board of Commissioners by Resolution No. 2014-____ adopted on _____, 2014.

ARTICLE 1. PURPOSE AND DEFINITIONS.

Sec. 1.1. Purpose.

The purpose of this ordinance is to promote safe and efficient network of public streets for access by pedestrians, bicyclists, motorists, and public transportation riders of all ages and abilities.

Sec. 1.2. Definitions.

Commission means the Board of Commissioners of the County.

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.

Complete Streets infrastructure means roadways and/or public rights of way 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.

County means the Charter County of Macomb, Michigan.

County Executive means the person holding the office of County Executive under the Home Rule Charter of the County or his or her designee.

Department means the County Department of Roads as organized pursuant to the County's Home Rule Charter and any organization plan prepared and approved as provided in the Home Rule Charter, or any successor agency.

Public street means a street, road, or other right-of-way owned by Macomb County or a street, road, or other right-of-way to which County resources have been allocated.

Street project means construction, reconstruction, retrofit, or alteration of all or any portion of public street and includes the planning, design, approval and implementation processes, *except* that the term "street project" does not include Capital Preventative Maintenance Work, asphalt overlay and/or asphalt mill and overlay, and maintenance such as cleaning sweeping, mowing, spot repair or interim measures on detour routes.

User means a legal user of any public street, including a pedestrian, bicyclist, motor vehicle driver, public transportation rider of any age and ability including child, youth, family, senior citizen, and individual with disabilities.

Sec. 1.3. If any provision in this policy conflicts with any applicable federal or state law, rule or regulation, or a lawful determination, order or direction of any federal or state agency or officer of competent jurisdiction, the federal or state requirement shall control.

ARTICLE 2. REQUIREMENT FOR SAFE STREETS.

Sec 2.1. The County shall develop and review standards to complete streets as part of street projects with the goal of seeing completions of complete streets throughout the County. As it endeavors to implement those standards, the County shall routinely approach every transportation project and program as an opportunity to further implement complete streets, especially in the planning, design and construction of public streets.

Sec. 2.2. The County shall prioritize projects located near public service areas and institutions (e.g., schools, government facilities, libraries, public health facilities, parks, hospitals, etc.) that enhance the health, safety, and general welfare of the community.

Sec. 2.3. During the annual budget review process, the Department shall submit to the Commission a list of public street projects for the next fiscal year that showcase, prioritize, and incorporate complete

street infrastructure. The list shall include street projects that improve existing public streets to be complete streets. Street projects may be excluded from incorporating complete streets infrastructure for the following reasons:

- A. Use by non-motorized users is prohibited by law;
- B. The cost would be excessively disproportionate to the need or probable future use over the long term;
- C. There is an absence of current or future need;
- D. Planning, design, and construction as complete streets would be unreasonable or inappropriate in light of the scope of the project; or
- E. Lack of connectivity between public streets.

List of street projects that are excluded from incorporating complete streets infrastructure shall also be submitted to the Commission with the corresponding exclusion reason(s). The Commission may approve the list of public street projects and the list of street projects that are excluded from incorporating complete streets infrastructure during the annual budget adoption process.

Sec. 2.4. If the safety and convenience of users of public streets can be improved within the scope of signage, re-striping, or signalization projects, those projects shall be made complete streets.

ARTICLE 3. DATA COLLECTION, STANDARDS, AND PUBLIC INPUT.

Sec.3.1. The Department shall provide an annual written report to the Commission, within 90 days after the fiscal year-end that includes:

- A. The status of all complete streets projects scheduled for concluded fiscal year and the current fiscal year. This should also include financial status, which includes budget and amount spent.
- B. Impacts of concluded complete streets infrastructure to all category of users through use of existing data.
- C. Any changes to existing standards and policies that would need to be taken by the County or other agencies or department to improve implementation of complete streets infrastructure based on best practices and emerging trends.
- D. Any feedback from local municipalities and community meetings that may be considered for future planning.
- E. Assessment of potential obstacles to implementing complete streets practices throughout the County and identifying alternative solutions to those obstacles.

Sec. 3.2. The County shall abide by federal and state mandates to allow public participation in policy decisions and transparency in individual determinations concerning the design and use of public streets.

Sec. 3.3. All initial planning and design studies, health impact assessments, environmental reviews, and other project reviews for public streets projects requiring funding or approval by the County shall:

- A. Evaluate the effect of the proposed project on safe travel by all users, and
- B. Identify measures to mitigate any identified adverse impacts.