

RESOLUTION IN SUPPORT OF
COMPLETE STREETS POLICY FOR THE CITY OF WARREN

A Regular Meeting of the City Council of the City of Warren, County of Macomb, Michigan held October 23, 2012, at 7:00 o'clock p.m. Eastern Daylight Savings Time in the Council Chambers at the Warren Community Center.

PRESENT: Council Members St. Pierre Jr., Green, Stevens, Sadowski,
Boccomino, Colegio, and Warner

ABSENT: Council Members None

The following preamble and resolution were offered by Council Member Sadowski and supported by Council Member Stevens

If adopted by Warren City Council, the following statements will constitute Warren's Complete Streets Policy. Complete Streets is a best practices planning tool that calls upon municipalities to consider, in design/redesigning of road infrastructure projects, all potential users.

Complete Streets are defined as a design framework that enables safe and convenient access for all users, including pedestrians, bicyclists, transit riders, and drivers of all ages and abilities; and,

The Michigan Legislature passed Complete Streets legislation (Public Act 134 and Public Act 135 2010) that requires the Michigan Department of Transportation (MDOT) and local governments consider all users in transportation related projects; and

Streets constitute a large portion of public space and should be corridors for all modes of transportation including pedestrians, bicycles and transit; and

Streets that support and invite multiple uses that include safe, active and ample space for pedestrians, bicycles, and transit are more conducive to the efficient movement of people than streets primarily designed for automobile and trucks; and

The Complete Streets design framework is inclusive of all forms of transit, and therefore will not challenge the presence of existing transportation accommodations, such as parking. Accommodation for modes of transportation can only be added - not taken away; and

Trends in energy and transportation costs, air quality, and public health necessitate a more comprehensive approach to mobility within communities to offer a greater variety of mobility choices that are not strictly automotive based; and

There are practical limits to roadway expansion as a response to traffic congestion; and

Complete Streets principles have been and continue to be adopted nationwide at state, county, and city levels in the interests of proactive planning and adherence to federal regulation that guide transportation planning organizations to promote multi-modal transportation options for all users; and

Complete Streets are achieved when transportation agencies routinely plan, design, construct, reconstruct, operate, and maintain the transportation network to improve conditions for bicyclists, pedestrians, transit and freight in a manner consistent with, and supportive of, the surrounding community; and

Complete Streets support economic growth and community stability by providing accessible and efficient connections between home, school, work, recreation, and retail destinations by improving pedestrian and vehicular environments throughout communities; and

Complete Streets enhance safe walking and bicycling options for school-age children, in recognition of the State and National Safe Routes to School Programs and Healthy Kids Healthy Michigan; and

Promoting pedestrian, bicycle and transit travel as an alternative to automobiles reduce negative environmental impacts promote public healthy living and is less costly to the commuter; and

The development of a more complete transportation network or "Complete Streets" can improve pedestrian safety, increase the transportation networks capacity, reduce negative environmental impacts, and promote improvements in public health; and

Transportation expenses can be reduced if local infrastructure encourages active transportation, which helps families replace car trips with bicycling, walking or taking public transit. When roads are re-designed and maintained to attract pedestrians, the local economy improves and diversifies from increased buyers, which produces job growth and increased investment in the area including surrounding property value. In fact, according to the website completestreets.org, in most metro-areas studied, every one-point increase in the 100-point Walk Score scale is associated with an increase in home value of \$500 - \$3,000; and

It is stated in the Michigan State Transportation Commission (STC) Policy on Complete Streets dated July 26 2012 that MDOT will work with local road agencies and its grant and funding recipients to encourage network continuity; and

The City of Warren recognizes the importance of street infrastructure and modifications such as sidewalks, crosswalks, shared use paths, bicycle paths, signage, and accessible curb ramps, that enable safe, convenient, and comfortable travel for all users; and

THEREFORE, BE IT RESOLVED, to support the Complete Streets Policy for use by the City of Warren in the design, planning, and construction of public infrastructure improvements.

AYES: Council Members Sadowski, Stevens, Boccomino, Colegio, Green,
St. Pierre, Jr., and Warner

NAYS: Council Members None

RESOLUTION DECLARED ADOPTED this 23rd day of October, 2012.



SCOTT C. STEVENS
Secretary of the Council
Mayor Pro Tem

CERTIFICATION

STATE OF MICHIGAN)

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COUNTY OF MACOMB)

I, PAUL WOJNO, duly elected City Clerk for the City of Warren, Macomb County, Michigan, hereby certify that the foregoing is a true and correct copy of the resolution adopted by the Council at its meeting held on October 23, 2012.

PAUL WOJNO
City Clerk