

City of Saline

Complete Streets Ordinance



September 13 and 20, 2010

CARLISLE/WORTMAN ASSOCIATES



What Are Complete Streets?

- Complete streets are designed to serve everyone—motorists as well as pedestrians and bicyclists
- Take into account the needs of people with disabilities, older people, and children





Benefits of Complete Streets

- Increase travel safety for all users- bicyclists, pedestrians, and vehicles
- Improve human health
- Provide more transportation options
- Decrease car traffic and reduce pollution



Factors Affecting Pedestrians

- Presence of sidewalk
- Separation of pedestrians and cars
- Presence of buffers between pedestrians and moving cars such as trees, parking lane, or pedestrian refuge
- Traffic volume
- Traffic speed



Factors Affecting Bicyclists

- Presence of bicycle lane
- Traffic volume
- Traffic speed
- Presence of trucks/buses
- Pavement condition
- On-street parking



A place for every person

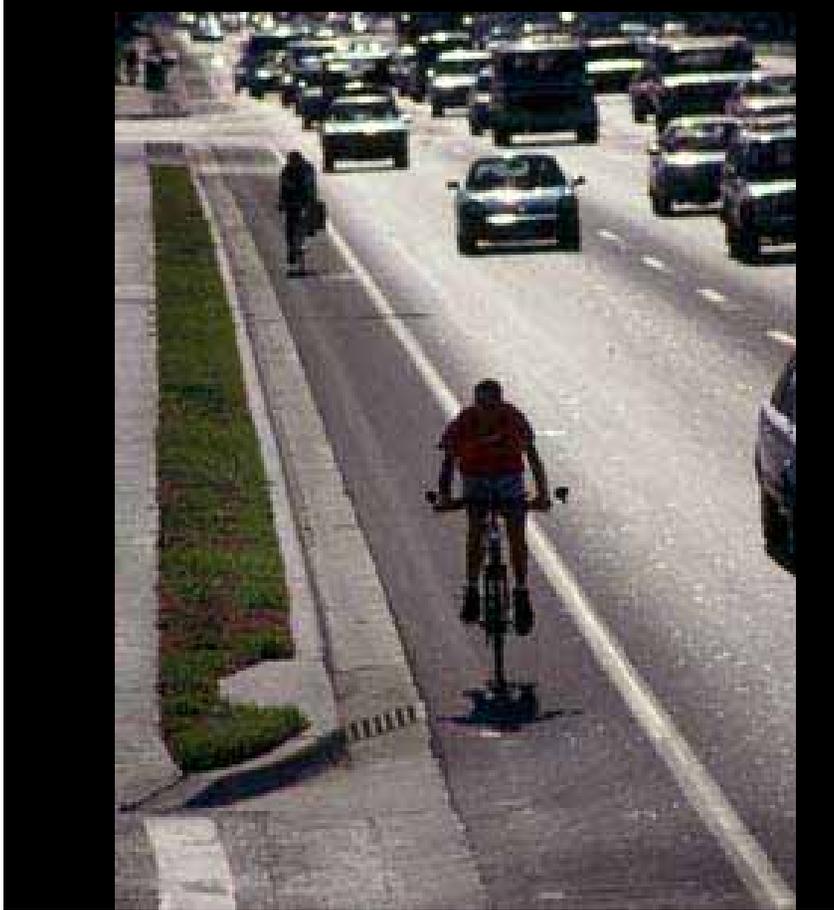
PEDESTRIAN FRIENDLY HIGHWAYS





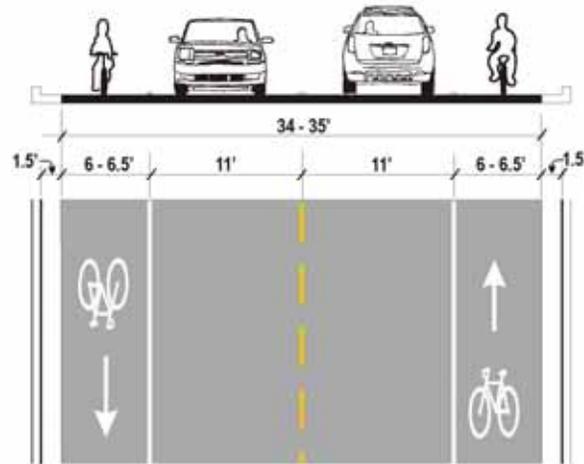




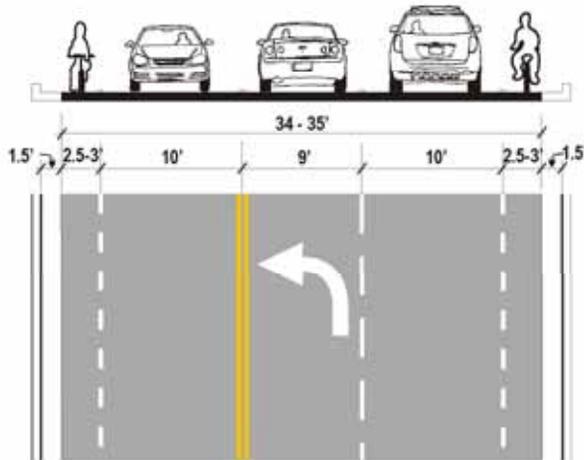




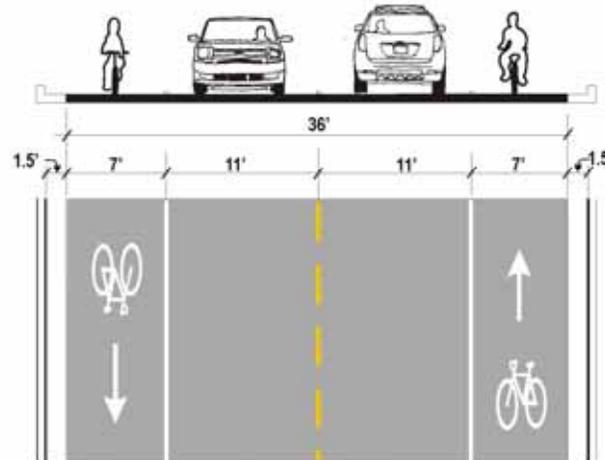




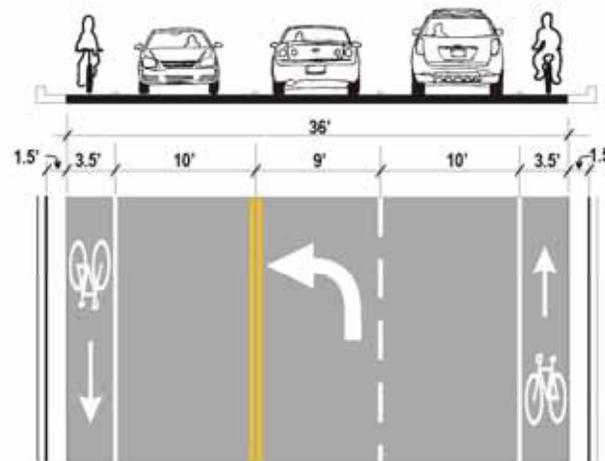
2 11'-travel lanes
2 bike lanes (varying width)



At intersection with Clark Street, school entrances, and Woodland Drive:
2 10'-travel lanes
1 center left-turn lane at intersections
Bicycles share the road at intersections
- bike area marked with broken line striping

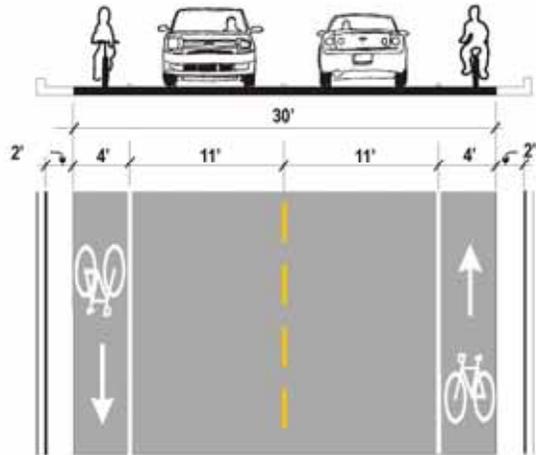


2 11'-travel lanes
2 bike lanes (varying widths)

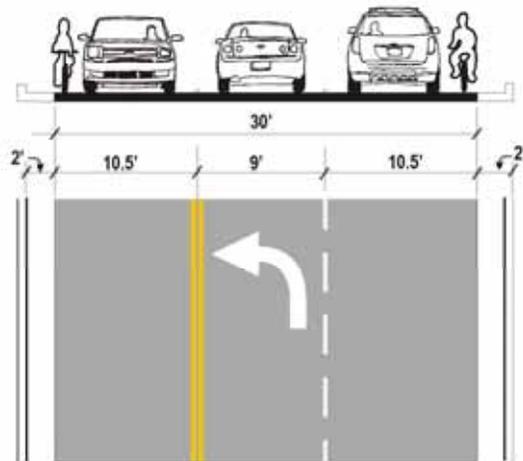


At intersection with Bennett Street, Harper Street,
Saline-Waterworks Road, Tower Street, Thibault
Lane, and Woodland Drive East:

2 10'-travel lanes
2 bike lanes (3.5' minimum width)
1 center left-turn lane at intersections with
opposing refuge island



2 11'-travel lanes
2 bike lanes (3.5' minimum width)



At intersection with Pleasant Ridge Drive and Willis Road:

2 travel lanes
1 center left-turn lane
Bicycles share the road at intersections
Pedestrian refuge island on south sides of Pleasant Ridge Drive and Willis Road



MI Communities with Complete Streets

- State of Michigan recently passed two bills endorsing complete streets
- The City of Jackson & Jackson County adopted complete streets resolutions
- City of Ann Arbor adopted a non-motorized plan putting forth a complete streets policy
- The Cities of Flint and Lansing adopted complete streets ordinances





Elements of a Complete Streets Ordinance

- Includes all users and covers all roads
- Follows a planned network
- Includes all projects – All roadway construction and improvements must include bicycle and pedestrian facilities, an opportunity to improve safety, access, and mobility for all travelers
- Specifies exceptions (corridors where non-motorized use is prohibited, when cost of accommodation is disproportionate to the need or probable use, documented absence of need, now and in the future, etc.)





Proposed Ordinance

Section 1. Definition

"Complete streets" is defined as a design principle to promote a safe network of access for pedestrians, bicyclists, and motorists of all ages and abilities.





Proposed Ordinance

Section 2. Complete Streets Improvements

The City of Saline will plan for, design, and construct all transportation improvement projects, both new and retrofit activities, to provide appropriate accommodation for bicyclists, pedestrians, transit users, and persons of all ages and abilities in accordance with the City of Saline Non-motorized Transportation Plan.

In furtherance of that policy:

(a) The City of Saline Non-Motorized Transportation Plan shall be referenced and its implementation considered prior to construction or reconstruction within city rights-of-way.





Proposed Ordinance

Section 2. Complete Streets Improvements (cont.)

(b) The Non-motorized Transportation Plan will include, at a minimum, accommodations for accessibility, sidewalks, curb ramps and cuts, trails and pathways, signage, bike lanes, and shall incorporate principles of complete streets and maximize walkable and bikable streets within the City of Saline.

(c) The accommodations shall also be designed and built using guidance from the most recent editions of the American Association of State Highway Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities*, the Michigan Manual on Uniform Traffic Control Devices (MMUTCD) (MDOT), and the *Americans with Disabilities Act Accessibility Guidelines (ADAAG)*.





Proposed Ordinance

Section 2. Complete Streets Improvements (cont.)

Methods for providing flexibility within safe design parameters, such as context sensitive solutions and design, will be considered.

(d) The City of Saline Non-motorized Transportation Plan will be updated every five years from the date of its initial adoption.

(e) It will be a goal of the City to fund the implementation of the Non-motorized Transportation Plan, which shall include expending State Act 51 funds received by the City annually in accordance with Public Act 135 of 2010, as amended.





Proposed Ordinance

Section 3. Exceptions

Facilities for bicyclists, pedestrians, transit users, and people of all ages and abilities are not required to be provided in instances where a documented exception is recommended by the City Manager and granted by the City Council based on findings of one or more of the following conditions:

- (a) Where their establishment would be contrary to public health and safety,
- (b) When the cost would be excessively disproportionate to the need or probable use,
- (c) When the cost would result in an unacceptable diminishing of other city services,





Proposed Ordinance

Section 3. Exceptions (cont.)

(d) Where there is no identified long-term need,

(e) Where the length of the project does not permit a meaningful addition to the non-motorized network, or

(f) Where reconstruction of the right-of-way is due to an emergency.

