

RESOLUTION OF SUPPORT – COMPLETE STREETS
January 5, 2015

A motion was made by Trustee Bogema, and seconded by Trustee Amos, to adopt the following resolution. A roll call vote was taken and the motion passed unanimously.

WHEREAS, “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

WHEREAS, “Complete Streets” are achieved when transportation agencies routinely plan, design, construct, reconstruct, 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, 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 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, Complete Streets allows people with disabilities, low-income residents, older adults, children, and other segments of the population who do not have consistent access to vehicular transportation the ability to travel freely throughout the community; and

WHEREAS, the State of Michigan has adopted complete streets legislation with the passing of Public Acts 134 and 135 of 2010 that require the Michigan Department of Transportation to consider all users in transportation related projects and work with locals, townships, cities, and villages to including planning for Complete Streets in their transportation programming; and

WHEREAS, PA 135 stipulates that before a city, village, or township approves any project that affects a roadway or transportation facility under the jurisdiction of another agency, it shall consult with that agency and agree on how to address the respective complete streets policies before approving a non-motorized project affecting a transportation facility whether it is under the jurisdiction of the Michigan Department of Transportation (MDOT), or under the jurisdiction of the county or another municipality; and

WHEREAS, PA 135 further stipulates that before MDOT submits its multiyear capital plan to the state transportation commission or a county road agency approves its multi-year capital plan, for any project that affects a roadway or transportation facility within or under the jurisdiction of a city, village, or township, the MDOT or county road agency shall consult with the affected city, village, or township and agree on how to address the respective complete streets; and

WHEREAS, the Comstock Township's Master Plan was last updated in 2009 and addresses multiple forms of transportation including roads, mass transportation, and non-motorized transportation; and

WHEREAS, in Comstock, the Township anticipates adopting a Non-Motorized Facilities Plan providing a vision and strategy for development and implementation of the community's goals for non-motorized facilities; and

WHEREAS, both the Kalamazoo Area Transportation Study (KATS) and MDOT have adopted Complete Streets Policies that incorporate consideration of these principles into broader transportation planning and funding decisions; and

WHEREAS, the Township seeks to provide a high quality of life for its residents consistent with the vision presented in the Master Plan as well an environment conducive to business development and will continue to communicate and coordinate with its road agencies and local and regional transportation partners to develop a more complete transportation system in concert with this and other similar policies.

NOW, THEREFORE, BE IT RESOLVED, The Charter Township of Comstock Board of Trustees hereby declares its support of Complete Streets policies and to the extent feasible will incorporate Complete Streets design considerations and practices as a routine part of infrastructure planning and implementation; and

BE IT FURTHER RESOLVED, that the Charter Township of Comstock will consider Complete Street principles in future long-range planning documents, such as the Master Plan, Zoning Ordinance, Non-Motorized Plan, Recreation Plan, and on-going zoning activities such as site plan review; and

BE IT FURTHER RESOLVED, that the Charter Township of Comstock will work closely with its local, regional, and State transportation partners in the planning, designing, construction, operation, and maintenance of the transportation network in the Township to achieve compliance with this Policy.