

CITY OF GLADSTONE

ORDINANCE # 586

ORDINANCE TO AMEND CHAPTER 46, STREETS, SIDEWALKS AND CERTAIN OTHER PUBLIC PLACES, OF THE CITY OF GLADSTONE CODE OF ORDINANCES BY ADDING THEREOF ARTICLE I., COMPLETE STREETS INFORMATION, TO PROVIDE FOR AND REGULATE A DESIGN PRINCIPLE TO PROMOTE A SAFE NETWORK OF ACCESS FOR PEDESTRIANS, BICYCLISTS, AND MOTORISTS OF ALL AGES AND ABILITIES.

WHEREAS, walking and bicycling are non-motorized transportation options that enhance health through physical activity and help reduce air pollution;

WHEREAS, the "Complete Streets" guiding principle is to promote a safe network of access for pedestrians, bicyclists, transit users, motorists and users of all ages and abilities; and

WHEREAS, other jurisdictions and agencies nationwide have adopted Complete Streets legislation including the U.S. Department of Transportation, the State of Michigan (Bills HV 6151 and 6152), and numerous Michigan communities such as Lansing, Flint, Jackson, Midland and Houghton and

WHEREAS, the promotion of capital improvements that are planned, designed and constructed to encourage walking, bicycling, and transportation options increases the general safety and welfare for all of the City of Gladstone's citizens; and

WHEREAS, as a matter of policy, City officials should integrate and implement the "Complete Streets" guiding principle.

NOW, THEREFORE, THE CITY OF GLADSTONE ORDAINS:

SECTION 1. That Chapter 46. Streets, Sidewalks and Certain Other Public Places, of the City of Gladstone Code of Ordinances is hereby amended by adding thereof Article I the following:

Sec. 46-1(a). Definitions.

"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.

Sec. 46-4. Complete Streets Improvements.

The City of Gladstone will plan for, design, and construct all transportation improvement projects, both new and retrofit activities, to provide appropriate accommodations for bicyclists, pedestrian, transit users, and persons of all ages and abilities in accordance with the City of Gladstone Master Plan and the Capital Improvements Plan.

In furtherance of that policy:

(a) The City of Gladstone Master Plan and Capital Improvements Plan shall be referenced and its implementation considered prior to construction or reconstruction

within the City's rights-of-way.

(b) The Master Plan and Capital Improvements Plan will include, at a minimum, accommodations for accessibility, sidewalks, curb ramps and cuts, trails, pathways, signage, bike lanes, and shall incorporate principles of complete streets and maximize walkable and bikeable streets within the City of Gladstone.

(c) The accommodations shall also be designed and built using guidance from the most recent additions 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 *American with Disabilities Act Accessibility Guidelines* (ADAAG). Methods of providing flexibility within safe design parameters, such as context sensitive design solutions and design, will be considered.

(d) The City of Gladstone Master Plan will be updated every five (5) years from the date of its initial adoption and the Capital Improvements Plan will be updated annually.

(e) It will be the goal of the City to fund the implementation of the Master Plan and Capital Improvement Plan, which shall include expending State Act 51 funds received by the City annually in accordance with Public Act 135 of 2010, as amended.

Sec. 46-152. Exceptions.

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

(a) Where their establishment would be contrary to public health and safety,

(b) Where the City Commission determines the cost would be disproportionate to the need or probable use,

(c) When the cost would result in unacceptable diminishing of other city services,

(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.