

CITY OF SALINE
WASHTENAW COUNTY, MICHIGAN
ORDINANCE NO. 731

AN ORDINANCE TO AMEND CHAPTER 74, STREETS, SIDEWALKS AND PUBLIC IMPROVEMENTS, OF THE SALINE CITY CODE BY ADDING AT THE END THEREOF ARTICLE VIII., COMPLETE STREETS, 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 HB 6151 and 6152), and numerous Michigan communities such as Lansing, Flint, Jackson and Midland; 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 Saline’s citizens; and

WHEREAS, as a matter of policy, City Officers should integrate and implement the “Complete Streets” guiding principle.

NOW, THEREFORE, THE CITY OF SALINE ORDAINS:

SECTION 1. That Chapter 74. Streets, Sidewalks and Public Improvements, of the Saline City Code is hereby amended by adding at the end thereof Article VIII. Complete Streets, to read as follows:

Sec. 74-271. **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.

Sec. 74-272. **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, pedestrian, 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 re-construction within city rights-of-way.
- (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 bikeable 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)*. 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.

Sec. 74-273. 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,
- (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.

SECTION 2. Repealer.

All ordinances or parts of ordinances in conflict with this ordinance are repealed only to the extent necessary to give this ordinance full force and effect.

SECTION 3. Severability.

Should any section, subdivision, clause or phrase of this ordinance be declared by the courts to be invalid, the validity of the ordinance as a whole, or in part, shall not be affected other than the part invalidated.

SECTION 4. Savings.

All proceedings pending and all rights and liabilities existing, acquired or incurred at the time this ordinance takes effect are saved and may be consummated according to the law in force when they were commenced.

SECTION 5. Effective Date.

This ordinance shall be published in the manner required by law and shall become effective 10 days after the date of its publication.

Moved by Councilmember Rhoads supported by Councilmember Ivey that the foregoing Ordinance No. 731 be adopted.

AYES: Driskell, Ivey, Law, Little, Marl, Ping, Rhoads

NAYS: None

ABSENT: None

Ordinance No. 731 declared adopted at a regular meeting of the Saline City Council held on September 20, 2010.

THE CITY OF SALINE

Gretchen Driskell, Mayor

Dianne S. Hill, Clerk

PUBLISHED: September 30, 2010