

# CITY of NOVI CITY COUNCIL

Agenda Item 1  
August 9, 2010

**SUBJECT:** Adoption of a resolution supporting a "Complete Streets" Policy for the City of Novi.

**SUBMITTING DEPARTMENT:** Community Development – <sup>Barb</sup> Planning Division

**CITY MANAGER APPROVAL:** 

**BACKGROUND INFORMATION:**

"Complete Street" policies promote street designs that accommodate all users, including pedestrians, bicyclists, transit users, motorists and freight haulers. Streets that have good design and provision for walking and bicycling facilities have been shown to improve transportation safety, improve community health and improve quality of life.

State and Federal agencies have acknowledged the benefits of applying standards that allow and encourage transportation routes to accommodate all users, and are considering mandating the use of these policies for future transportation improvement projects. The U.S. Department of Transportation's "Bicycle and Pedestrian Accommodation" policies (attached) support "Complete Streets" policies. "Complete Streets" Legislation was recently approved in Michigan. Please see the attached webpage from the Michigan Municipal League and attached House Bills 6151 and 6152.

Novi has a long-held interest in designing roads, sidewalks and pathways in a safe and effective manner, and undertakes the construction and reconstruction of roads and pathways with safety and cost-effectiveness as primary considerations. The Design and Construction Standards, as a part of the City Code, provides a good set of standards for roadway and sidewalk designs. The Master Plan for Land Use has provided a section on roads and non-motorized paths as basic infrastructure important to the community's character and quality of life. This section of the Master Plan for Land Use provides commentary, maps and data of existing conditions, which provide the basis for further review and recommendations for future improvements and standards.

For the last several years, the Walkable Novi Committee has committed time and resources to the development of a prioritization plan for future funding and construction of missing links in Novi's sidewalk and pathway system. Recently, the City has undertaken the project of developing a Non-Motorized Master Plan with the help of an outside consulting firm, utilizing EECBG funds, to insure that transportation efficiencies are maximized. As one component of the Plan, recommendations on design standards and implementation strategies related to "Complete Streets" policies will be explored.

Even while the City of Novi has accomplished this much, Staff believes that the City could benefit from a "Complete Streets" policy being formally adopted by the City Council. As a first step, it would be appropriate for the City Council to consider a resolution supporting the development of a "Complete Streets" policy for the City of Novi. Attached is a draft resolution for consideration by the City Council.

Following the City Council's consideration of the Resolution, members of the Community Development Department and the Department of Public Services will meet to discuss the process for further development of "Complete Streets" guidelines and make recommendations to the City Manager's Office for development of a comprehensive Complete Streets Plan with implementation strategies for future development of design standards to accomplish the strategies of the plan.

**RECOMMENDED ACTION:** Adoption of a resolution supporting a "Complete Streets" Policy for the City of Novi.

	1	2	Y	N
<b>Mayor Landry</b>				
<b>Mayor Pro Tem Gatt</b>				
<b>Council Member Crawford</b>				
<b>Council Member Fischer</b>				

	1	2	Y	N
<b>Council Member Margolis</b>				
<b>Council Member Mutch</b>				
<b>Council Member Staudt</b>				

**RESOLUTION SUPPORTING A "COMPLETE STREETS"**  
**POLICY FOR THE CITY OF NOVI,**  
**\_\_\_\_\_ , 2010**

City of Novi  
County of Oakland, Michigan

Minutes of a regular Meeting of the City Council of the City of Novi, County of Oakland, Michigan, held in the City Hall in said City on \_\_\_\_\_, 2010, at 7:00 o'clock P.M. Prevailing Eastern Time.

PRESENT: Councilmembers \_\_\_\_\_  
\_\_\_\_\_

ABSENT: Councilmembers \_\_\_\_\_  
\_\_\_\_\_

The following preamble and Resolution were offered by Councilmember \_\_\_\_\_  
\_\_\_\_\_ and supported by Councilmember \_\_\_\_\_.

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, re-construct, 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 using 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, the City of Novi's proposed "Master Plan for Land Use" amendments include goals, objectives and implementation strategies to promote non-motorized transportation in the City of Novi; and

WHEREAS, the City of Novi has contracted for the completion of a "Non-Motorized Master Plan" that will include "Complete Streets" design standards and identify near-term and long-term improvements to further a "Complete Streets" policy, and

WHEREAS, "Complete Streets" principles have been and continue to be adopted nation-wide at state, county, MPO, and city levels in the interest of proactive planning and adherence to federal regulation that guide transportation planning organizations to promote multi-modal transportation options and accessibility for all users.

NOW, THEREFORE, BE IT RESOLVED, that the City of Novi City Council hereby declares its support of "Complete Streets" policies and further directs City staff to develop a set of proposed standards and ordinances to implement "Complete Streets" policies and practices in the City of Novi to make the City more accommodating to walkers and bicyclists.

AYES: Councilmembers \_\_\_\_\_  
\_\_\_\_\_

NAYES: Councilmembers \_\_\_\_\_  
\_\_\_\_\_

RESOLUTION DECLARED ADOPTED.

\_\_\_\_\_  
MARYANNE CORNELIUS, City Clerk

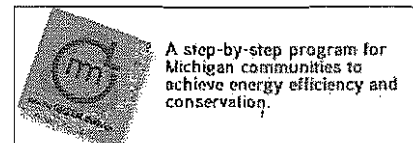
**CERTIFICATION**

I hereby certify that the foregoing is a true and complete copy of a Resolution adopted by the City Council of the City of Novi at \_\_\_\_\_ meeting held this \_\_\_\_\_ day of \_\_\_\_\_, 2010.

\_\_\_\_\_  
MARYANNE CORNELIUS, City Clerk

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**VICTORY! Complete Streets Legislation Passes Senate**

July 28, 2010 15:09 by [Andy Schor](#)

The League had a huge victory today when the Senate passed the Complete Streets legislation. As previously reported, [HB 6151](#) and [6152](#) create Complete Streets policies in state law - Act 51 transportation funding law and the Planning Act. These bills match up perfectly with the concepts in the League's [Prosperity Agenda](#) and the Physical Design and Walkability core asset identified by the League's [Center for 21st Century Communities](#).

The League has worked closely with Rep. Switalski and Rep. Byrnes, sponsors of this important legislation. We have also worked with Sen. Gilbert (chair of the Senate Transportation Committee) and his staff to have this legislation perfected in the Senate. The Michigan Department of Transportation had concerns with HB 6151 that the existing language could prevent them from submitting their 5-year plan to the state Transportation Commission for action on projects, and language was worked out ensuring that doesn't happen. The League was able to retain language that would ensure that a community has to be consulted and agree on any projects that MDOT or the county road commission does in a municipality with a Complete Streets policy. This was key to ensuring support from the League. Our staff worked with Senate and House policy staff to perfect the language.

HB 6151 was amended and sent back to the House for concurrence. That did not happen today, but the House is expected to concur when they return to session in a few weeks. HB 6152 was not amended and was sent on to the Governor for her signature.

*Andy Schor is the Assistant Director of State Affairs for the Michigan Municipal League. Contact him at (517) 908-0300 or by email at [aschor@mml.org](mailto:aschor@mml.org).*



Currently rated 5.0 by 1 people

Tags: [complete streets](#), [andy schor](#), [michigan municipal league](#), [chris hackbarth](#), [michigan legislature](#), [hb 6151](#), [hb 6152](#), [switalski](#), [byrnes](#)  
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# MICHIGAN PLANNER



American Planning Association  
Michigan Chapter

*Making great communities happen*

A Publication of the Michigan Chapter of the American Planning Association

## MOBILITY FOR ALL USERS: COMPLETE STREETS

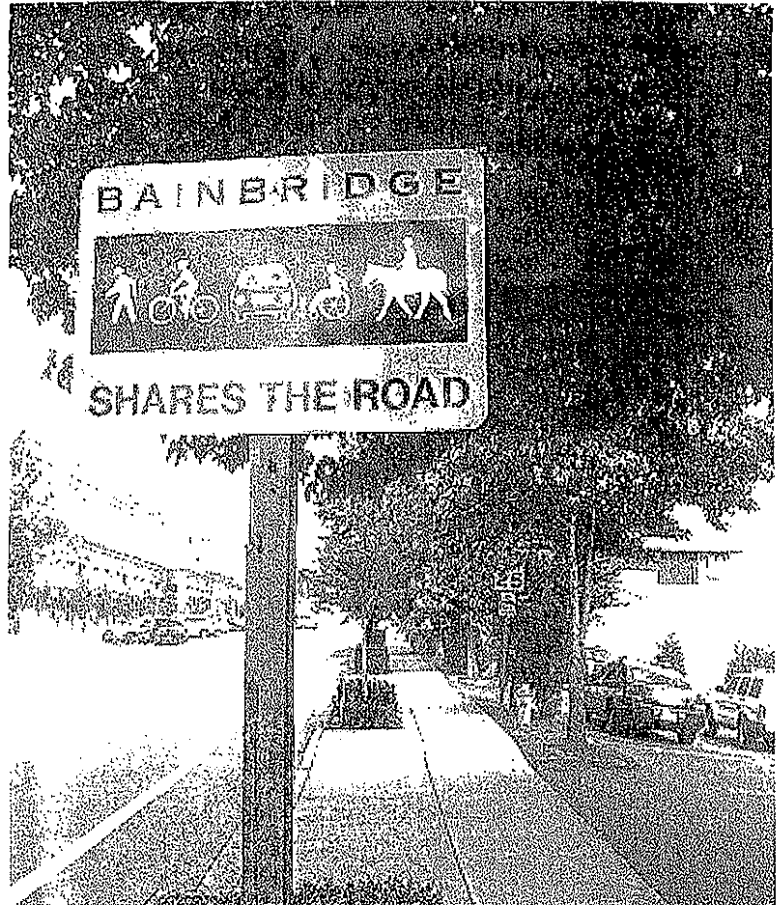
By Brad Strader, AICP, PTP, Director Transportation Studio, LSL Planning, Inc.

### WHAT ARE COMPLETE STREETS?

History shows that streets are built primarily to efficiently and safely move cars and trucks. As traffic increases, the response is to build new or wider streets, with more lanes and greater capacities. In the past, street designers and funding agencies often gave little or token attention to needs of pedestrians and bicyclists. In the last few years there has been a gradual adjustment in transportation philosophy. A greater emphasis is placed on harmonizing the needs of autos with alternative ways of getting around. Transportation lingo now includes terms like "livable streets," "context sensitive solutions" (CSS), "sustainable transportation," "transit-oriented development (TOD)," and "green streets." This terminology is based on an approach to consider the right-of-way as a public realm that should meet the mobility needs of all users, including motorists, pedestrians, cyclists, transit users, and in some cases, street parkers. Further, streets should complement or improve the character of their surroundings. "Complete streets" is perhaps the most encompassing phrase associated with this approach.

The National Complete Streets Coalition, with members from a diverse number of local, regional, and national organizations, is a leading advocate in the movement to complete streets. The philosophy of complete streets is to provide people with access to various modes of transportation, while helping make a community more inviting and enjoyable in which to live, work, learn, and be entertained.

In a complete streets network, each street is designed to provide safe accommodation for the various intended users. This does not mean all streets must be designed to equally support all users. Instead, there should be a wider palette of street design standards that consider the location, form of adjacent land



**SHARING THE ROAD** A "complete streets" policy may require that new roads be built to accommodate all users, including bicyclists, pedestrians, and transit riders. The policy would improve safety, reduce congestion and air pollution, and create a stronger sense of community.

uses, traffic volumes, target vehicle speeds, pedestrian needs, bicycle opportunities, and transit. For example, on downtown streets, priority would be given to pedestrians of all abilities and local auto traffic, resulting in low auto design speeds, wider sidewalks, on-street parking, and pedestrian-oriented streetscape and building form. In any setting, urban, suburban, or rural, different elements of complete streets can be applied

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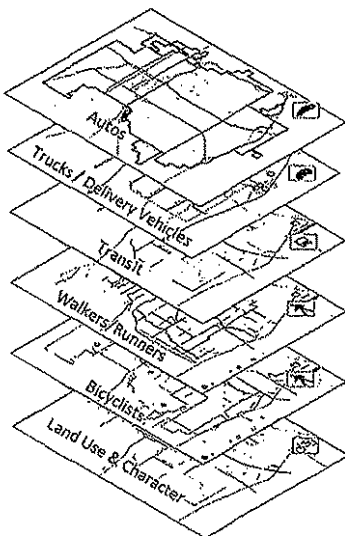
to match the character of the setting and the intended use.

For communities concerned with public health, safety, welfare, and long term sustainability, a complete streets transportation approach should be considered essential, not an option. But the extent of a complete streets program has many variables including jurisdiction (MDOT or county roads vs. city or village streets), land use characteristics, travel needs, and opportunities for implementation.

## LEVELING THE PLAYING FIELD, FROM "COMPETE" STREETS TO "COMPLETE" STREETS

Transportation needs vary by user. In many cases, there is competition among the users in the right-of-way. Examples include autos driving too near pedestrians crossing the street, autos not giving room for buses or bicyclists, or

COMPETE STREETS  
 → COMPLETE STREETS  
 ^  
 Leveling the Playing Field



*Complete streets consider needs of different user groups, street function, and land use context.*

## What are complete streets?

Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities must be able to safely move along and across a complete street.

## What does a complete street look like?

Since each complete street is unique, it is impossible to give a single description. But ingredients that may be found on a complete street include sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible transit stops, frequent crossing opportunities, median islands, accessible pedestrian signals, curb extensions, and more. A complete street in a rural area will look quite different from a complete street in a highly urban area. But both are designed to balance safety and convenience for everyone using the road.

## Why do we need complete streets policies?

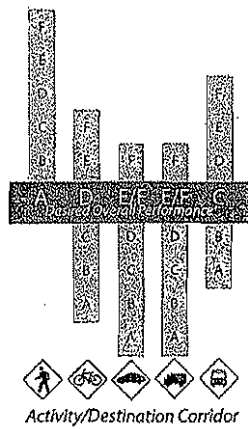
Complete streets improve safety. A Federal Highways Administration safety review found that streets designed with sidewalks, raised medians, better bus stop placement, traffic-calming measures, and treatments for disabled travelers improve pedestrian safety. Some features, such as medians, improve safety for all users: they enable pedestrians to cross busy roads in two stages, reduce left-turning motorist crashes to zero, and improve bicycle safety. Complete streets encourage walking and bicycling for health.

Complete streets address climate change and oil dependence. The potential to reduce carbon emissions by shifting trips to lower-carbon modes is undeniable. The 2001 National Household Transportation Survey found 50 percent of all trips in metropolitan areas are three miles or less and 28 percent of all metropolitan trips are one mile or less – distances easy to walk, bike, or hop a bus or train. Yet 65 percent of the shortest trips are now made by automobile, in part because of incomplete streets that make it dangerous or unpleasant for other modes of travel. Complete streets would help convert many of these short automobile trips to multi-modal travel. Simply increasing bicycling from 1 percent to 1.5 percent of all trips in the U.S. would save 462 million gallons of gasoline each year. Using transit has already helped the United States save 1.4 billion gallons of fuel each year, which is a savings of 3.9 million gallons of gasoline every day.

Complete Streets foster strong communities. Complete streets play an important role in livable communities, where all people – regardless of age, ability, or mode of transportation – feel safe and welcome on the roadways. A safe walking and bicycling environment is an essential part of improving public transportation and creating friendly, walkable communities.

*Information from the National Coalition of Complete Streets.*





Pedestrian  
Quality of Service



- +Complete system
- +Easier to cross
- +Improved Comfort



An adequately complete network of decent sidewalks

- Gaps in system.
- Poor pavement
- Less inviting.

Establishing a level or quality of service for all modes levels the playing field. | GRAPHICS BY ROBERT CRAMER AND KATHLEEN DUFFY, LSL PLANNING.

bicyclists frustrating motorists by not obeying the rules of the road. When there is too little room for everyone to comfortably use the road the result is often “compete” streets. In a “compete street,” road rage ensues and the bigger vehicle usually wins.

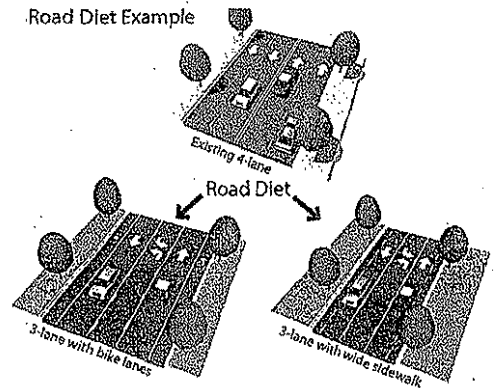
Leveling the playing field to pay attention to all modes can transform a compete situation into a “complete street” system. In some cases, all the users can comfortably share the road. But in many cases, a decision needs to be made on which modes are going to be favored on particular streets. Instead of the common practice of road design based on automobile level of service (LOS), a multi-modal LOS, or quality of service, is established. In some cases, like streets with heavy volumes of

trucks or commuters, the street may be designed for a high vehicle LOS, especially where there is little pedestrian activity expected. But there are many streets where pedestrians and bicyclists should have high priority, especially in downtowns, business districts, neighborhoods, and routes to major walking/biking destinations. Those streets might have wider sidewalks, more frequent pedestrian crossings and bike lanes. Priority transit corridors can be supported by compact development, good pedestrian connections to bus stops or stations, and special priority traffic signal timing or exclusive lanes.

## IMPLEMENTING COMPLETE STREETS

Like a community comprehensive plan, there is a sequence of steps to transform toward a complete streets network. Keep in mind that involving the public officials, stakeholders, agencies, and various departments in each step builds support for the plan and its implementation.

**1. Support for a Vision.** The first step is to advocate for community support in all types of transportation modes. Because many communities continue to give priority to motorized transportation, the initiation of this step often requires a “champion” that has recognized the importance of a comprehensive transportation network for all users. The champion may come from the community’s planning department, the roads department, an advocacy group, or the community at-large. Ann Arbor’s new Transportation Plan, building awareness through public workshops, champions a community vision of accommodating growth with no increase in automobile travel; reducing auto use by offering more attractive choices for walking, biking, and transit; and reducing emissions through a sustainable transportation system.



A 4-lane road can be reduced to accommodate dedicated bike lanes or wider sidewalks.

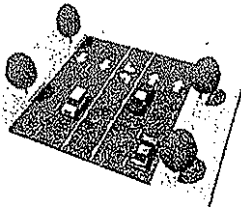
**2. Inventory.** Next, inventory your community’s existing motorized and non-motorized transportation network, supplementing typical traffic data like 24-hour traffic counts with information such as sidewalk gaps, condition for bicyclists and person with disabilities, and transit ridership. Key destinations within the community (e.g. schools, churches, shopping, transit stops, parks and recreation facilities) should be identified. Providing connections to these destinations for all ages and abilities is a key objective of a complete streets approach.

**3. Evaluate.** The next step is to identify where change in the existing transportation system is needed and explore options to address them. For example, existing road capacity and travel speeds are assessed to determine where road diets (see sidebar) can be considered to replace travel lanes with bike lanes, parking, or greenspace. Locations for required bike lanes are identified, either within the road right-of-way or via another nearby parallel local street. Gaps in the existing sidewalk or pathway system, particularly with regards to connecting neighborhoods to the sidewalks along major streets, are identified and prioritized for correcting. Required connections between bike paths, sidewalks and transit stops are



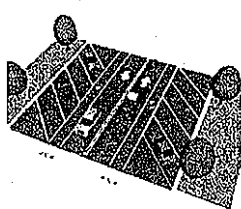
### Example Street Typologies

Business Corridor



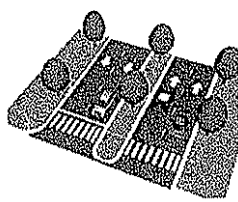
- High left turn volumes (access)
- Local and through traffic

Activity | Destination



- On-Street parking
- Wide sidewalks
- Bump-outs
- Local traffic/low speeds
- Bike lanes

Commuter | Workhorse



- Median limits turns
- Through traffic
- Transit/Autos/Trucks
- Bikes directed to parallel local streets

also identified. Some communities are also easing pedestrian crossings with countdown, audible, and mid-block pedestrian-activated signals.

**4. Street Typologies.** While a complete streets approach may apply to particular streets or districts, ideally it would be network-wide. By categorizing the entire network, you can identify which streets can better accommodate different users. You can start with your existing, auto-centric, functional classification system and add criteria to acknowledge other modes and the character of the area. Think of it as different design options for streets as they traverse different zones in the community: a transect-based system.

**5. Implementation.** Attaining a comprehensive network of complete streets requires the adoption and implementation of plans and regulations that ensure motorized and non-motorized transportation facilities are provided when opportunities arise.

Include a complete streets approach in your comprehensive plan.

Amend your comprehensive plan and zoning regulations to stimulate mixed-use and higher density projects, which encourage use of transit, and pedestrian facilities might be undertaken at this point.

Modify subdivision regulations and road design standards.

Amend zoning regulations to include requirements for access management, transit-oriented development standards, and non-motorized site design requirements.

Consider a form-based code to help achieve a built-form and community character that attracts and accommodates pedestrians, cyclists, and transit, while still providing for motorized traffic.

Integrate complete streets as part of a road reconstruction project.

**6. Federal Funding Opportunities.** Changes in federal transportation policy continue to support a complete streets approach. U.S. Secretary of Transportation Ray LaHood in March noted the administration was integrating the needs all users into federally-funded road projects and advised state departments of transportation to treat biking and walking “as equals with other transportation modes.” A number of communities have used Energy and Environmental Block Grants to fund complete streets

## Transportation Committee hears Michigan Complete Streets bill, Passes Resolutions

Interest in Complete Streets is at an all time high, from the federal level on down to the states and locals, and Michigan is leading the way. The Michigan Association of Planning (MAP) has been involved for over two years: Our executive director is co-chair of the Community Policy Action Team (CPAT), a committee working under the Healthy Kids/Healthy Michigan Campaign. The CPAT – charged with advancing Complete Streets through policy and legislative change – drafted the language for the recently adopted House Resolution 187, which supports active transportation infrastructure options that promote walking and bicycle usage (Representative Switalski’s, D-25), and HCR 034, the companion House Concurrent Resolution (Pam Byrnes, D-52).

In May 2010, Representative Switalski and House Transportation Committee Chair Byrnes introduced House Bills 6151 (amending Act 51 to include language to support active transportation infrastructure) and 6152 (amending the Planning Enabling Act to include Complete Streets in municipal planning efforts) which were taken up by the Committee on Transportation. The Transportation Committee took testimony on May 27 and June 10. The Representatives and their staff are working closely with advocates for active transportation and with officials from the Michigan Department of Transportation (MDOT) and County Road Association of Michigan (CRAM) to address outstanding concerns.

By press time, the House Transportation Committee may well have voted on Complete Streets legislation.

transportation plans, and the American Recovery and Reinvestment Act has provided federal dollars to shovel-ready infrastructure projects. As commitment to transportation at the federal level continues; funding directed at local projects is expected to increase.

### **CONCLUSION: THE FUTURE OF COMPLETE STREETS IN MICHIGAN**

The City of Lansing demonstrates the results of a complete streets approach. In 2010, Lansing became the first Michigan community, joining about 130 communities nationally, to adopt

a complete streets ordinance. They immediately began implementation, with completion of their first City Non-Motorized Plan, Road Diet program throughout the city, and advocacy for complete streets in the draft *Design Lansing* Comprehensive Plan. The complete streets ordinance was the culmination of active and aware community groups, residents, and city and regional officials, and groups that supported the effort.

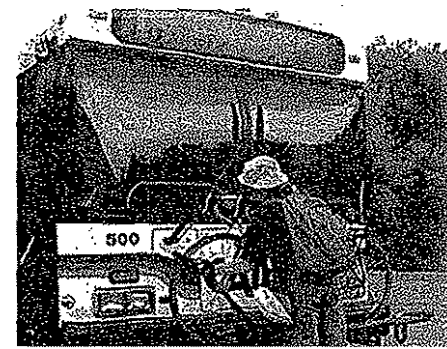
As your community begins a complete streets program, one role of the community planner is to facilitate participation of all the key players:

land use and transportation planners, engineers, the public works department, fire department, and transportation users (public and stakeholders). A "champion" of complete streets is a valuable asset to a coordinated effort, and can harness advocacy groups and other resources to set the program up for success. The champion can raise awareness of officials, staff, and the public which is key to building consensus for strong policies (such as an ordinance) and maintaining support when making funding decisions to implement changes and transform your complete streets to complete streets.

### **Lansing's complete streets to complete streets**

On August 17, 2009, the Lansing City Council adopted the Lansing Complete Streets Ordinance. The adoption of this policy is largely a function of the tremendous grassroots support of more than 100 volunteers and supporters who collected 5,000 plus signatures sent more than 80 letters to the City Council gave more than 60 individual comments Council meeting, and created and presented a photo gallery of Lansing's incomplete streets.

The City of Lansing presented its draft of the Complete Streets Plan at an open house on February 18, 2010, at Foster Community Center. This draft plan is based on the input gathered from the public at numerous meetings and provides a framework for



## The Many Types of Complete Streets

There is no one design prescription for complete streets. Ingredients that may be found on a complete street include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent crossing opportunities, median islands, accessible pedestrian signals, curb extensions, and more. A complete street in a rural area will look quite different from a complete street in a highly urban area. But both are designed to balance safety and convenience for everyone using the road.



**Rural pathway:** This two-lane road accommodates motorized traffic and bicyclists who are comfortable sharing the lane. Pedestrians and cyclists are welcome on the shared use path that runs parallel to the road. PHOTO: DAN BURDEN



**Residential complete street:** A curb extension shortens the distance for pedestrians crossing, while also making room for additional streetscaping. PHOTO: DAN BURDEN



**Main Street complete street:** This main street is welcoming to all users. Wide sidewalks, curb extensions, and well-marked crosswalks help pedestrians travel to the various businesses along the street. On-street parking gives those traveling by car easy access. Colored pavement

narrows the travel lane, keeping speeds at an appropriate level.

PHOTO: DAN BURDEN



**Crossing road:** Moving across roads is an important piece in creating complete streets. Here, a median provides safe refuge if pedestrians are unable to cross the road in one leg.

Curb cuts allow people with disabilities, and families with strollers to easily access the crosswalk. Motorists are aware of pedestrians through well-placed signs and pavement markings.



**LSL Planning Inc.** is a member of the Michigan Planners in Private Practice. LSL Planning serves communities throughout the nation with a focus on comprehensive plans, zoning, form or character based codes, downtown redevelopment, suburban retrofits, access management, and complete street transportation projects.

LSL Planning Inc. has offices in Royal Oak and Grand Rapids, Michigan, Indiana, and Georgia. Contact LSL Planning at [lsinfo@lsplanning.com](mailto:lsinfo@lsplanning.com).



**LSL Planning, Inc.**

Community Planning Consultants

## What are Complete Streets?

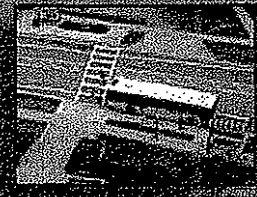
Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a complete street.

## What do Complete Streets policies do?

Complete Streets policies direct transportation planners and engineers to consistently design with all users in mind including drivers, public transportation vehicles and riders, pedestrians, and bicyclists as well as older people, children, and people with disabilities.

## What do Complete Streets look like?

While there is no prescription for a complete street, common features include:



- SIDEWALKS



- BIKE LANES

- WIDE SHOULDERS



- PLENTY OF CROSSING OPPORTUNITIES

- REFUGE MEDIANS

- BUS SHELTERS & CROSSINGS

- SPECIAL BUS LANES

- RAISED CROSSWALKS

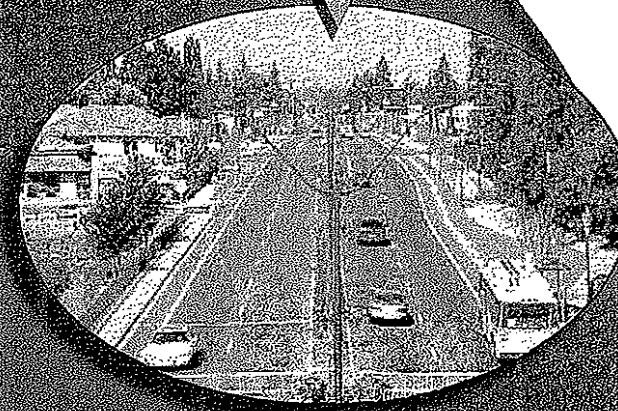
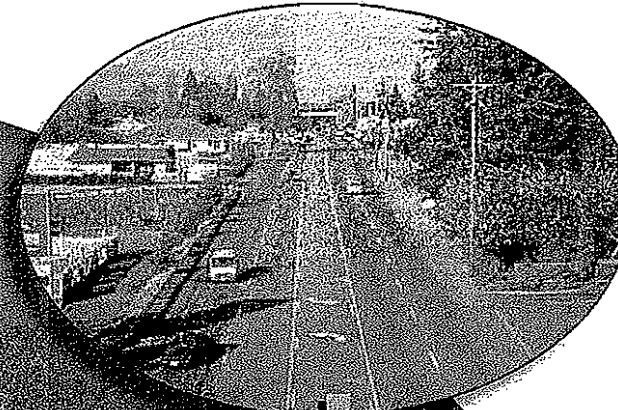
- AUDIBLE PEDESTRIAN SIGNALS

- SIDEWALK BULB-OUTS

## Why do we need Complete Streets policies?

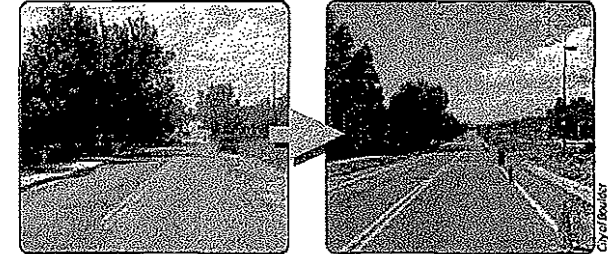
### Complete Streets improve safety.

A Federal Highways Administration safety review found that streets designed with sidewalks, raised medians, better bus stop placement, traffic-calming measures, and treatments for disabled travelers improve pedestrian safety. Some features, such as medians, improve safety for all users: they enable pedestrians to cross busy roads in two stages, reduce left-turning motorist crashes to zero, and improve bicycle safety.



## Complete Streets encourage walking and bicycling for health.

The National Institutes of Medicine recommends fighting childhood obesity by establishing ordinances to encourage construction of sidewalks, bikeways, and other places for physical activity. A recent study funded by the National Institutes of Health found those who lived in walkable neighborhoods got 30 to 45 minutes more exercise each week than those living in low-walkable areas. Residents of walkable communities were also less likely to be overweight or obese.



## Complete Streets address climate change and oil dependence.

The potential to reduce carbon emissions by shifting trips to lower-carbon modes is undeniable. The 2001 National Household Transportation Survey found 50% of all trips in metropolitan areas are three miles or less and 28% of all metropolitan trips are one mile or less – distances easy to walk, bike, or hop a bus or train. Yet 65% of the shortest trips are now made by automobile, in part because of incomplete streets that make it dangerous or unpleasant for other modes of travel. Complete streets would help convert many of these short automobile trips to multi-modal travel. Simply increasing bicycling from 1% to 1.5% of all trips in the U.S. would save 462 million gallons of gasoline each year. Using transit has already helped the United States save 1.5 billion gallons of fuel each year since the early 1990s, which is nearly 36 million barrels of oil.

## Complete Streets foster strong communities.

Complete streets play an important role in livable communities, where all people – regardless of age, ability or mode of transportation – feel safe and welcome on the roadways. A safe walking and bicycling environment is an essential part of improving public transportation and creating friendly, walkable communities.

Become part of the movement toward complete streets. For more information, visit [www.completestreets.org](http://www.completestreets.org)

## COMPLETE STREETS FAQ

### What are complete streets, and complete streets policies?

Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street.

Creating complete streets means transportation agencies must change their orientation toward building primarily for cars. Instituting a complete streets policy ensures that transportation agencies routinely design and operate the entire right of way to enable safe access for all users. Places with complete streets policies are making sure that their streets and roads work for drivers, transit users, pedestrians, and bicyclists, as well as for older people, children, and people with disabilities.

### What does a complete street look like?

Since each complete street is unique, it is impossible to give a single description. But ingredients that may be found on a complete street include sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible transit stops, frequent crossing opportunities, median islands, accessible pedestrian signals, curb extensions, and more. A complete street in a rural area will look quite different from a complete street in a highly urban area. But both are designed to balance safety and convenience for everyone using the road. Look at our [‘Many Types of Complete Streets’ slideshow](#) to see examples from across the country.

### Why do we need complete streets policies?

*Complete streets improve safety.* A Federal Highways Administration safety review found that streets designed with sidewalks, raised medians, better bus stop placement, traffic-calming measures, and treatments for disabled travelers improve pedestrian safety. Some features, such as medians, improve safety for all users: they enable pedestrians to cross busy roads in two stages, reduce left-turning motorist crashes to zero, and improve bicycle safety. Complete streets encourage walking and bicycling for health. The National Institutes of Medicine recommends fighting childhood obesity by establishing ordinances to encourage construction of sidewalks, bikeways, and other places for physical activity. One study found that 43% of people with safe places to walk within 10 minutes of home met recommended activity levels; among individuals without safe place to walk, just 27% were active enough.

*Complete streets address climate change and oil dependence.* The potential to reduce carbon emissions by shifting trips to lower-carbon modes is undeniable. The 2001 National Household Transportation Survey found 50% of all trips in metropolitan areas are three miles or less and 28% of all metropolitan trips are one mile or less - distances easy to walk, bike, or hop a bus or train. Yet 65% of the shortest trips are now made by automobile, in part because of incomplete streets that make it dangerous or unpleasant for other modes of travel. Complete streets would help convert many of these short automobile trips to multi-modal travel. Simply increasing bicycling from 1% to 1.5% of all trips in the U.S. would save 462 million gallons of gasoline each year. Using transit has already helped the United States save 1.4 billion gallons of fuel each year, which is a savings of 3.9 million gallons of gasoline every day.

*Complete Streets foster strong communities.* Complete streets play an important role in livable communities, where all people - regardless of age, ability or mode of transportation - feel safe and welcome on the roadways. A safe walking and bicycling environment is an essential part of improving public transportation and creating friendly, walkable communities.

### Where are complete streets being built?

Many states and cities have adopted bike plans or pedestrian plans that designate some streets as corridors for improvements for bicycling and walking. But a few places have gone beyond this to ensure that every street project takes all road users into account.

Among the places with some form of complete streets policy are the states of Oregon, California, Illinois, North Carolina, Minnesota, and Florida. The City of Santa Barbara, CA calls for “achieving equality of convenience and choice” for pedestrians, bicyclists, transit users, and drivers. Columbia, MO adopted new street standards to encourage healthy bicycling and walking. And the regional body that allocates federal transportation dollars around Columbus, OH has determined that all projects must provide for people on foot, bicycle, and public transportation. Check our [interactive atlas](#) to see all the jurisdictions that have formally committed to building complete streets.

### What are some of the benefits of complete streets?

Complete streets can [offer many benefits](#) in all communities, regardless of size or location. The National Complete Streets Coalition has developed [a number of fact sheets](#), which are available through our website.

### How can I get a complete streets policy adopted in my community?

This website has many resources to help you. See the [Changing Policy](#) tab for information on developing and implementing a good policy, working with local advocates, and the answers to many questions on implementation. The National Complete Streets Coalition offers [interactive workshops](#) led by national experts on policy development and policy implementation. Need to find transportation planning and engineering professionals ready to help create complete streets? Our [Complete Streets Partner firms](#) can offer the expertise and dedication you need.



## POLICY ELEMENTS

Regardless of a policy's form, the National Complete Streets Coalition has identified ten elements of a comprehensive complete streets policy, as discussed below. For examples of strong policy language, see our current [chart of selected policies](#) (.pdf), and [AARP's inventory](#) (.pdf) that assessed the strength of policies adopted through the end of 2008.

An ideal complete streets policy:

- Includes a vision for how and why the community wants to complete its streets
- Specifies that 'all users' includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and automobiles.
- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.
- Is adoptable by all agencies to cover all roads.
- Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way.
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
- Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs.
- Directs that complete streets solutions will complement the context of the community.
- Establishes performance standards with measurable outcomes.
- Includes specific next steps for implementation of the policy

### Sets a vision

A strong vision can inspire a community to follow through on its complete streets policy. Just as no two policies are alike, visions are not one-size-fits-all either. In the small town of Decatur, GA, the Community Transportation Plan defines their vision as promoting health through physical activity and active transportation. In the City of Chicago, the Department of Transportation focuses on creating streets safe for travel by even the most vulnerable - children, older adults, and those with disabilities.

### Specifies all users

A true complete streets policy must apply to everyone traveling along the road. A sidewalk without curb ramps is useless to someone using a wheelchair. A street with an awkwardly placed public transportation stop without safe crossings is dangerous for riders. A fast-moving road with no safe space for cyclists will discourage those who depend on bicycles for transportation. A road with heavy freight traffic must be planned with those vehicles in mind. Older adults and children face particular challenges as they are more likely to be seriously injured or killed along a roadway. Automobiles are an important part of a complete street as well, as any change made to better accommodate other modes will have an effect on personal vehicles too. In some cases, like the installation of curb bulb-outs, these changes can improve traffic flow and the driving experience.

### Creates a network

Complete streets policies should result in the creation of a complete transportation network for all modes of travel. A network approach helps to balance the needs of all users. Instead of trying to make each street perfect for every traveler, communities can create an interwoven array of streets that emphasize different modes and provide quality accessibility for everyone. This can mean creating bicycle boulevards to speed along bicycle travel on certain low-traffic routes; dedicating more travel lanes to bus travel only; or pedestrianizing segments of routes that are already overflowing with people on foot. It is important to provide basic safe access for all users regardless of design strategy and networks should not require some users to take long detours.

### All agencies and all roads

Creating complete streets networks is difficult because many agencies control our streets. They are built and maintained by state, county, and local agencies, and private developers often build new roads. Typical complete streets policies cover only one jurisdiction's roadways, which can cause network problems: a bike lane on one side of a bridge disappears on the other because the road is no longer controlled by the agency that built the lane. Another common issue to resolve is inclusion of complete streets elements in sub-division regulations, which govern how private developers build their new streets.

### All projects

For many years, multi-modal streets have been treated as 'special projects' requiring extra planning, funding, and effort. The complete streets approach is different. Its intent is to view all transportation improvements as opportunities to create safer, more accessible streets for all users, including pedestrians, cyclists, and public transportation passengers. Under this approach, even small projects can be an opportunity to make meaningful improvements. In repaving projects, for example, an edge stripe can be shifted to create more room for cyclists. In routine work on traffic lights, the timing can be changed to better accommodate pedestrians walking at a slower speed. A strong complete streets policy will integrate complete streets planning into all types of projects, including new construction, reconstruction, rehabilitation, repair, and maintenance.

### Exceptions

Making a policy work in the real world requires developing a process to handle exceptions to providing for all modes in each project. The Federal Highway Administration's guidance on accommodating bicycle and pedestrian travel named three exceptions that have become commonly used in complete streets policies; 1) accommodation is not necessary on corridors where non-motorized use is prohibited, such as interstate freeways; 2) cost of accommodation is excessively disproportionate to the need or probable use; 3) a documented absence of current or future need. Many communities have included their own exceptions, such as severe topological constraints. In addition to defining exceptions, there must be a clear process for granting them, where a senior-level department head must approve them. Any exceptions should be kept on record and publicly-available.

### Design criteria

Communities adopting a complete streets policy should review their design policies to ensure their ability to accommodate all modes of travel, while still providing flexibility to allow designers to tailor the project to unique circumstances. Some communities will opt to re-write their design manual. Others will refer to existing design guides, such as those issued by AASHTO, state design standards, and the Americans with Disabilities Act Accessibility Guidelines.

### Context-sensitive

An effective complete streets policy must be sensitive to the community context. Being clear about this in the initial policy statement can allay fears that the policy will require inappropriately wide roads in quiet neighborhoods or miles of little-used sidewalks in rural areas. A strong statement about context can help align transportation and land use planning goals, creating livable, strong neighborhoods.

### Performance measures

The traditional performance measure for transportation planning has been vehicular Level of Service (LOS) - a measure of automobile congestion. Complete streets planning requires taking a broader look at how the system is serving all users. Communities with complete streets policies can measure success through a number of ways: the miles of on-street bicycle routes created; new linear feet of pedestrian accommodation; changes in the number of people using public transportation, bicycling, or walking (mode shift); number of new street trees; and/or the creation or adoption of a new multi-modal Level of Service standard that better measures the quality of travel experience. The fifth edition of Highway Capacity Manual, due out in 2010, will include this new way of measuring LOS. Cities like San Francisco and Charlotte have already begun to develop their own.

### Implementation

Taking a complete streets policy from paper into practice is not easy, but providing some momentum with specific implementation steps can help. Some policies establish a task force or commission to work toward policy implementation. There are four key steps for successful implementation: 1) Restructure procedures to accommodate all users on every project; 2) Develop new design policies and guides; 3) Offer workshops and other training opportunities to planners and engineers; and 4) Institute better ways to measure performance and collect data on how well the streets are serving all users.



# **United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations**

**Signed on March 11, 2010 and announced March 15, 2010**

## **Purpose**

The United States Department of Transportation (DOT) is providing this Policy Statement to reflect the Department's support for the development of fully integrated active transportation networks. The establishment of well-connected walking and bicycling networks is an important component for livable communities, and their design should be a part of Federal-aid project developments. Walking and bicycling foster safer, more livable, family-friendly communities; promote physical activity and health; and reduce vehicle emissions and fuel use. Legislation and regulations exist that require inclusion of bicycle and pedestrian policies and projects into transportation plans and project development. Accordingly, transportation agencies should plan, fund, and implement improvements to their walking and bicycling networks, including linkages to transit. In addition, DOT encourages transportation agencies to go beyond the minimum requirements, and proactively provide convenient, safe, and context-sensitive facilities that foster increased use by bicyclists and pedestrians of all ages and abilities, and utilize universal design characteristics when appropriate. Transportation programs and facilities should accommodate people of all ages and abilities, including people too young to drive, people who cannot drive, and people who choose not to drive.

## **Policy Statement**

The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.

## **Authority**

This policy is based on various sections in the United States Code (U.S.C.) and the Code of Federal Regulations (CFR) in Title 23—Highways, Title 49—Transportation, and Title 42—The Public Health and Welfare. These sections, provided in the Appendix, describe how bicyclists and pedestrians of all abilities should be involved throughout the planning process, should not be adversely affected by other transportation projects, and should be able to track annual obligations and expenditures on nonmotorized transportation facilities.

## **Recommended Actions**

The DOT encourages States, local governments, professional associations, community organizations, public transportation agencies, and other government agencies, to adopt similar policy statements on bicycle and pedestrian accommodation as an indication of their commitment to accommodating bicyclists and pedestrians as an integral element of the transportation system. In support of this commitment, transportation agencies and local communities should go beyond minimum design standards and requirements to create safe, attractive, sustainable, accessible, and convenient

bicycling and walking networks. Such actions should include:

- Considering walking and bicycling as equals with other transportation modes: The primary goal of a transportation system is to safely and efficiently move people and goods. Walking and bicycling are efficient transportation modes for most short trips and, where convenient intermodal systems exist, these nonmotorized trips can easily be linked with transit to significantly increase trip distance. Because of the benefits they provide, transportation agencies should give the same priority to walking and bicycling as is given to other transportation modes. Walking and bicycling should not be an afterthought in roadway design.
- Ensuring that there are transportation choices for people of all ages and abilities, especially children: Pedestrian and bicycle facilities should meet accessibility requirements and provide safe, convenient, and interconnected transportation networks. For example, children should have safe and convenient options for walking or bicycling to school and parks. People who cannot or prefer not to drive should have safe and efficient transportation choices.
- Going beyond minimum design standards: Transportation agencies are encouraged, when possible, to avoid designing walking and bicycling facilities to the minimum standards. For example, shared-use paths that have been designed to minimum width requirements will need retrofits as more people use them. It is more effective to plan for increased usage than to retrofit an older facility. Planning projects for the long-term should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.
- Integrating bicycle and pedestrian accommodation on new, rehabilitated, and limited-access bridges: DOT encourages bicycle and pedestrian accommodation on bridge projects including facilities on limited-access bridges with connections to streets or paths.
- Collecting data on walking and biking trips: The best way to improve transportation networks for any mode is to collect and analyze trip data to optimize investments. Walking and bicycling trip data for many communities are lacking. This data gap can be overcome by establishing routine collection of nonmotorized trip information. Communities that routinely collect walking and bicycling data are able to track trends and prioritize investments to ensure the success of new facilities. These data are also valuable in linking walking and bicycling with transit.
- Setting mode share targets for walking and bicycling and tracking them over time: A byproduct of improved data collection is that communities can establish targets for increasing the percentage of trips made by walking and bicycling.
- Removing snow from sidewalks and shared-use paths: Current maintenance provisions require pedestrian facilities built with Federal funds to be maintained in the same manner as other roadway assets. State Agencies have generally established levels of service on various routes especially as related to snow and ice events.
- Improving nonmotorized facilities during maintenance projects: Many transportation agencies spend most of their transportation funding on maintenance rather than on constructing new facilities. Transportation agencies should find ways to make facility improvements for pedestrians and bicyclists during resurfacing and other maintenance projects.

## Conclusion

Increased commitment to and investment in bicycle facilities and walking networks can help meet goals for cleaner, healthier air; less congested roadways; and more livable, safe, cost-efficient communities. Walking and bicycling provide low-cost mobility options that place fewer demands on local roads and highways. DOT recognizes that safe and convenient walking and bicycling facilities may look different depending on the context — appropriate facilities in a rural community may be different from a dense, urban area. However, regardless of regional, climate, and population density differences, it is important that pedestrian and bicycle facilities be integrated into transportation systems. While DOT leads the effort to provide safe and convenient accommodations for pedestrians and bicyclists, success will ultimately depend on transportation agencies across the country embracing and implementing this policy.

**Ray LaHood, United States Secretary of Transportation**

SUBSTITUTE FOR  
HOUSE BILL NO. 6151

A bill to amend 1951 PA 51, entitled

"An act to provide for the classification of all public roads, streets, and highways in this state, and for the revision of that classification and for additions to and deletions from each classification; to set up and establish the Michigan transportation fund; to provide for the deposits in the Michigan transportation fund of specific taxes on motor vehicles and motor vehicle fuels; to provide for the allocation of funds from the Michigan transportation fund and the use and administration of the fund for transportation purposes; to set up and establish the truck safety fund; to provide for the allocation of funds from the truck safety fund and administration of the fund for truck safety purposes; to set up and establish the Michigan truck safety commission; to establish certain standards for road contracts for certain businesses; to provide for the continuing review of transportation needs within the state; to authorize the state transportation commission, counties, cities, and villages to borrow money, issue bonds, and make pledges of funds for transportation purposes; to authorize counties to advance funds for the payment of deficiencies necessary for the payment of bonds issued under this act; to provide for the limitations, payment, retirement, and security of the bonds and pledges; to provide for appropriations and tax levies by counties and townships for county roads; to authorize contributions by townships for county roads; to provide for the

establishment and administration of the state trunk line fund, local bridge fund, comprehensive transportation fund, and certain other funds; to provide for the deposits in the state trunk line fund, critical bridge fund, comprehensive transportation fund, and certain other funds of money raised by specific taxes and fees; to provide for definitions of public transportation functions and criteria; to define the purposes for which Michigan transportation funds may be allocated; to provide for Michigan transportation fund grants; to provide for review and approval of transportation programs; to provide for submission of annual legislative requests and reports; to provide for the establishment and functions of certain advisory entities; to provide for conditions for grants; to provide for the issuance of bonds and notes for transportation purposes; to provide for the powers and duties of certain state and local agencies and officials; to provide for the making of loans for transportation purposes by the state transportation department and for the receipt and repayment by local units and agencies of those loans from certain specified sources; and to repeal acts and parts of acts,"

by amending the title and section 10k (MCL 247.660k), the title as amended by 2004 PA 384 and section 10k as amended by 2006 PA 82, and by adding section 10p.

**THE PEOPLE OF THE STATE OF MICHIGAN ENACT:**

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**TITLE**

An act to provide for the classification of all public roads, streets, and highways in this state, and for the revision of that classification and for additions to and deletions from each classification; to set up and establish the Michigan transportation fund; to provide for the deposits in the Michigan transportation fund of specific taxes on motor vehicles and motor vehicle fuels; to provide for the allocation of funds from the Michigan transportation fund and the use and administration of the fund for transportation purposes; **TO PROMOTE SAFE AND EFFICIENT TRAVEL FOR MOTOR VEHICLE DRIVERS, BICYCLISTS, PEDESTRIANS, AND OTHER LEGAL USERS OF ROADS, STREETS, AND HIGHWAYS;** to set up and establish the truck safety fund; to provide for the allocation of funds from the

1 truck safety fund and administration of the fund for truck safety  
2 purposes; to set up and establish the Michigan truck safety  
3 commission; to establish certain standards for road contracts for  
4 certain businesses; to provide for the continuing review of  
5 transportation needs within the state; to authorize the state  
6 transportation commission, counties, cities, and villages to borrow  
7 money, issue bonds, and make pledges of funds for transportation  
8 purposes; to authorize counties to advance funds for the payment of  
9 deficiencies necessary for the payment of bonds issued under this  
10 act; to provide for the limitations, payment, retirement, and  
11 security of the bonds and pledges; to provide for appropriations  
12 and tax levies by counties and townships for county roads; to  
13 authorize contributions by townships for county roads; to provide  
14 for the establishment and administration of the state trunk line  
15 fund, local bridge fund, comprehensive transportation fund, and  
16 certain other funds; to provide for the deposits in the state trunk  
17 line fund, critical bridge fund, comprehensive transportation fund,  
18 and certain other funds of money raised by specific taxes and fees;  
19 to provide for definitions of public transportation functions and  
20 criteria; to define the purposes for which Michigan transportation  
21 funds may be allocated; to provide for Michigan transportation fund  
22 grants; to provide for review and approval of transportation  
23 programs; to provide for submission of annual legislative requests  
24 and reports; to provide for the establishment and functions of  
25 certain advisory entities; to provide for conditions for grants; to  
26 provide for the issuance of bonds and notes for transportation  
27 purposes; to provide for the powers and duties of certain state and

1 local agencies and officials; to provide for the making of loans  
2 for transportation purposes by the state transportation department  
3 and for the receipt and repayment by local units and agencies of  
4 those loans from certain specified sources; and to repeal acts and  
5 parts of acts.

6 Sec. 10k. (1) Transportation purposes as provided in this act  
7 include provisions for facilities and services for nonmotorized  
8 transportation. ~~including bicycling.~~

9 (2) Of the funds allocated from the Michigan transportation  
10 fund to the state trunk line fund and to the counties, cities, and  
11 villages, a reasonable amount, but not less than 1% of those funds  
12 shall be expended for construction or improvement of nonmotorized  
13 transportation services and facilities.

14 (3) An improvement in a road, street, or highway ~~which~~ **THAT**  
15 **MEETS ESTABLISHED BEST PRACTICES AND** facilitates nonmotorized  
16 transportation ~~by~~ **SUCH AS** the paving of unpaved road shoulders, **THE**  
17 widening of lanes, the addition or improvement of a sidewalk in a  
18 city or village, or any other appropriate measure shall be  
19 considered to be a qualified nonmotorized facility for the purposes  
20 of this section.

21 (4) Units of government need not meet the provisions of this  
22 section annually, ~~provided~~ **IF** the requirements are met as an  
23 average over a reasonable period of years, ~~beginning with 1978,~~ not  
24 to exceed 10.

25 (5) The state transportation department or a county, city, or  
26 village receiving money from the Michigan transportation fund  
27 annually shall prepare ~~and submit~~ a 5-year program for the

1 improvement of qualified nonmotorized facilities which when  
2 implemented would result in the expenditure of an amount equal to  
3 at least 1% of the amount distributed to the state transportation  
4 department or the county, city, or village, whichever is  
5 appropriate, from the Michigan transportation fund in the previous  
6 calendar year, multiplied by 10, less the accumulated total  
7 expenditures by the state transportation department or the county,  
8 city, or village for qualified nonmotorized facilities in the  
9 immediately preceding 5 calendar years. A county ~~—~~SHALL NOTIFY THE  
10 STATE TRANSPORTATION DEPARTMENT AND EACH MUNICIPALITY IN THE COUNTY  
11 WHEN THE COUNTY COMPLETES PREPARATION OF ITS 5-YEAR PROGRAM UNDER  
12 THIS SUBSECTION. A CITY OR VILLAGE SHALL NOTIFY THE STATE  
13 TRANSPORTATION DEPARTMENT AND THE COUNTY WHERE THE CITY OR VILLAGE  
14 IS LOCATED WHEN THE CITY OR VILLAGE COMPLETES PREPARATION OF ITS 5-  
15 YEAR PROGRAM UNDER THIS SUBSECTION. THE DEPARTMENT SHALL NOTIFY  
16 EACH AFFECTED COUNTY, CITY, OR VILLAGE WHEN THE DEPARTMENT  
17 COMPLETES PREPARATION OF ITS 5-YEAR PROGRAM. A city ~~—~~or village  
18 receiving money from the Michigan transportation fund shall consult  
19 with the state transportation development region where the county,  
20 ~~city, or village is located in its~~ DEPARTMENT OR COUNTY IN THE  
21 CITY'S OR VILLAGE'S preparation and ~~submittal~~ of the 5-year program  
22 under this subsection WHEN PLANNING A NONMOTORIZED PROJECT  
23 AFFECTING A FACILITY UNDER THE JURISDICTION OF THE STATE  
24 TRANSPORTATION DEPARTMENT OR COUNTY. A COUNTY RECEIVING MONEY FROM  
25 THE MICHIGAN TRANSPORTATION FUND SHALL CONSULT WITH THE STATE  
26 TRANSPORTATION DEPARTMENT OR A CITY OR VILLAGE WHEN PLANNING A  
27 NONMOTORIZED PROJECT AFFECTING A TRANSPORTATION FACILITY UNDER THE



1 JURISDICTION OF THE STATE TRANSPORTATION DEPARTMENT OR THE CITY OR  
2 VILLAGE. THE DEPARTMENT SHALL CONSULT WITH A COUNTY, CITY, OR  
3 VILLAGE WHEN PLANNING A NONMOTORIZED PROJECT AFFECTING A  
4 TRANSPORTATION FACILITY WITHIN THE COUNTY, CITY, OR VILLAGE.

5 (6) Facilities for nonmotorized transportation CONTRIBUTING TO  
6 COMPLETE STREETS AS DEFINED IN SECTION 10P may be established in  
7 conjunction with or separate from already existing highways, roads,  
8 and streets and shall be established when a highway, road, or  
9 street is being constructed, reconstructed, or relocated, unless:

10 (a) The cost of establishing the facilities would be  
11 disproportionate to the need or probable use.

12 (b) The establishment of the facilities would be contrary to  
13 public safety OR STATE OR FEDERAL LAW.

14 (c) Adequate facilities for nonmotorized transportation  
15 already exist in the area.

16 ~~(d) Matching funds are not available through the department of~~  
17 ~~natural resources or other state, local, or federal government~~  
18 ~~sources.~~

19 (D) ~~(e)~~ The previous expenditures and projected expenditures  
20 for nonmotorized transportation facilities for the fiscal year  
21 exceed 1% of that unit's share of the Michigan transportation fund,  
22 in which case additional expenditures shall be discretionary.

23 (7) The state transportation department may provide  
24 information and assistance to county road commissions, cities, and  
25 villages on the planning, design, and construction of nonmotorized  
26 transportation facilities and services.

27 SEC. 10P. (1) AS USED IN THIS SECTION:

1 (A) "COMPLETE STREETS" MEANS ROADWAYS PLANNED, DESIGNED, AND  
2 CONSTRUCTED TO PROVIDE APPROPRIATE ACCESS TO ALL LEGAL USERS IN A  
3 MANNER THAT PROMOTES SAFE AND EFFICIENT MOVEMENT OF PEOPLE AND  
4 GOODS WHETHER BY CAR, TRUCK, TRANSIT, ASSISTIVE DEVICE, FOOT, OR  
5 BICYCLE.

6 (B) "COMPLETE STREETS POLICY" MEANS A DOCUMENT THAT PROVIDES  
7 GUIDANCE FOR THE PLANNING, DESIGN, AND CONSTRUCTION OF ROADWAYS OR  
8 AN INTERCONNECTED NETWORK OF TRANSPORTATION FACILITIES BEING  
9 CONSTRUCTED OR RECONSTRUCTED AND DESIGNATED FOR A TRANSPORTATION  
10 PURPOSE THAT PROMOTES COMPLETE STREETS AND MEETS ALL OF THE  
11 FOLLOWING REQUIREMENTS:

12 (i) IS SENSITIVE TO THE LOCAL CONTEXT AND RECOGNIZES THAT NEEDS  
13 VARY ACCORDING TO URBAN, SUBURBAN, AND RURAL SETTINGS.

14 (ii) CONSIDERS THE FUNCTIONAL CLASS OF THE ROADWAY AND PROJECT  
15 COSTS AND ALLOWS FOR APPROPRIATE EXEMPTIONS.

16 (iii) CONSIDERS THE VARYING MOBILITY NEEDS OF ALL LEGAL USERS OF  
17 THE ROADWAY, OF ALL AGES AND ABILITIES.

18 (C) "DEPARTMENT" MEANS THE STATE TRANSPORTATION DEPARTMENT.

19 (D) "LOCAL ROAD AGENCY" MEANS THAT TERM AS DEFINED IN SECTION  
20 9A.

21 (E) "MUNICIPALITY" MEANS A CITY, VILLAGE, OR TOWNSHIP.

22 (2) THE STATE TRANSPORTATION COMMISSION SHALL DO BOTH OF THE  
23 FOLLOWING BY NOT LATER THAN 2 YEARS AFTER THE EFFECTIVE DATE OF THE  
24 AMENDATORY ACT THAT ADDED THIS SECTION:

25 (A) ADOPT A COMPLETE STREETS POLICY FOR THE DEPARTMENT.

26 (B) DEVELOP A MODEL COMPLETE STREETS POLICY OR POLICIES TO BE  
27 MADE AVAILABLE FOR USE BY MUNICIPALITIES AND COUNTIES.

1           (3) BEFORE A MUNICIPALITY APPROVES ITS MULTIYEAR CAPITAL  
2 PROGRAM THAT AFFECTS A ROADWAY OR TRANSPORTATION FACILITY UNDER THE  
3 JURISDICTION OF THE STATE TRANSPORTATION DEPARTMENT OR WITHIN OR  
4 UNDER THE JURISDICTION OF A COUNTY OR ANOTHER MUNICIPALITY, IT  
5 SHALL CONSULT WITH THE AFFECTED AGENCY AND REACH AN AGREEMENT  
6 ADDRESSING THE RESPECTIVE COMPLETE STREETS POLICIES, SUBJECT TO  
7 EACH AGENCY'S POWERS AND DUTIES. BEFORE THE DEPARTMENT OR A COUNTY  
8 ROAD AGENCY APPROVES ITS MULTIYEAR CAPITAL PLAN THAT AFFECTS A  
9 ROADWAY OR TRANSPORTATION FACILITY WITHIN OR UNDER THE JURISDICTION  
10 OF A MUNICIPALITY, IT SHALL CONSULT WITH THE MUNICIPALITY AND REACH  
11 AN AGREEMENT ADDRESSING THE RESPECTIVE COMPLETE STREETS POLICIES,  
12 SUBJECT TO EACH AGENCY'S POWERS AND DUTIES. THIS SUBSECTION DOES  
13 NOT APPLY TO A COUNTY PROJECT AFFECTING A ROADWAY OR TRANSPORTATION  
14 FACILITY UNDER THE JURISDICTION OF OR WITHIN A MUNICIPALITY IF  
15 NEITHER THE COUNTY NOR THE MUNICIPALITY HAS A COMPLETE STREETS  
16 ORDINANCE.

17           (4) THE DEPARTMENT MAY PROVIDE ASSISTANCE TO AND COORDINATE  
18 WITH LOCAL AGENCIES IN DEVELOPING AND IMPLEMENTING COMPLETE STREETS  
19 POLICIES. THE DEPARTMENT SHALL SHARE EXPERTISE IN NONMOTORIZED AND  
20 MULTIMODAL TRANSPORTATION PLANNING IN THE DEVELOPMENT OF TRUNK LINE  
21 PROJECTS WITHIN MUNICIPAL BOUNDARIES.

22           (5) THE DEPARTMENT, LOCAL ROAD AGENCIES, AND MUNICIPALITIES  
23 MAY ENTER INTO AGREEMENTS WITH EACH OTHER PROVIDING FOR MAINTENANCE  
24 OF TRANSPORTATION FACILITIES CONSTRUCTED TO IMPLEMENT A COMPLETE  
25 STREETS POLICY.

26           (6) A COMPLETE STREETS ADVISORY COUNCIL IS CREATED WITHIN THE  
27 DEPARTMENT. THE ADVISORY COUNCIL SHALL CONSIST OF THE FOLLOWING

## 1 MEMBERS APPOINTED BY THE GOVERNOR:

2 (A) THE DIRECTOR OF THE STATE TRANSPORTATION DEPARTMENT OR HIS  
3 OR HER DESIGNEE.

4 (B) THE DIRECTOR OF THE DEPARTMENT OF COMMUNITY HEALTH OR HIS  
5 OR HER DESIGNEE.

6 (C) THE DIRECTOR OF THE DEPARTMENT OF STATE POLICE OR HIS OR  
7 HER DESIGNEE.

8 (D) ONE INDIVIDUAL REPRESENTING THE STATE TRANSPORTATION  
9 COMMISSION.

10 (E) ONE INDIVIDUAL REPRESENTING ENVIRONMENTAL ORGANIZATIONS.

11 (F) ONE INDIVIDUAL REPRESENTING PLANNING ORGANIZATIONS.

12 (G) ONE INDIVIDUAL REPRESENTING ORGANIZATIONS OF DISABLED  
13 PERSONS.

14 (H) ONE INDIVIDUAL REPRESENTING ROAD COMMISSION ORGANIZATIONS.

15 (I) ONE INDIVIDUAL REPRESENTING PUBLIC TRANSIT USERS  
16 ORGANIZATIONS.

17 (J) ONE LICENSED PROFESSIONAL ENGINEER OR TRAFFIC ENGINEER.

18 (K) ONE INDIVIDUAL REPRESENTING THE MICHIGAN MUNICIPAL LEAGUE.

19 (L) ONE INDIVIDUAL REPRESENTING THE AARP.

20 (M) ONE INDIVIDUAL REPRESENTING THE LEAGUE OF MICHIGAN  
21 BICYCLISTS.

22 (N) ONE INDIVIDUAL REPRESENTING A PEDESTRIAN ORGANIZATION.

23 (O) ONE INDIVIDUAL REPRESENTING THE MICHIGAN PUBLIC TRANSIT  
24 ASSOCIATION.

25 (P) AS NONVOTING MEMBERS, THE DIRECTOR OF THE DEPARTMENT OF  
26 NATURAL RESOURCES AND ENVIRONMENT OR HIS OR HER DESIGNEE, THE  
27 EXECUTIVE DIRECTOR OF THE MICHIGAN STATE HOUSING DEVELOPMENT

1 AUTHORITY OR HIS OR HER DESIGNEE, AND THE HEADS OF SUCH OTHER STATE  
2 DEPARTMENTS AND AGENCIES, AS THE GOVERNOR CONSIDERS APPROPRIATE, OR  
3 THEIR DESIGNEES.

4 (7) THE MEMBERS FIRST APPOINTED TO THE ADVISORY COUNCIL SHALL  
5 BE APPOINTED WITHIN 60 DAYS AFTER THE EFFECTIVE DATE OF THIS  
6 SECTION. MEMBERS OF THE ADVISORY COUNCIL SHALL SERVE FOR TERMS OF 3  
7 YEARS OR UNTIL A SUCCESSOR IS APPOINTED, WHICHEVER IS LATER, EXCEPT  
8 THAT OF THE MEMBERS FIRST APPOINTED 3 SHALL SERVE FOR 1 YEAR, 3  
9 SHALL SERVE FOR 2 YEARS, AND 3 SHALL SERVE FOR 3 YEARS. IF A  
10 VACANCY OCCURS ON THE ADVISORY COUNCIL, THE GOVERNOR SHALL MAKE AN  
11 APPOINTMENT FOR THE UNEXPIRED TERM IN THE SAME MANNER AS THE  
12 ORIGINAL APPOINTMENT. THE GOVERNOR MAY REMOVE A MEMBER OF THE  
13 ADVISORY COUNCIL FOR INCOMPETENCY, DERELICTION OF DUTY,  
14 MALFEASANCE, MISFEASANCE, OR NONFEASANCE IN OFFICE, OR ANY OTHER  
15 GOOD CAUSE.

16 (8) THE FIRST MEETING OF THE ADVISORY COUNCIL SHALL BE CALLED  
17 BY THE DIRECTOR OF THE STATE TRANSPORTATION DEPARTMENT. AT THE  
18 FIRST MEETING, THE ADVISORY COUNCIL SHALL ELECT FROM AMONG ITS  
19 MEMBERS A CHAIRPERSON, VICE-CHAIRPERSON, SECRETARY, AND OTHER  
20 OFFICERS AS IT CONSIDERS NECESSARY OR APPROPRIATE. AFTER THE FIRST  
21 MEETING AND BEFORE 2018, THE ADVISORY COUNCIL SHALL MEET AT LEAST  
22 QUARTERLY, OR MORE FREQUENTLY AT THE CALL OF THE CHAIRPERSON OR IF  
23 REQUESTED BY 3 OR MORE MEMBERS. A MAJORITY OF THE MEMBERS OF THE  
24 ADVISORY COUNCIL CONSTITUTE A QUORUM FOR THE TRANSACTION OF  
25 BUSINESS AT A MEETING OF THE ADVISORY COUNCIL. THE AFFIRMATIVE VOTE  
26 OF A MAJORITY OF THE MEMBERS ARE REQUIRED FOR OFFICIAL ACTION OF  
27 THE ADVISORY COUNCIL.

1           (9) THE BUSINESS THAT THE ADVISORY COUNCIL MAY PERFORM SHALL  
2 BE CONDUCTED AT A PUBLIC MEETING OF THE ADVISORY COUNCIL HELD IN  
3 COMPLIANCE WITH THE OPEN MEETINGS ACT, 1976 PA 267, MCL 15.261 TO  
4 15.275. A WRITING PREPARED, OWNED, USED, IN THE POSSESSION OF, OR  
5 RETAINED BY THE ADVISORY COUNCIL IN THE PERFORMANCE OF AN OFFICIAL  
6 FUNCTION IS SUBJECT TO THE FREEDOM OF INFORMATION ACT, 1976 PA 442,  
7 MCL 15.231 TO 15.246.

8           (10) MEMBERS OF THE ADVISORY COUNCIL SHALL SERVE WITHOUT  
9 COMPENSATION. HOWEVER, MEMBERS OF THE ADVISORY COUNCIL MAY BE  
10 REIMBURSED FOR THEIR ACTUAL AND NECESSARY EXPENSES INCURRED IN THE  
11 PERFORMANCE OF THEIR OFFICIAL DUTIES AS MEMBERS OF THE ADVISORY  
12 COUNCIL.

13           (11) THE ADVISORY COUNCIL SHALL DO ALL OF THE FOLLOWING:

14           (A) PROVIDE EDUCATION AND ADVICE TO THE STATE TRANSPORTATION  
15 COMMISSION, COUNTY ROAD COMMISSIONS, MUNICIPALITIES, INTEREST  
16 GROUPS, AND THE PUBLIC ON THE DEVELOPMENT, IMPLEMENTATION, AND  
17 COORDINATION OF COMPLETE STREETS POLICIES.

18           (B) BY DECEMBER 30, 2011, AND EACH CALENDAR YEAR THEREAFTER,  
19 REPORT TO THE GOVERNOR, THE STATE TRANSPORTATION COMMISSION, AND  
20 THE LEGISLATURE ON THE STATUS OF COMPLETE STREETS POLICIES IN THIS  
21 STATE. THE REPORT SHALL CONTAIN A SUMMARY OF THE ADVISORY COUNCIL'S  
22 PROCEEDINGS AND ANY OTHER NECESSARY OR USEFUL INFORMATION AND ANY  
23 ADDITIONAL INFORMATION THAT MAY BE REQUESTED BY THE GOVERNOR.

24           (C) ADVISE THE STATE TRANSPORTATION COMMISSION ON THE ADOPTION  
25 OF MODEL POLICIES UNDER SUBSECTION (2).

SUBSTITUTE FOR  
HOUSE BILL NO. 6152

A bill to amend 2008 PA 33, entitled  
"Michigan planning enabling act,"  
by amending sections 3, 7, and 33 (MCL 125.3803, 125.3807, and  
125.3833).

THE PEOPLE OF THE STATE OF MICHIGAN ENACT:

1           Sec. 3. As used in this act:

2           (a) "Chief administrative official" means the manager or other  
3 highest nonelected administrative official of a city or village.

4           (b) "Chief elected official" means the mayor of a city, the  
5 president of a village, the supervisor of a township, or, subject  
6 to section 5, the chairperson of the county board of commissioners  
7 of a county.

8           (c) "County board of commissioners", subject to section 5,



1 means the elected county board of commissioners, except that, as  
2 used in sections 39 and 41, county board of commissioners means 1  
3 of the following:

4 (i) A committee of the county board of commissioners, if the  
5 county board of commissioners delegates its powers and duties under  
6 this act to the committee.

7 (ii) The regional planning commission for the region in which  
8 the county is located, if the county board of commissioners  
9 delegates its powers and duties under this act to the regional  
10 planning commission.

11 (d) "Ex officio member", in reference to a planning  
12 commission, means a member, with full voting rights unless  
13 otherwise provided by charter, who serves on the planning  
14 commission by virtue of holding another office, for the term of  
15 that other office.

16 (e) "Legislative body" means the county board of commissioners  
17 of a county, the board of trustees of a township, or the council or  
18 other elected governing body of a city or village.

19 (f) "Local unit of government" or "local unit" means a county  
20 or municipality.

21 (g) "Master plan" means either of the following:

22 (i) As provided in section 81(1), any plan adopted or amended  
23 before ~~the effective date of this act~~ **SEPTEMBER 1, 2008** under a  
24 planning act repealed under section 85.

25 (ii) Any plan adopted or amended under this act. This includes,  
26 but is not limited to, a plan prepared by a planning commission  
27 authorized by this act and used to satisfy the requirement of

1 section 203(1) of the Michigan zoning enabling act, 2006 PA 110,  
2 MCL 125.3203, regardless of whether it is entitled a master plan,  
3 basic plan, county plan, development plan, guide plan, land use  
4 plan, municipal plan, township plan, plan, or any other term.

5 (h) "Municipality" or "municipal" means or refers to a city,  
6 village, or township.

7 (i) "Planning commission" means either of the following, as  
8 applicable:

9 (i) A planning commission created pursuant to section 11(1).

10 (ii) A planning commission retained pursuant to section 81(2)  
11 or (3), subject to the limitations on the application of this act  
12 provided in section 81(2) and (3).

13 (j) "Planning jurisdiction" for a county, city, or village  
14 refers to the areas encompassed by the legal boundaries of that  
15 county, city, or village, subject to section 31(1). Planning  
16 jurisdiction for a township refers to the areas encompassed by the  
17 legal boundaries of that township outside of the areas of  
18 incorporated villages and cities, subject to section 31(1).

19 (k) "Population" means the population according to the most  
20 recent federal decennial census or according to a special census  
21 conducted under section 7 of the Glenn Steil state revenue sharing  
22 act of 1971, 1971 PA 140, MCL 141.907, whichever is the more  
23 recent.

24 (l) "Street" means a street, avenue, boulevard, highway, road,  
25 lane, alley, viaduct, or other PUBLIC way intended for use by  
26 ~~automobiles~~ **MOTOR VEHICLES, BICYCLES, PEDESTRIANS, AND OTHER LEGAL**  
27 **USERS.**

1           Sec. 7. (1) A local unit of government may adopt, amend, and  
2 implement a master plan as provided in this act.

3           (2) The general purpose of a master plan is to guide and  
4 accomplish, in the planning jurisdiction and its environs,  
5 development that satisfies all of the following criteria:

6           (a) Is coordinated, adjusted, harmonious, efficient, and  
7 economical.

8           (b) Considers the character of the planning jurisdiction and  
9 its suitability for particular uses, judged in terms of such  
10 factors as trends in land and population development.

11          (c) Will, in accordance with present and future needs, best  
12 promote public health, safety, morals, order, convenience,  
13 prosperity, and general welfare.

14          (d) Includes, among other things, promotion of or adequate  
15 provision for 1 or more of the following:

16          (i) A system of transportation to lessen congestion on streets  
17 **AND PROVIDE FOR SAFE AND EFFICIENT MOVEMENT OF PEOPLE AND GOODS BY**  
18 **MOTOR VEHICLES, BICYCLES, PEDESTRIANS, AND OTHER LEGAL USERS.**

19          (ii) Safety from fire and other dangers.

20          (iii) Light and air.

21          (iv) Healthful and convenient distribution of population.

22          (v) Good civic design and arrangement and wise and efficient  
23 expenditure of public funds.

24          (vi) Public utilities such as sewage disposal and water supply  
25 and other public improvements.

26          (vii) Recreation.

27          (viii) The use of resources in accordance with their character

1 and adaptability.

2           Sec. 33. (1) A master plan shall address land use and  
3 infrastructure issues and may project 20 years or more into the  
4 future. A master plan shall include maps, plats, charts, and  
5 descriptive, explanatory, and other related matter and shall show  
6 the planning commission's recommendations for the physical  
7 development of the planning jurisdiction.

8           (2) A master plan shall also include those of the following  
9 subjects that reasonably can be considered as pertinent to the  
10 future development of the planning jurisdiction:

11           (a) A land use plan that consists in part of a classification  
12 and allocation of land for agriculture, residences, commerce,  
13 industry, recreation, ways and grounds, public buildings, schools,  
14 soil conservation, forests, woodlots, open space, wildlife refuges,  
15 and other uses and purposes. If a county has not adopted a zoning  
16 ordinance under former 1943 PA 183 or the Michigan zoning enabling  
17 act, 2006 PA 110, MCL 125.3101 to 125.3702, a land use plan and  
18 program for the county may be a general plan with a generalized  
19 future land use map.

20           (b) The general location, character, and extent of ~~streets,~~  
21 ~~railroads, airports, bicycle paths, pedestrian ways, bridges,~~  
22 ~~waterways,~~ **ALL OF THE FOLLOWING:**

23           **(i) ALL COMPONENTS OF A TRANSPORTATION SYSTEM AND THEIR**  
24 **INTERCONNECTIVITY INCLUDING STREETS AND BRIDGES, PUBLIC TRANSIT,**  
25 **BICYCLE FACILITIES, PEDESTRIAN WAYS, FREIGHT FACILITIES AND ROUTES,**  
26 **PORT FACILITIES, RAILROAD FACILITIES, AND AIRPORTS, TO PROVIDE FOR**  
27 **THE SAFE AND EFFICIENT MOVEMENT OF PEOPLE AND GOODS IN A MANNER**

1 THAT IS APPROPRIATE TO THE CONTEXT OF THE COMMUNITY AND, AS  
2 APPLICABLE, CONSIDERS ALL LEGAL USERS OF THE PUBLIC RIGHT-OF-WAY.

3 (ii) WATERWAYS and waterfront developments. ~~sanitary~~

4 (iii) SANITARY sewers and water supply systems. ~~facilities~~

5 (iv) FACILITIES for flood prevention, drainage, pollution  
6 prevention, and maintenance of water levels. ~~and public~~

7 (v) PUBLIC utilities and structures.

8 (c) Recommendations as to the general character, extent, and  
9 layout of redevelopment or rehabilitation of blighted areas; and  
10 the removal, relocation, widening, narrowing, vacating,  
11 abandonment, change of use, or extension of streets, grounds, open  
12 spaces, buildings, utilities, or other facilities.

13 (d) For a local unit of government that has adopted a zoning  
14 ordinance, a zoning plan for various zoning districts controlling  
15 the height, area, bulk, location, and use of buildings and  
16 premises. The zoning plan shall include an explanation of how the  
17 land use categories on the future land use map relate to the  
18 districts on the zoning map.

19 (e) Recommendations for implementing any of the master plan's  
20 proposals.

21 (3) If a master plan is or includes a master street plan OR 1  
22 OR MORE ELEMENTS DESCRIBED IN SUBSECTION (2) (B) (i), the means for  
23 implementing the master street plan OR ELEMENTS in cooperation with  
24 the county road commission and the state transportation department  
25 shall be specified in the master street plan in a manner consistent  
26 with the respective powers and duties of and any written agreements  
27 between these entities and the municipality.

1 (4) This section is subject to section 81(1).