

Chapter 1030 Complete Streets

1030.01	Definitions	1030.03	General Requirements
1030.02	Purpose		

CROSS REFERENCES
American Association of State Highway Transportation Officials (AASHTO) Guide for Development of Bicycle Facilities
Michigan Manual on Uniform Traffic Control Device (MMUTCD) MDOT
Americans with Disabilities Act Accessibility Guidelines (ADAAG)
Sidewalks – see Ch. 1024
Trees – see Ch. 1026
Subdivision Design Standards – see Ch. 1248
Non-Motorized Transportation Committee – see Ch. 263

1030.01 DEFINITIONS

For the purposes of this Ordinance, “complete streets” are streets that safely accommodate all uses of the right-of-way, including pedestrians, people requiring mobility aids, bicyclists, and drivers and passengers of transit vehicles, trucks, automobiles and motorcycles. [Ord. 12-02, adopted 6-5-12]

1030.02 PURPOSE

It is the purpose of this chapter is to enable the streets of the City of Manistee to provide safe, convenient, and comfortable routes for walking, bicycling, driving, and public transportation, enable convenient travel as part of daily activities, improve the public welfare by addressing a wide array of health and environmental problems, and meet the needs of all users of the street right-of-way, including children, older adults, and people with disabilities. [Ord. 12-02, adopted 6-5-12]

1030.03 GENERAL REQUIREMENTS

A. Complete Streets. The City of Manistee 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 motorists of all ages and abilities. The City shall approach every transportation project and program as an opportunity to improve public streets and the transportation network for all Users, and shall work in coordination with other departments, agencies, and jurisdictions to achieve Complete Streets.

1. The City of Manistee Non-Motorized Transportation Plan shall be referenced and its implementation considered prior to construction or re-construction within city rights-of-way.

2. All street plans will include, at a minimum, accommodations for accessibility, sidewalks, curb ramps and cuts, signage, bike lanes, and shall incorporate principles of complete streets and maximize walkable and bikeable streets wherever feasible within the City of Manistee.
3. 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 Development of Bicycle Facilities, the Michigan Manual on Uniform Traffic Control Device (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.
4. Proposed subdivisions, site condominium projects, and planned unit development projects shall comply with Complete Street Design Principles.
5. The City of Manistee Infrastructure Design Standards shall include Complete Streets Infrastructure, such as bicycle lanes, sidewalks, street crossings, and planting strips.
6. If the safety and convenience of Users can be improved within the scope of pavement resurfacing, restriping, or signalization operations on public streets, such projects shall implement Complete Streets Infrastructure to increase safety for Users.

B. Exceptions.

Facilities for bicyclists, pedestrians, transit users, and motorists of all ages and abilities are not required to be provided in instances where the City Manager has made a written finding that an exception is authorized by one or more of the following conditions:

1. Where their establishment would be contrary to public health and safety,
2. When the cost would be excessively disproportionate to the need for probable use,
3. When the cost would result in an unacceptable diminishing of other city services,
4. Where there is no identified long-term need,
5. Where the inclusion of such infrastructure would be unreasonable or inappropriate in light of the scope of the project, or
6. Where reconstruction of the right-of-way is due to an emergency.

[Ord. 12-02, adopted 6-5-12]