



City of Pleasant Ridge
23925 Woodward Avenue
Pleasant Ridge, Michigan 48069

Regular Planning Commission Meeting
Monday, June 8, 2015

Members of the Planning Commission, and Residents: This shall serve as your official notification of the Regular Meeting of the Planning Commission to be held Monday, June 8, 2015, 7:00 P.M., in the City Commission Chambers, 23925 Woodward Avenue, Pleasant Ridge, Michigan 48069. The following items are on the Agenda for your consideration:

REGULAR PLANNING COMMISSION MEETING-7:00 P.M.

1. Meeting Called to Order.
2. Roll Call.
3. Consideration of the following minutes:
 - a. Regular Planning Commission Meeting held Monday, May 4, 2015.
4. **PUBLIC DISCUSSION** – Items not on the Agenda.
5. Update on Complete Streets Plan.
6. Presentation regarding Exterior Design Standards.
7. Other Business.
8. Adjournment.

In the spirit of compliance with the Americans with Disabilities Act, individuals with a disability should feel free to contact the City at least seventy-two (72) hours in advance of the meeting, if requesting accommodations.



City of Pleasant Ridge
23925 Woodward Avenue
Pleasant Ridge, Michigan 48069

Regular Planning Commission Meeting
Monday, May 4, 2015

Having been duly publicized, Chairman Bolach called the meeting to order at 7:02 p.m.

Present: Bolach, Christensen, Decoster, Lenko, McAuliffe, McCutcheon, O'Brien,
 and Schlesinger
 Also Present: City Manager Breuckman
 Absent: Laidlaw

Minutes

PC-2015-1511

Motion by Decoster, second by Schlesinger, to approve the minutes of the Regular Planning Commission Meeting held Monday, March 23, 2015.

Adopted: Yeas: Decoster, Schlesinger, Bolach, Christensen, Lenko, McAuliffe,
 McCutcheon, O'Brien.
 Nays: None

Presentation by Gibbs Planning Group re: Woodward Avenue/I-696 Intersection

Mr. Bob Gibbs gave a brief presentation regarding the recommended improvements to the Woodward Avenue/I-696 Intersection. He discussed the "Walk Score" app which rates the walkability of where you are based on a 1 to 100 scale, and Pleasant Ridge is at 82. A higher rate score shows statistically that there are lower defaults on mortgages. Safe bike lanes are welcomed by young families and empty-nesters. A 2-way protected bicycle lane is proposed for Woodward Avenue with a barrier, and recommend the bike trail go from Pontiac to Detroit. Legally, the speed limit will probably not be reduced due to the fact that a slower speed limit will increase the amount of traffic. About 40,000 cars travel along Woodward Avenue per day. Gibbs is recommending that MDOT first study the proposed plan, and if approved, have the pedestrian lanes painted with stripes and green paint for a test project. If the test project works, then barriers would be added, followed by modification of the lane and adding a curb for a permanent solution. The time-frame would be one season, i.e., one year. Another goal is to make it easy and safe for the Pleasant Ridge's east/west neighbors to walk to each other. A bike lane on both sides is recommended for Oakland Park and to create a bike box, along with bold "zebra" markings for pedestrians. MDOT must approve everything, including the bike box. Ferndale did not have its bike boxes approved. The landscape island will be kept in tact, but the east curb will have to be realigned in some areas. Main Street was an area of most concern of residents. The first step recommended is to move the two lanes into one lane and tighten the radius, and then stripe the eliminated lane. A traffic engineer

will need to be consulted for the type of pylon needed in the winter to designate the striped area. It is being proposed that Main Street eventually be 2-way traffic instead of one-way. All of the pedestrian crossings need better striping in the city. The overpass on Main Street is a treacherous crossing, and it is being recommended to widen it out and adding crosswalks. The second phase will to add a bike lane on Main Street by removing one lane, and the third phase will be to build a building over the expressway. The long range goal is to have buildings on both sides of Main Street which will be a great way to tie Pleasant Ridge in with Royal Oak. Civic art is recommended for the overpass area and could be funded by a grant for an artist competition. Removing a lane on Washington Street and striping for pedestrians is being proposed, along with a landscaped boulevard so that there are only two lanes for each direction. Many recommendations are being made for Lincoln to make it more pedestrian friendly. City Manager Breuckman added that once one city makes changes, others seem to follow once they see the successful end results. Meetings with MDOT are in the process of being scheduled to discuss these plans further.

With no further comments or discussion, Chairman Bolach adjourned the meeting at 8:00 p.m.



City of Pleasant Ridge

James Breuckman, City Manager

From: Jim Breuckman, City Manager
To: Planning Commission
Date: June 3, 2015
Re: Complete Streets Ordinance Amendment

Overview

The City is involved in ongoing planning processes regarding complete streets improvements along Woodward and other streets within the community. Staff is proposing to amend the City Code of Ordinances to establish a complete streets ordinance pursuant to Public Act 135 of 2010.

Background

The proposed complete streets ordinance would establish that the City of Pleasant Ridge will consider complete streets improvements in all public works projects. The City is considering a number of pilot projects in the coming year to improve our streets consistent with complete streets concepts.

The ordinance will provide a clear statement of intent for the City, and will also form the basis upon which we consider the adoption of a complete streets plan based on the Gibbs Woodward/696 study and the complete streets study being completed for the entire Woodward Corridor by Parsons Brinckerhoff. Those plans will be brought forward for adoption as the City's Complete Streets Plan after adoption of the Complete Streets ordinance.

Practically speaking, the ordinance will not change how the City operates when making improvements on our local streets. Adoption of the ordinance will serve as our statement of intent and will require MDOT to consider our adopted plans whenever they are proposing improvements to Woodward or 696 through Pleasant Ridge.

MDOT's Complete Streets Policy and PA 135 of 2010 are attached for reference. We will forward the Gibbs Study to the Planning Commission once we receive it.

Requested Action

If the City Commission considers the complete streets ordinance, we will proceed to review the Gibbs and Parsons Brinckerhoff studies for adoption as the City's Complete Streets Plan with the Planning and City Commissions.

At this time, staff requests that the Planning Commission review the Gibbs final study in preparation for its future consideration as the City's Complete Streets Plan.



City of Pleasant Ridge
Ordinance No. ____

AN ORDINANCE TO AMEND THE PLEASANT RIDGE CODE OF ORDINANCES, TO ADD A NEW SECTION 62-1 COMPLETE STREETS.

THE CITY OF PLEASANT RIDGE ORDAINS THAT THE PLEASANT RIDGE CITY CODE IS HEREBY AMENDED TO ADD A NEW SECTION NUMBERED 62-1, WHICH SAID SECTION READS AS FOLLOWS:

Section 1.

Section 62-1 – Complete Streets

The City of Pleasant Ridge will plan for, design, and construct all transportation improvement projects to provide appropriate accommodation for bicyclists, pedestrians, transit users, and persons of all ages and abilities in accordance with the City of Pleasant Ridge Complete Streets Plan, as funding priorities permit. This Section 61-1 and the Pleasant Ridge Complete Streets Plan shall serve as the City's complete streets policy pursuant to MCL 247.660p.

(a) Definitions.

“Complete Streets” means roadways planned, designed, and constructed to provide appropriate access to all legal users in a manner that promotes safe and efficient movement of people and goods whether by car, truck, transit, assistive device, foot or bicycle.

(b) The City of Pleasant Ridge Complete Streets Plan shall be referenced and its implementation considered prior to construction or reconstruction within city rights-of-way.

(c) The Complete Streets Plan will include, at a minimum, accommodations for bicycle routes, lanes, and paths; sidewalks and pedestrian paths; best practices for crossing pedestrians and bicycles at both intersections and mid-block locations; transit facilities; and related safety improvements and amenities. In developing the plan consideration will be given to existing non-motorized transportation facilities, potential non-motorized travel patterns, implementation and maintenance cost versus potential use, the public safety of both street users and abutting property owners, and funding priorities over a 6-year horizon. The City will look for opportunities to incorporate principles of complete streets and maximize walkable and bikeable streets within the City of Pleasant Ridge in conjunction with all public works projects, as appropriate.

- (d) Complete streets shall be designed and built in substantial conformance to the latest guidelines published by the American Association of State Highway Transportation Officials (AASHTO), the National Association of City Transportation Officials (NACTO), Institute of Transportation Engineers (ITE), the Michigan Department of Transportation (MDOT), and the U.S. Department of Justice (relative to the Americans with Disabilities Act of 1990).
- (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.
- (f) Exceptions. Complete streets improvements may be excepted in cases where the cost to complete such improvements would be excessively disproportionate to the need or potential use, where the project segment would not result in a meaningful addition to the non-motorized network, or where the project is due to an emergency that requires near-term action.

Section 2. Severability – This ordinance and each article, section, subsection, paragraph, subparagraph, part, provision, sentence, word and portion thereof are hereby declared to be severable, and if they or any of them are declared to be invalid or unenforceable for any reason by a court of competent jurisdiction, it is hereby provided that the remainder of this ordinance shall not be affected thereby.

Section 3. Repeal and Effective Date

Repeal – All regulatory provisions contained in other City ordinances which are inconsistent with the provisions of this ordinance are hereby repealed.

Effective Date - This Ordinance shall be effective fifteen days after enactment and upon publication.

Certificate

I hereby certify that the foregoing ordinance was adopted by the City Commission of the City of Pleasant Ridge at a meeting thereof on _____, 2015

Amy M. Drealan, Clerk
City of Pleasant Ridge

City Commission Introduction:Tuesday, June 9, 2015

City Commission Public Hearing:

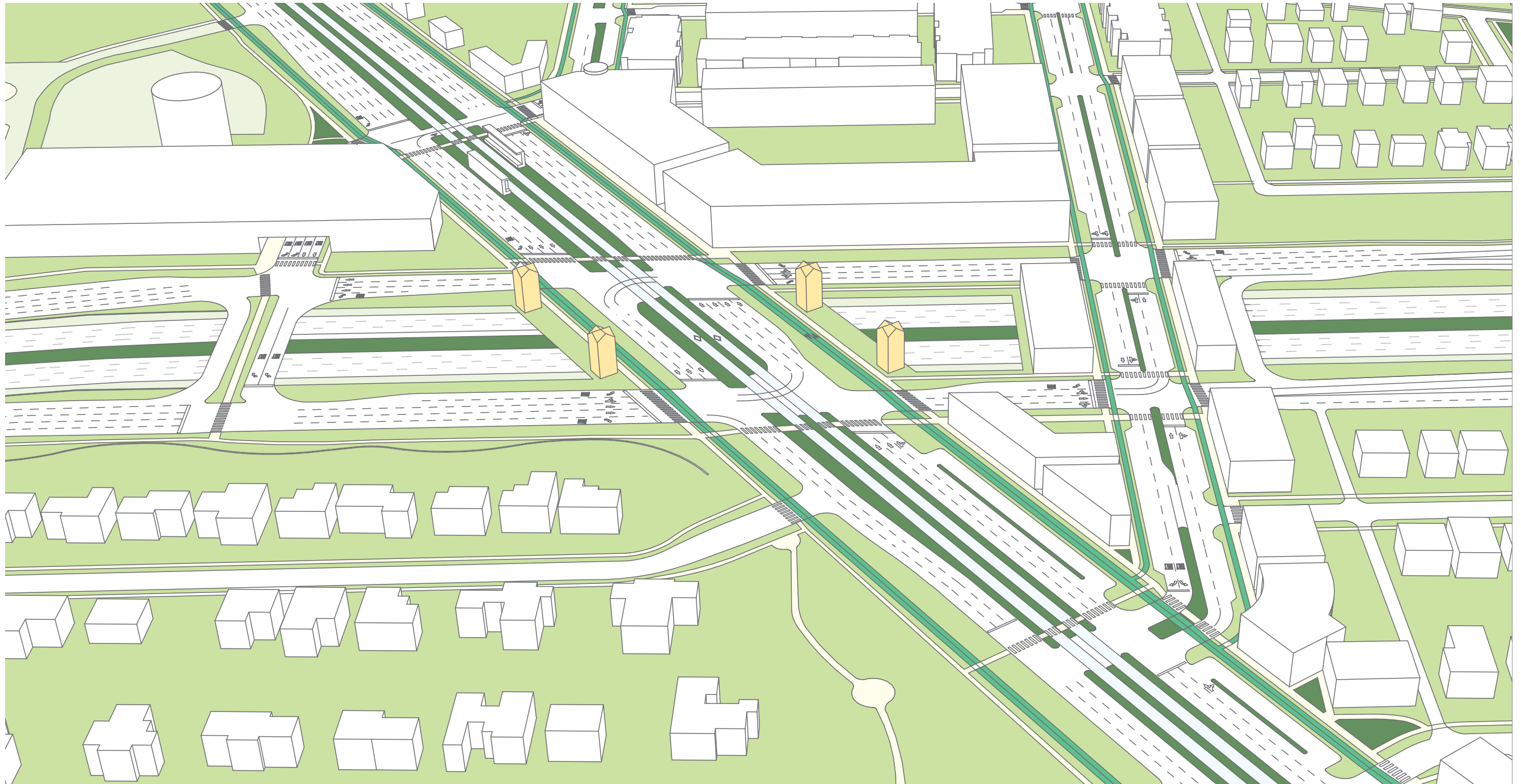
City Commission Adoption:.....

Published:.....

Effective:.....

Woodward-696 Conceptual Complete Streets Study

Huntington Woods • Pleasant Ridge • Royal Oak, Michigan

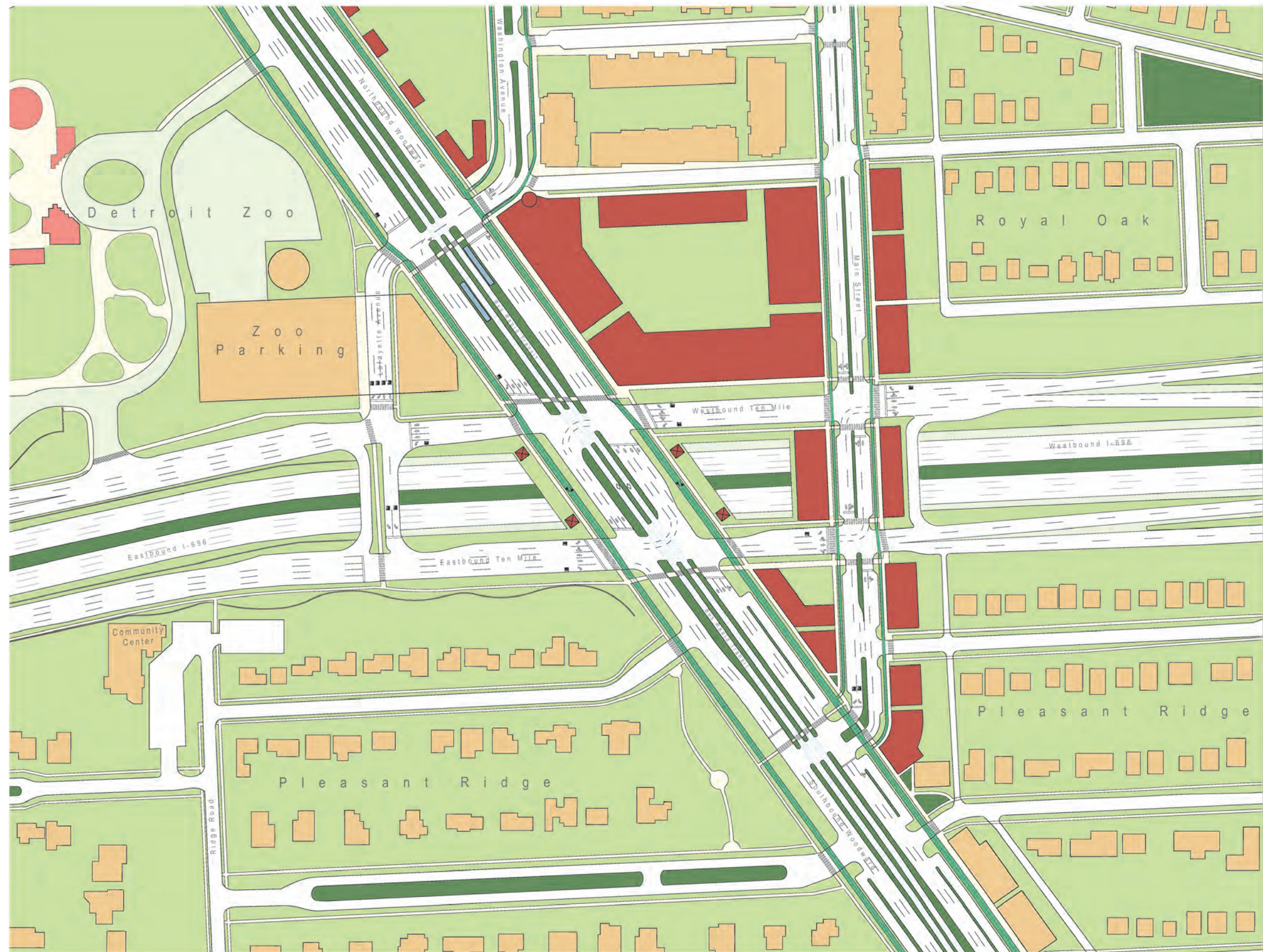


Prepared For: Woodward Avenue Action Association, City of Huntington Woods, City of Pleasant Ridge and City of Royal Oak

Consulting Team: Gibbs Planning Group, Inc., Nelson\Nygaard Consulting Associates, Peter Swift, and Associates, PE., The Street Plans Collaborative and TND Engineering.

04 June 2015

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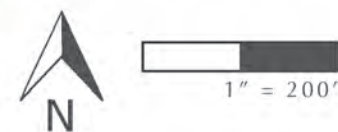


Woodward & I-696 Conceptual Complete Streets Study *Long-Term Concept*

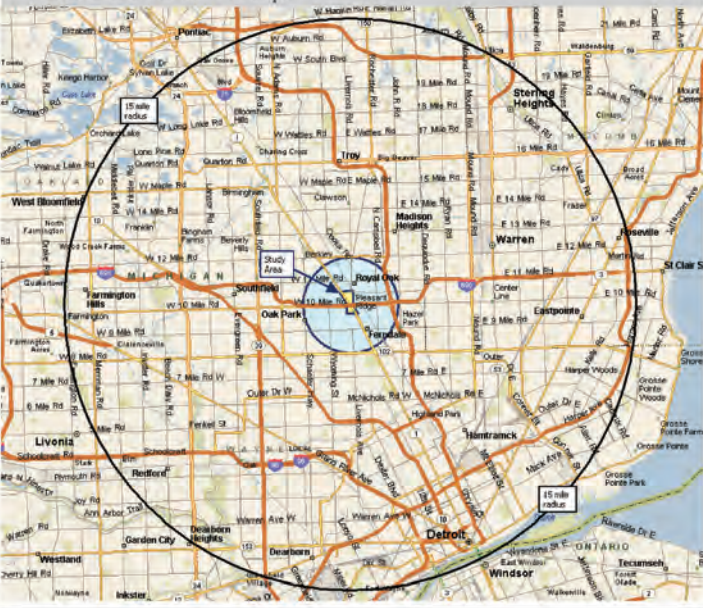
Huntington Woods, Pleasant Ridge, Royal Oak, Michigan

Key

- Proposed Bldg. Envelope
- Existing Building
- Zoo Building
- Bus Rapid Transit Stop
- Cycle-Track - Bike Lane
- Sidewalk
- Bus Rapid Transit Lane
- Median/Green Space

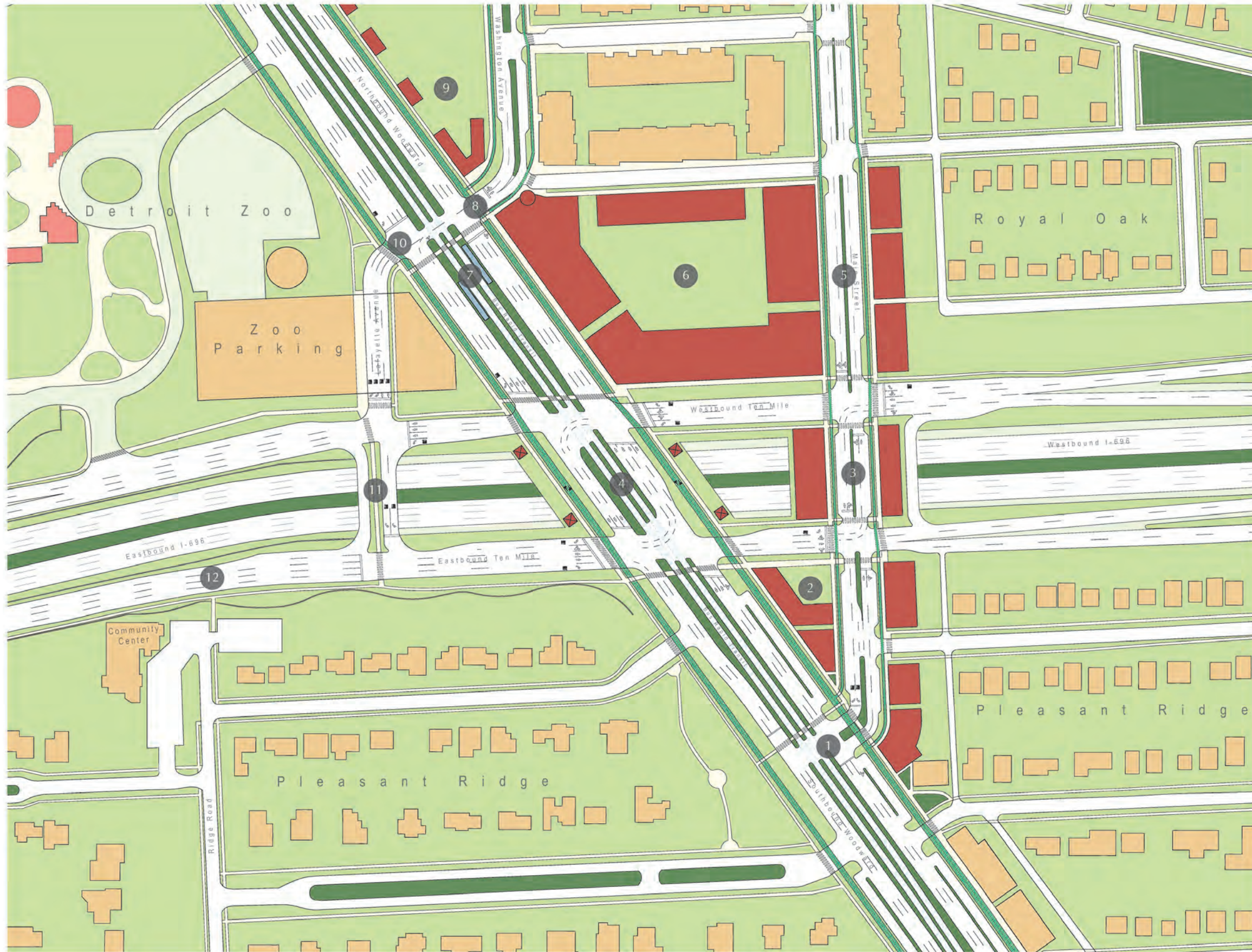


Location Map



Consulting Team: Gibbs Planning Group, Inc., Nelson\Nygaard Consulting Associates, Peter Swift, and Associates, PE., The Street Plans Collaborative and TND Engineering.

Limits of Study: The images and recommendations illustrated on page are conceptual artist renderings for general discussion and planning purposes only. Further research, planning, design, engineering and permitting are required PRIOR to implementing any pedestrian, bicycle, streetscape, signage, landscaping or street modifications.



Woodward & I-696 Conceptual Complete Streets Study *Long-Term Concept*

Huntington Woods, Pleasant Ridge, Royal Oak, Michigan

Design Features

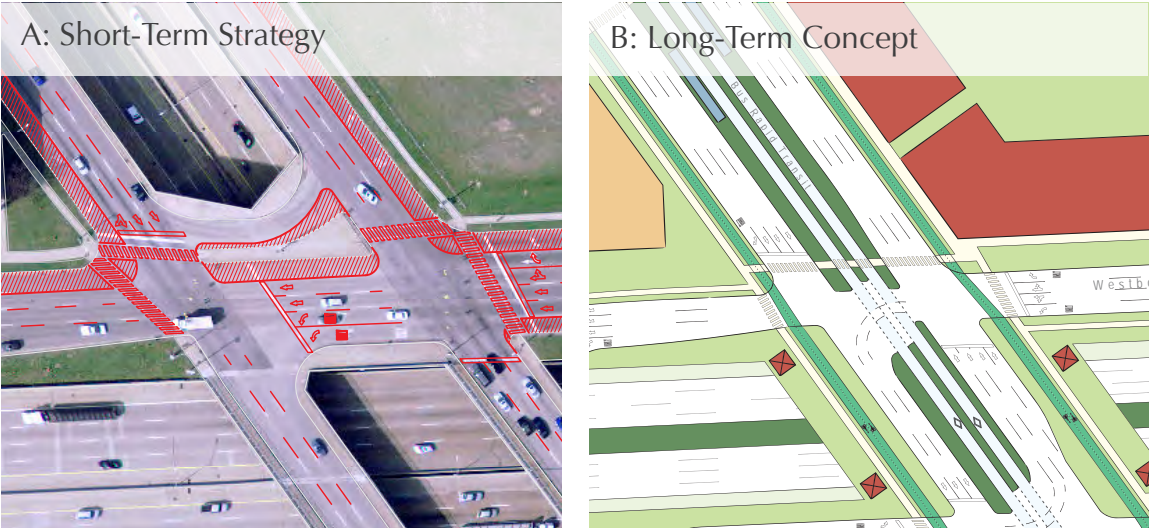
- 1 - Two-Way Main Street
Southbound left-turn onto Woodward
Northbound right-turn onto Main
- 2 - Triangle Development
Complete two-sided Main Street
Expanded on-street parking
- 3 - Capped Overpass for Liner Shops
Partial cap/cantilever for two-sided Main St.
On-street parking with optional rear parking
- 4 - Woodward-696 Configuration
Partial cap/cantilever for pedestrian facilities
Civic art
- 5 - Main Street Enhancements
Close Maryland St. for developable parcel
Four total lanes, on-street parking, median
- 6 - Developed Vacant Parcel
Buildings built to lot-lines along Main St,
Woodward, Ten Mile. Parking concealed.
- 7 - Bus Rapid Transit Station
Stations located in the median
Crosswalk moves to south median
- 8 - Washington Avenue Configuration
Two southbound lanes to Lafayette/Ten Mile
Right-turn onto one NB Washington lane
- 9 - Liner Buildings
Buildings conceal existing parking lots
Retrofit suburban conditions
- 10 - Lafayette Configuration
SB right-turn to Lafayette/Ten Mile
Consolidated street crossings to Zoo
- 11 - Expanded Overpass Crossing
Reduce Lafayette thru-lanes from three to two
Widen pedestrian crossing and plant or paint
- 12 - Connect Pedestrian Network
Connect Ridge Rd sidewalk to Ten Mile (PR)
Connect Huntington Rd to Woodward (HW)



1" = 200'

Using This Study

This study is organized by short-term road diet strategies (a) and long-term concepts (b). The short-term plans illustrate lane closures, lane-line realignments, road-space reclaims and pedestrian enhancements that may be tested. The long-term concept demonstrates best practices for pedestrian and non-motorized facilities, urban design and development, which can be accommodated with the current right-of-way should the underpass be removed and BRT implemented. The results of short-term testing should influence the eventual implementation of the long-term concept.



The Process: Incremental Experimentation



With potentially limited funding, incremental, small scale improvements could be viewed as a low-cost way to stage more significant investments. The four-step process above illustrates implementing a road diet by: (1) testing the design with construction barrells (2) if successfull making the temporary design more permanent with paint and delineators (3) eventually making permanent changes to infrastructure (4) allowing for complementary land uses to support walkability and placemaking.

Complete Streets Elements

Cycle Track



Two-way cycle tracks are physically separated lanes that allow bicycle movement in both directions on one side of the road. A cycle track is physically separated from motor traffic and distinct from the sidewalk, providing comfort to cyclist and pedestrian alike.

On-Street Parking



On-street parking provides motorists with the opportunity to park close to their destination. Not separated from the roadway, on-street parking slows down drivers who are instinctively watchful of other cars while placing a barrier between pedestrians and cars.

Sidewalk



Sidewalks are conduits for pedestrian movement and access, they enhance connectivity and promote walking. As public spaces, sidewalks serve as the front steps to the city, activating streets socially and economically.

Local Access Lane



Local access lanes provide local vehicle access separated from through travel lanes to simultaneously move vehicles on the primary roadway while providing a calm, spacious pedestrian and living environment for adjacent businesses and residences.

Protected Bike Lane



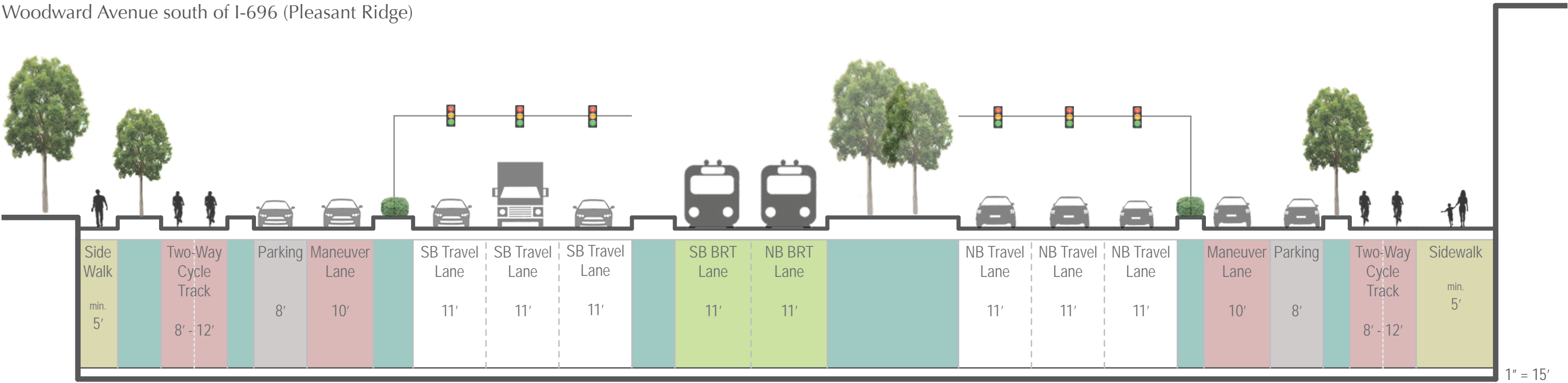
Protected bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane.

Street Trees

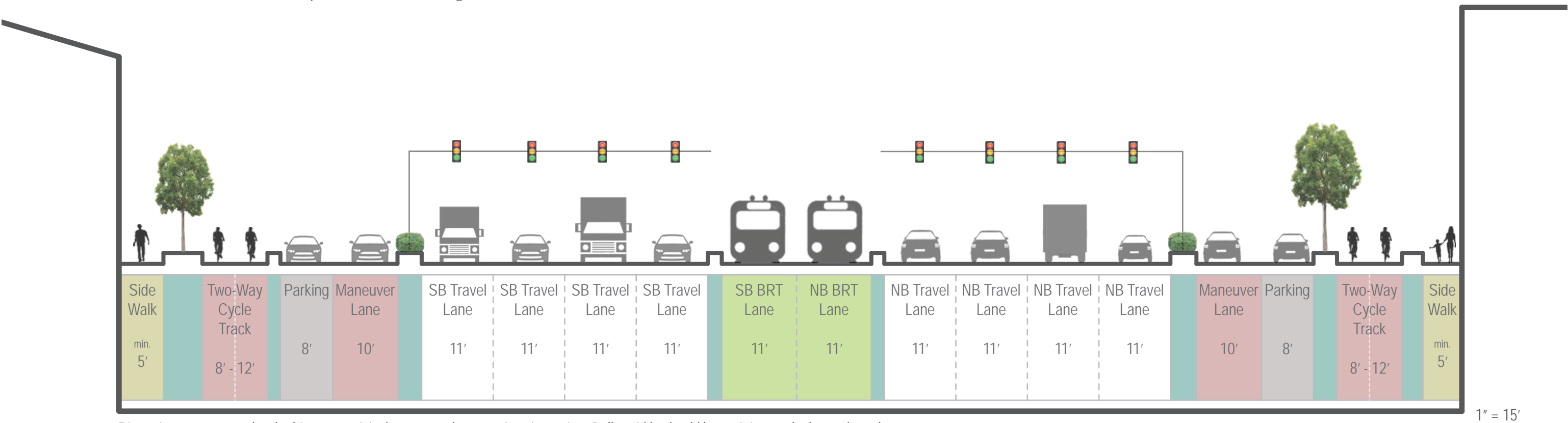


Street trees enhance city streets both functionally and aesthetically. Trees provide shade to homes, businesses, and pedestrians. Street trees also have the potential to slow traffic speeds. Aesthetically, street trees frame the street and the sidewalk as discrete public realms, enriching each with a sense of rhythm and human scale.

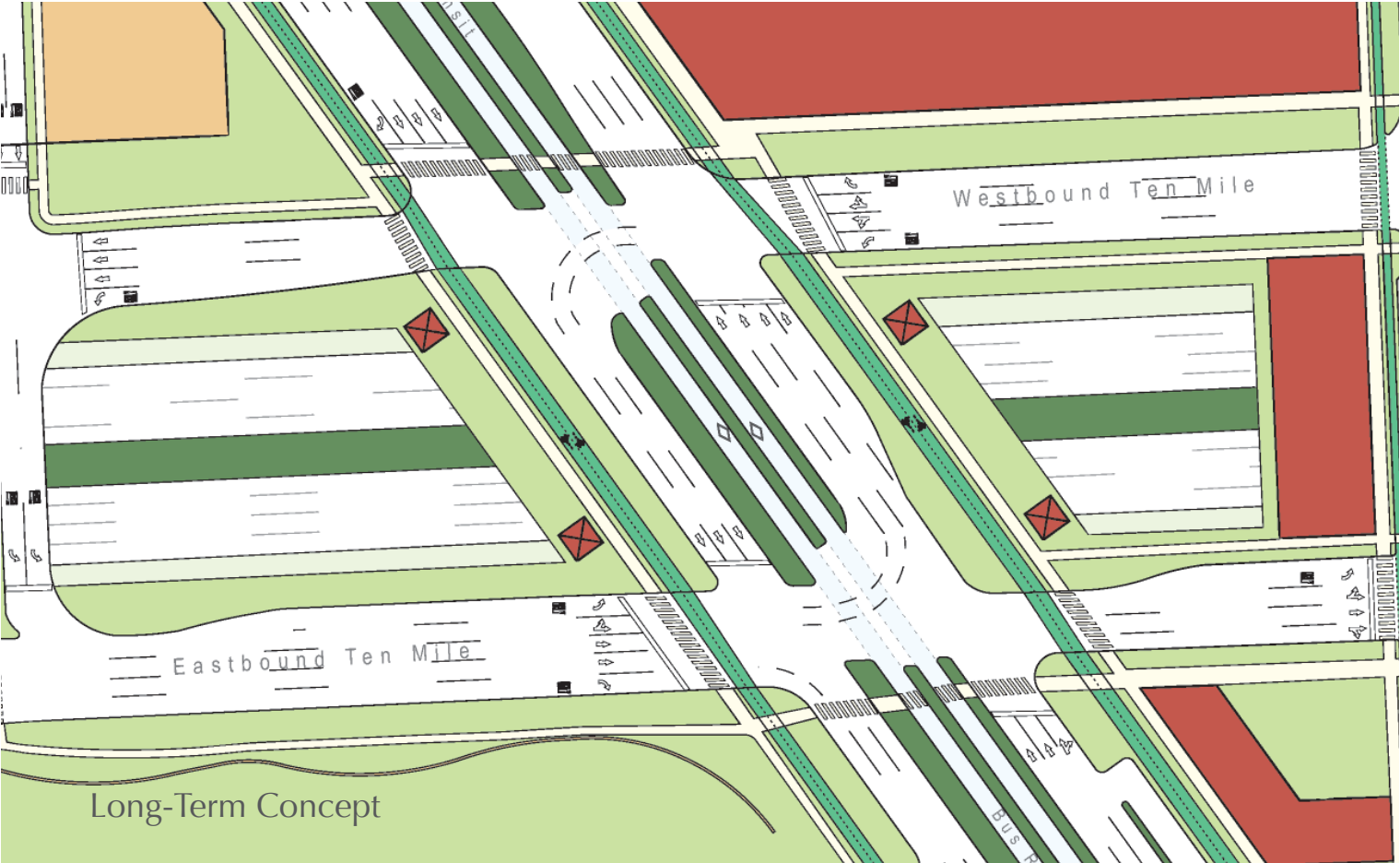
Woodward Avenue south of I-696 (Pleasant Ridge)



Woodward Avenue north of I-696 (Royal Oak & Huntington Woods)



Dimensions are suggested and subject to municipal, county and state engineering review. Buffer widths should be a minimum of 3 feet and may be adjusted as necessary. Existing street trees should be accommodated to the extent possible.



Woodward & Ten Mile (696) Concept

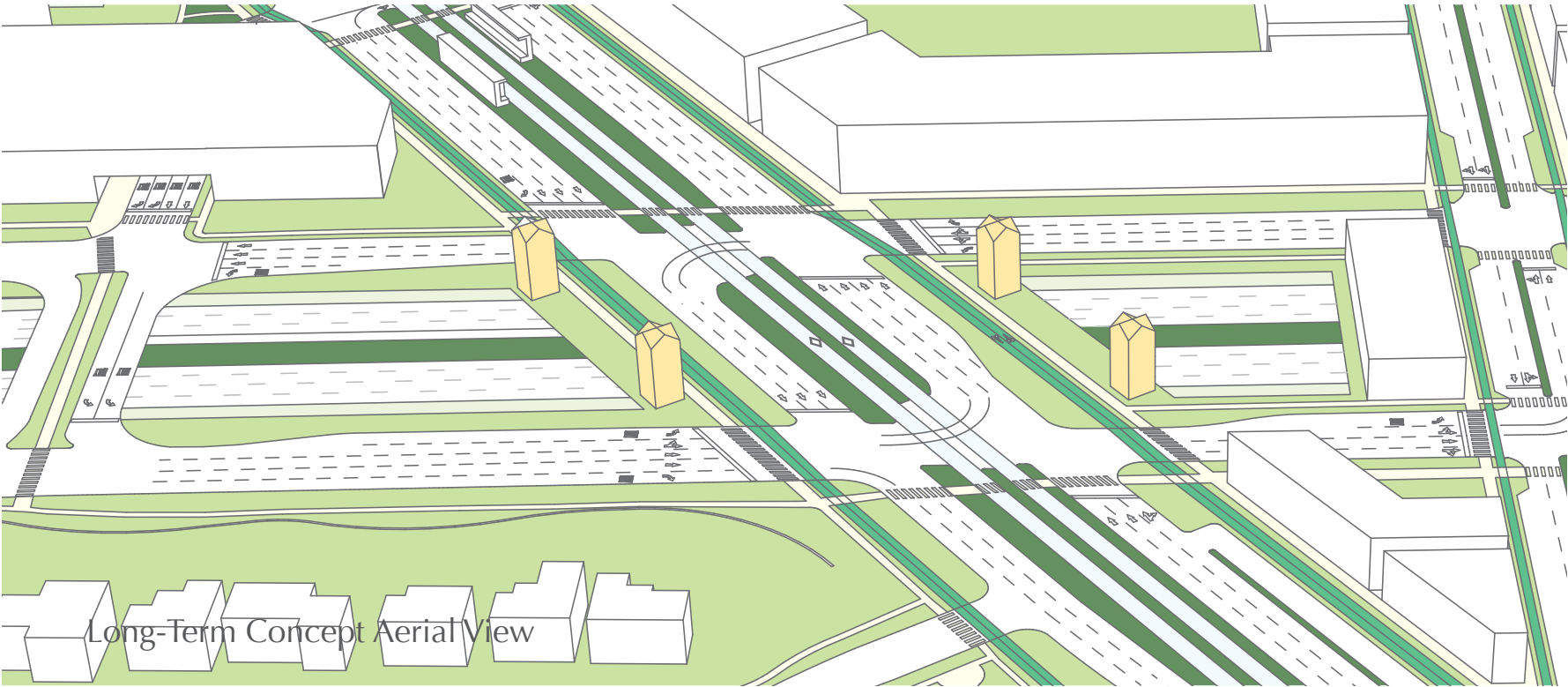
Short-Term Implementation

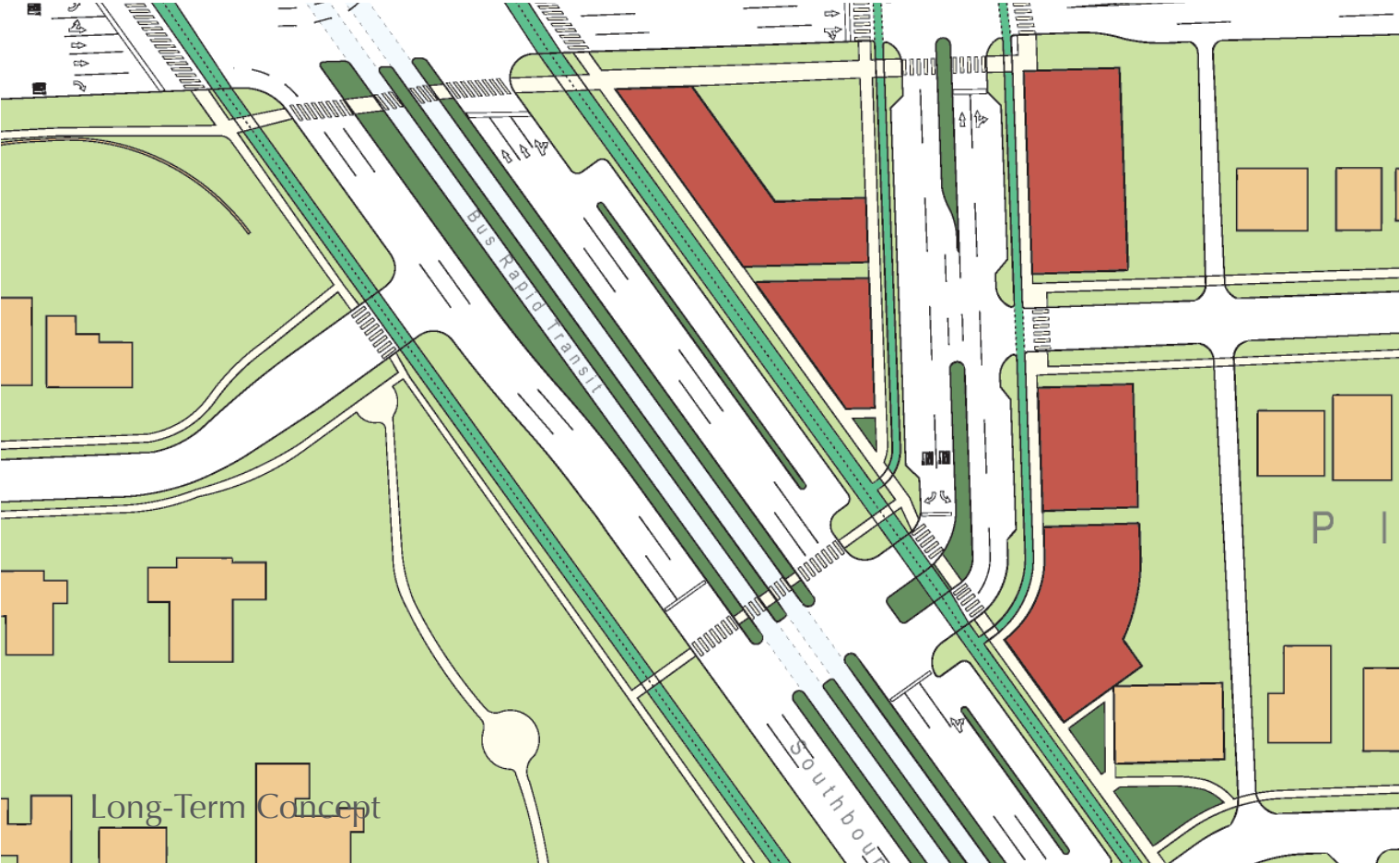
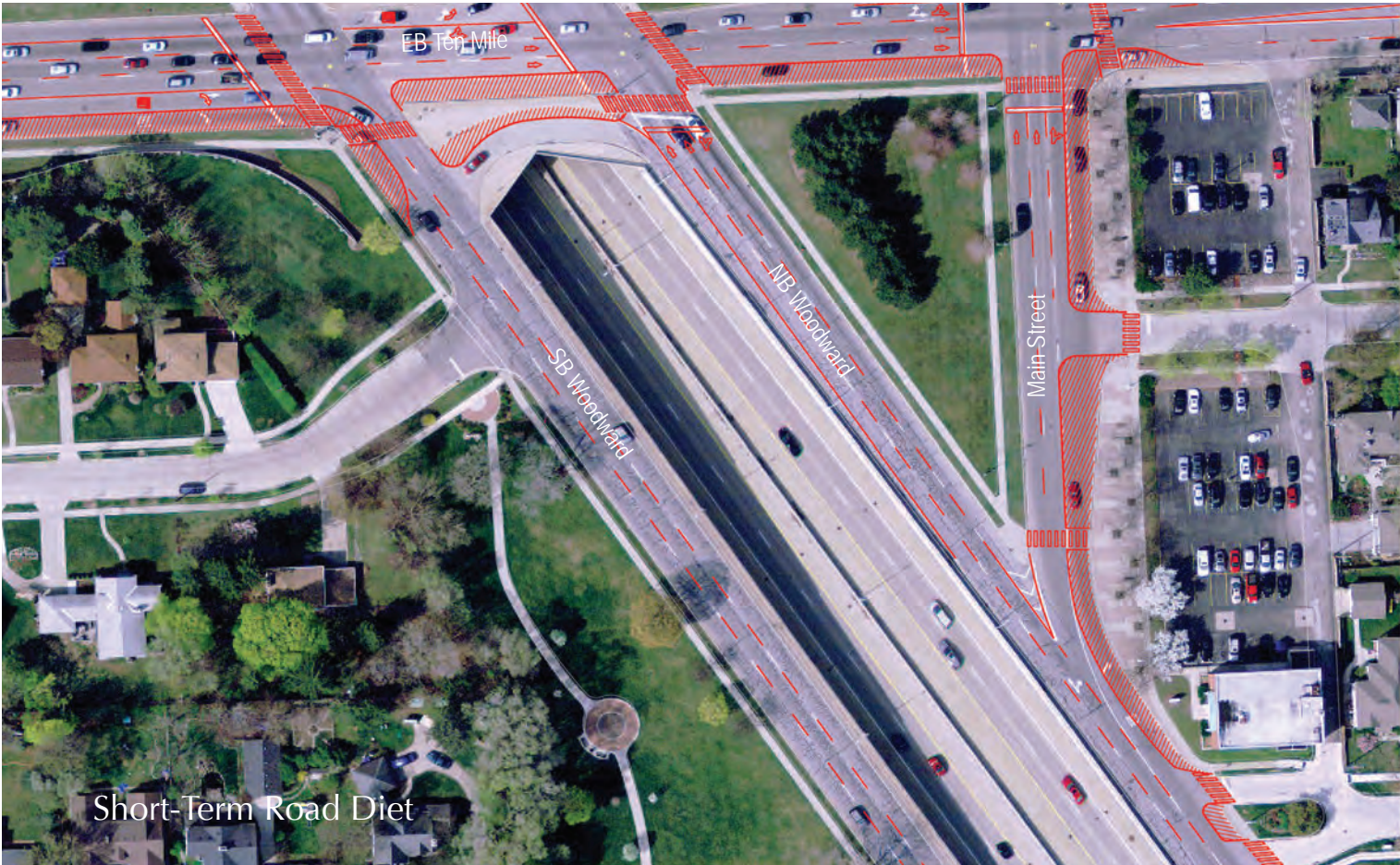
- Shorten pedestrian crossing distances across EB Ten Mile, WB Ten Mile and SB Woodward.
- Reduce dedicated turn-lanes for EB Ten Mile, WB Ten Mile and SB Woodward.
- Add buffer around pedestrian islands crossing Woodward by through-lane reduction, and turn-around size adjustment. Saw cut and paint pedestrian islands for improved comfort. Add “zebra” pedestrian crossings.
- Consider revised signage to improve driver navigation through intersection, especially for turn-lanes onto NB Woodward and Main Street.

Long-Term Concept

- Remove underpass; all Woodward traffic at-grade.
- Begin three-lane SB Woodward south of WB Ten Mile and four-lane NB Woodward north of EB Ten Mile.
- Center-running bus rapid transit lanes in median.
- Two-way cycle track on NB-SB sides of Woodward.
- Partial cap or cantilever over 696 to accomodate cycle track, widened sidewalk and civic art.
- Add civic art to properly frame the right-of-way and give area sense of arrival and identity.

Key Design Features: maximum 11’ vehicle travel lanes, minimum 10’ two-way cycle track, minimum 6’ sidewalk, minimum 10’ buffer between travel lanes and two-way cycle track, 10’-11’ bus rapid transit lane





Main & Woodward Concept

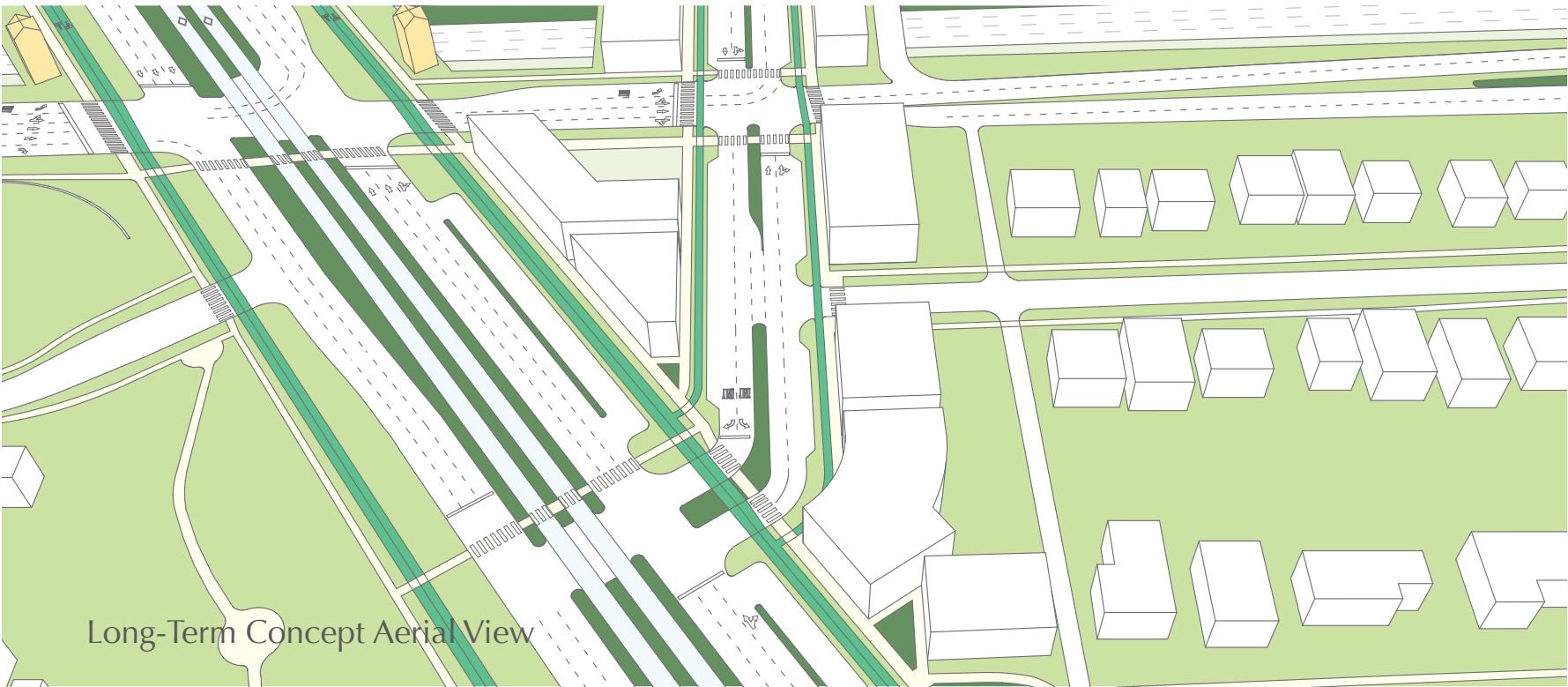
Short-Term Implementation

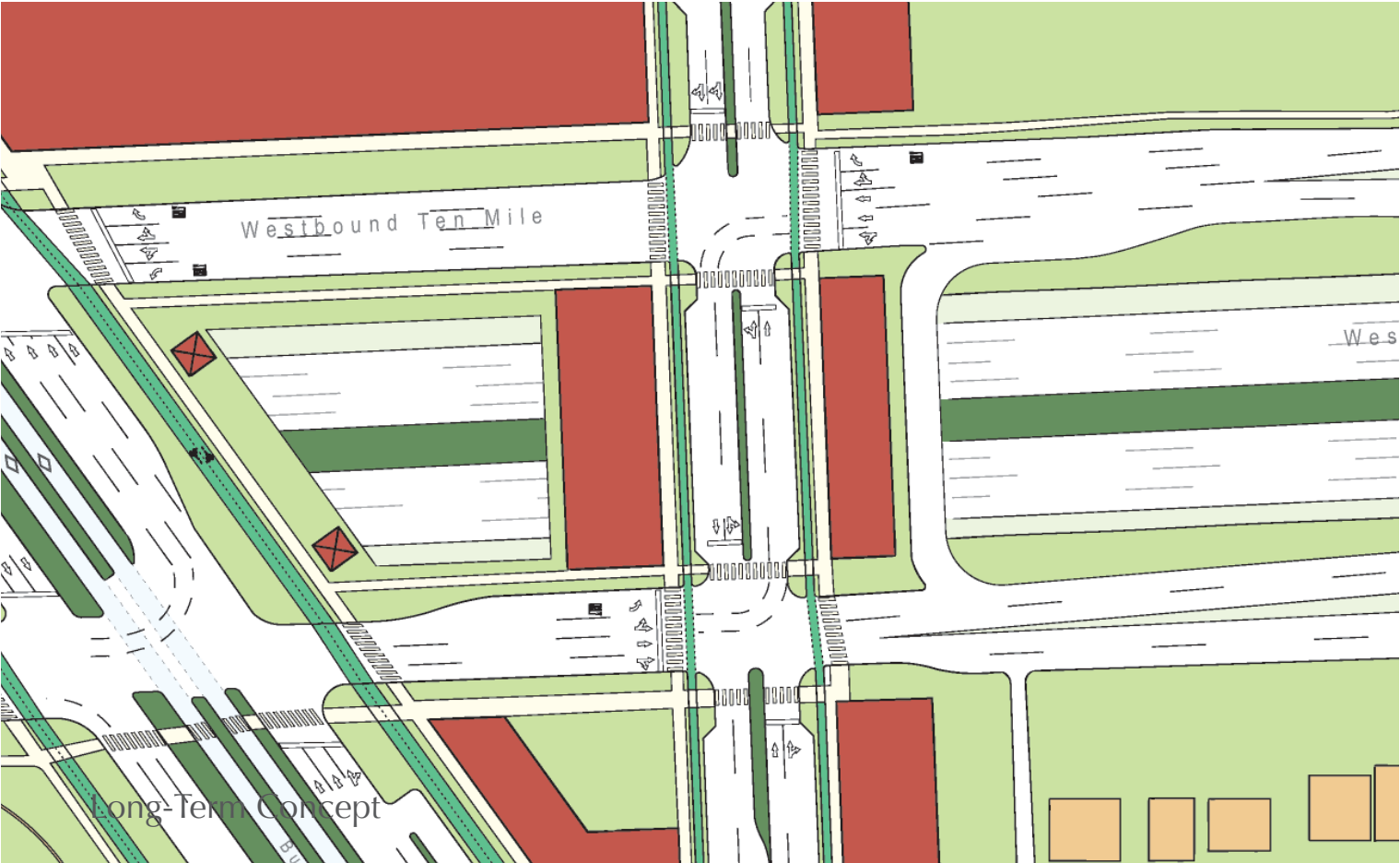
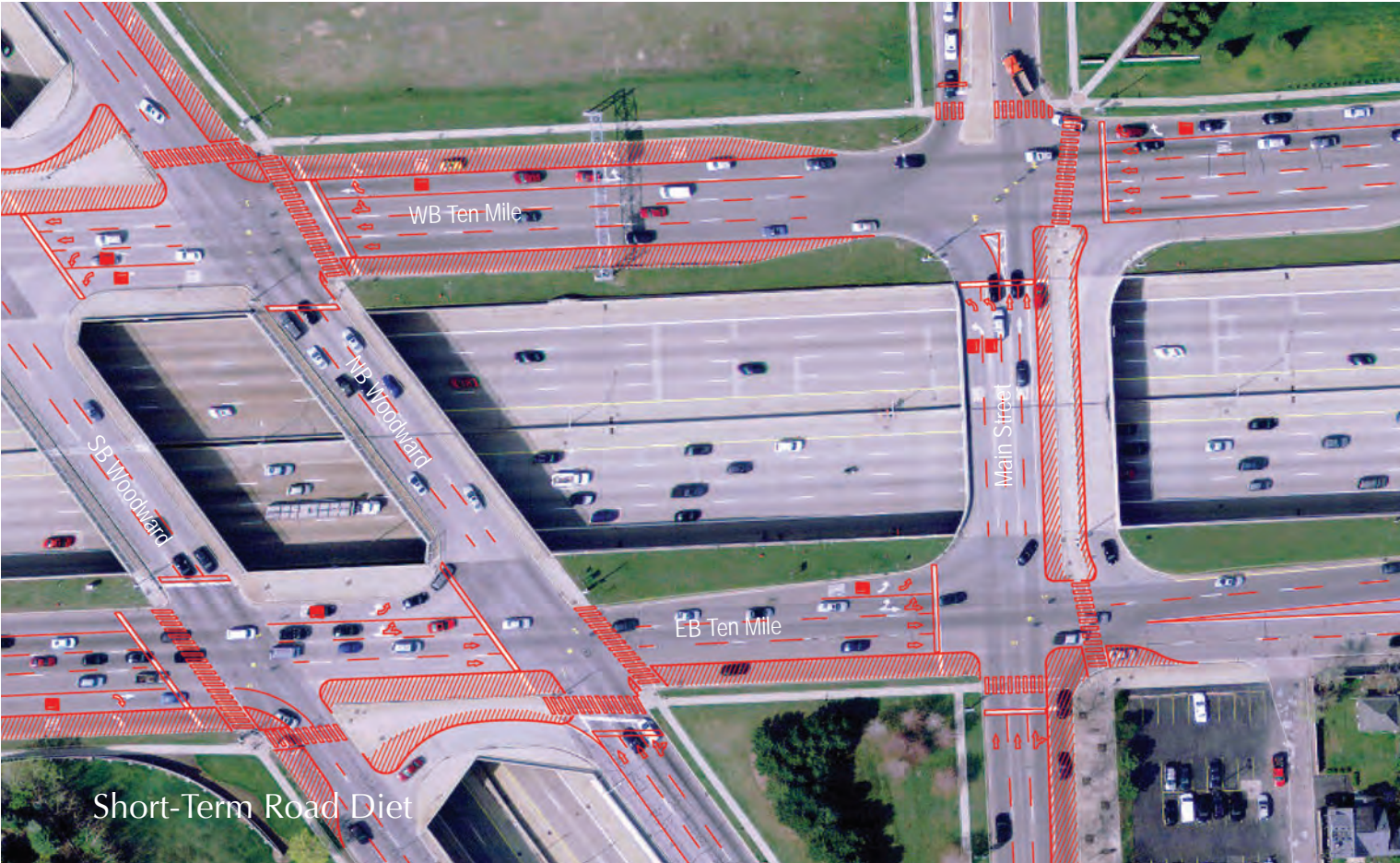
- Shorten pedestrian crossing distances across Main.
- Reduce dedicated turn-lanes for Woodward onto Main and Main onto EB Ten Mile.
- Reduce southern most through-lane on EB Ten Mile to increase buffer for sidewalk on triangle.
- Tighten turn radius for Woodward traffic turning onto Main.
- Consider screen wall to conceal parking lots east of Main.

Long-Term Concept

- Remove underpass; all Woodward traffic at-grade.
- Two-way traffic on Main extending south from Royal Oak, two travel lanes in each direction and one on-street parking lane on each side of Main. Additional parking may need to be provided in triangle.
- Install signalized intersection at Main and Woodward allowing right-turn from Woodward onto Main, and left-turn from Main onto SB Woodward. Add Woodward pedestrian crossing.
- Two-way cycle track on NB-SB sides of Woodward. Protected one-way bike-lane on NB-SB sides of Main.
- Expand public parking with local access lane on NB Woodward. Add to SB Woodward if necessary.

Key Design Features: maximum 11' vehicle travel lanes (10' lanes on Main), minimum 10' two-way cycle track, minimum 5' protected bike lane, minimum 6' sidewalk, maximum 20' local access lane, minimum 3' buffer between parking lanes and bike facilities





Main & Ten Mile (696) Concept

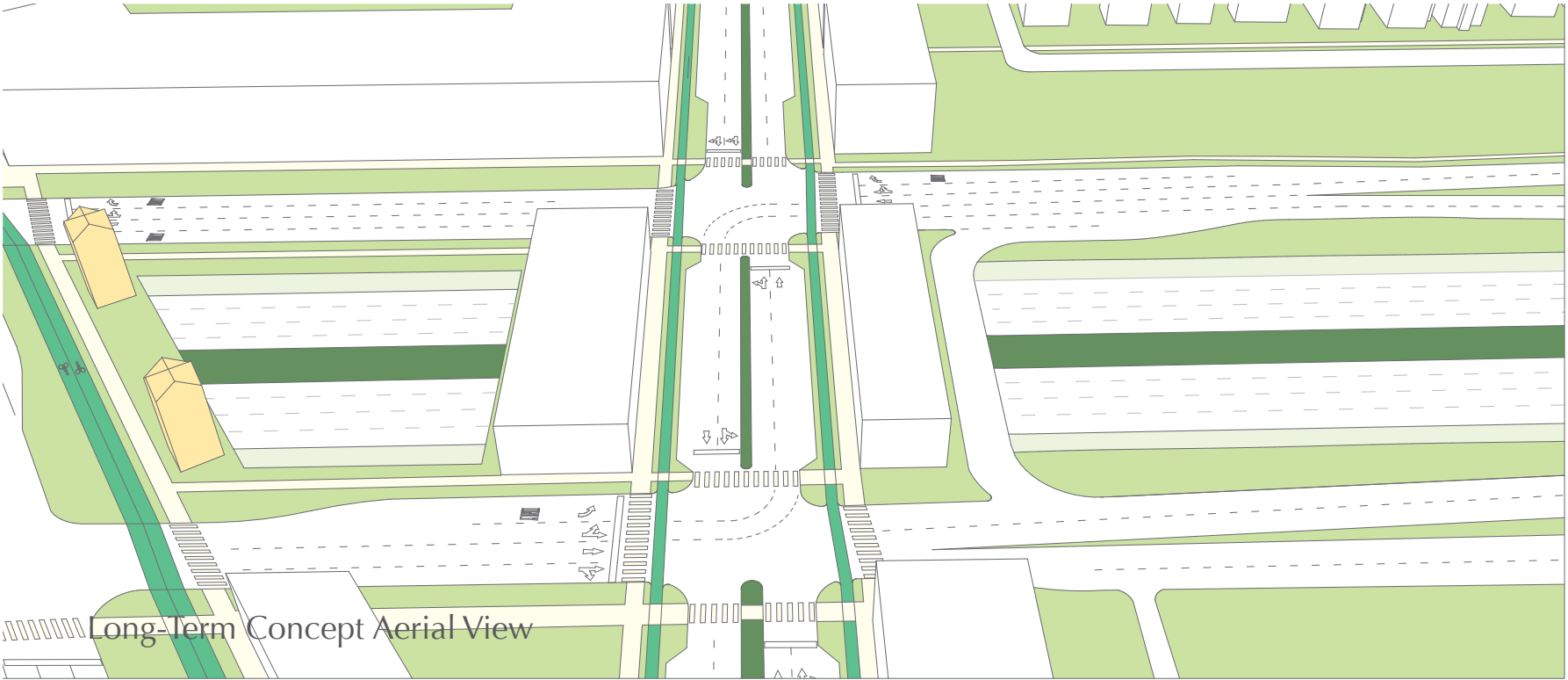
Short-Term Implementation

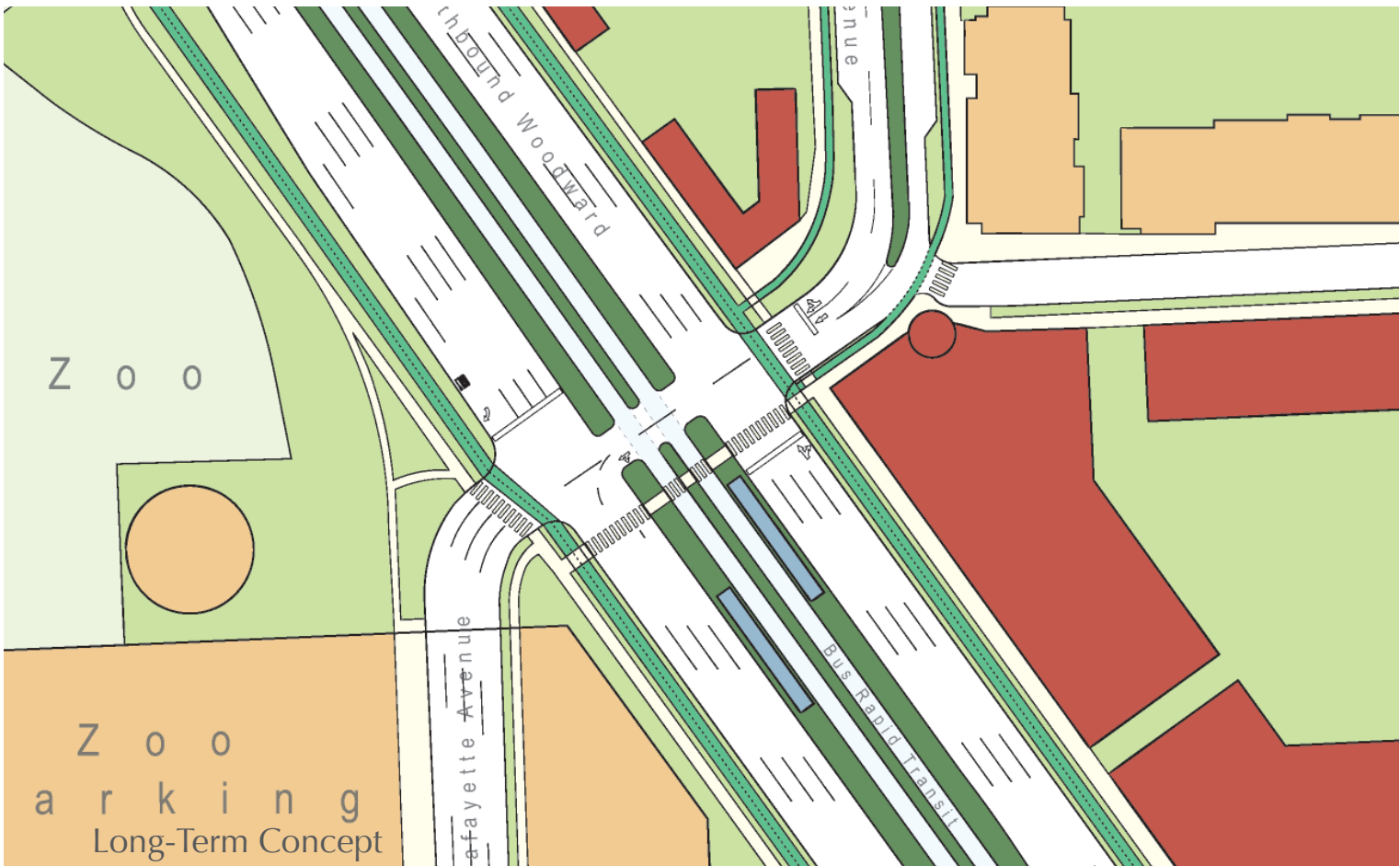
- Shorten pedestrian crossing distances across Main and EB Ten Mile.
- Add buffer around pedestrian island crossing Ten Mile by right-sizing NB Main lanes to 11’ and adjusting turn-around lane size. Saw cut and paint pedestrian islands for improved comfort.
- Install “zebra” pedestrian crossings.

Long-Term Concept

- Remove underpass; all Woodward traffic at-grade.
- Install partial cap or cantilever over 696 to expand pedestrian and bicycle facilities. Develop commercial buildings on each side of the Main cap.
- Two-way traffic on Main extending south from Royal Oak, two travel lanes in each direction and one on-street parking lane on each side of Main. Additional parking may need to be provided behind west commercial building on cap.
- Expand signalized intersection to allow turns onto Main from EB and WB Ten Mile. Allow pedestrian crossing on each side of Main.
- Protected one-way bike-lane on NB-SB sides of Main.

Key Design Features: maximum 10’ lanes on Main, minimum 5’ protected bike lane, minimum 5’ sidewalk, maximum 8’ on-street parking lane, minimum 3’ buffer between parking lane and bike facilities





Woodward & Washington/Lafayette Concept

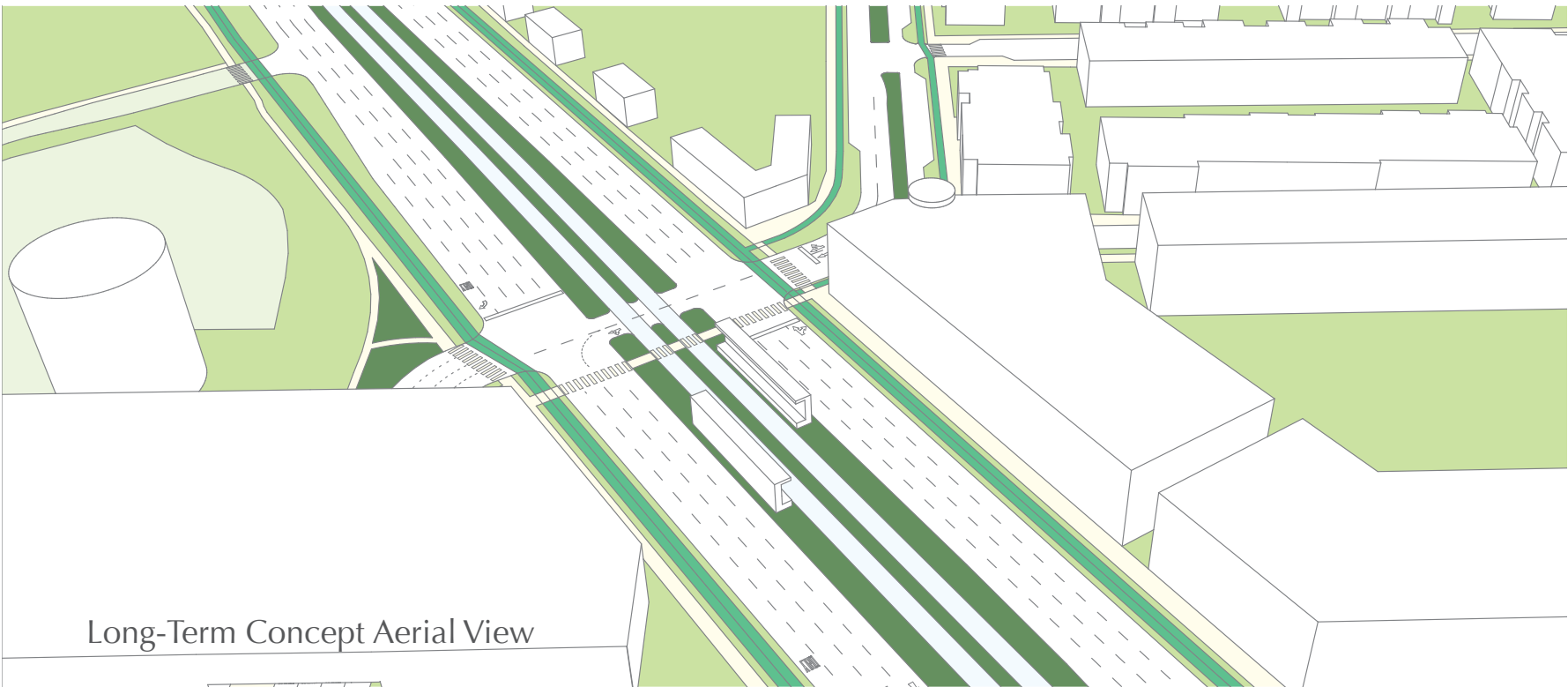
Short-Term Implementation

- Shorten pedestrian crossing distances across NB Washington, SB Washington and SB Lafayette by removing dedicated turn lanes.
- Add buffer along Woodward pedestrian crossing by reducing to two through-lanes moving from Washington to Lafayette. Saw cut and paint pedestrian sidewalk for improved comfort.
- Install “zebra” pedestrian crossings.

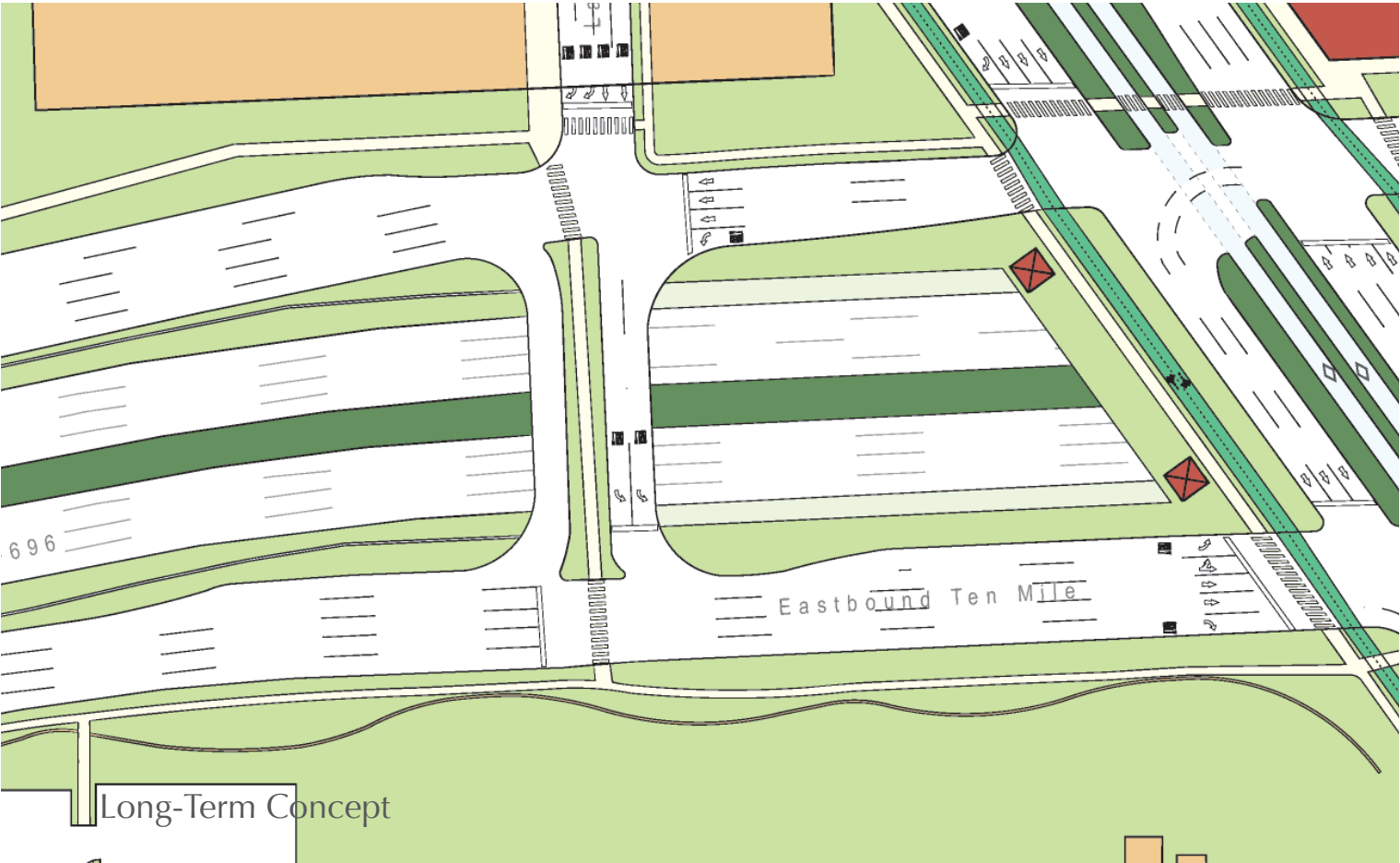
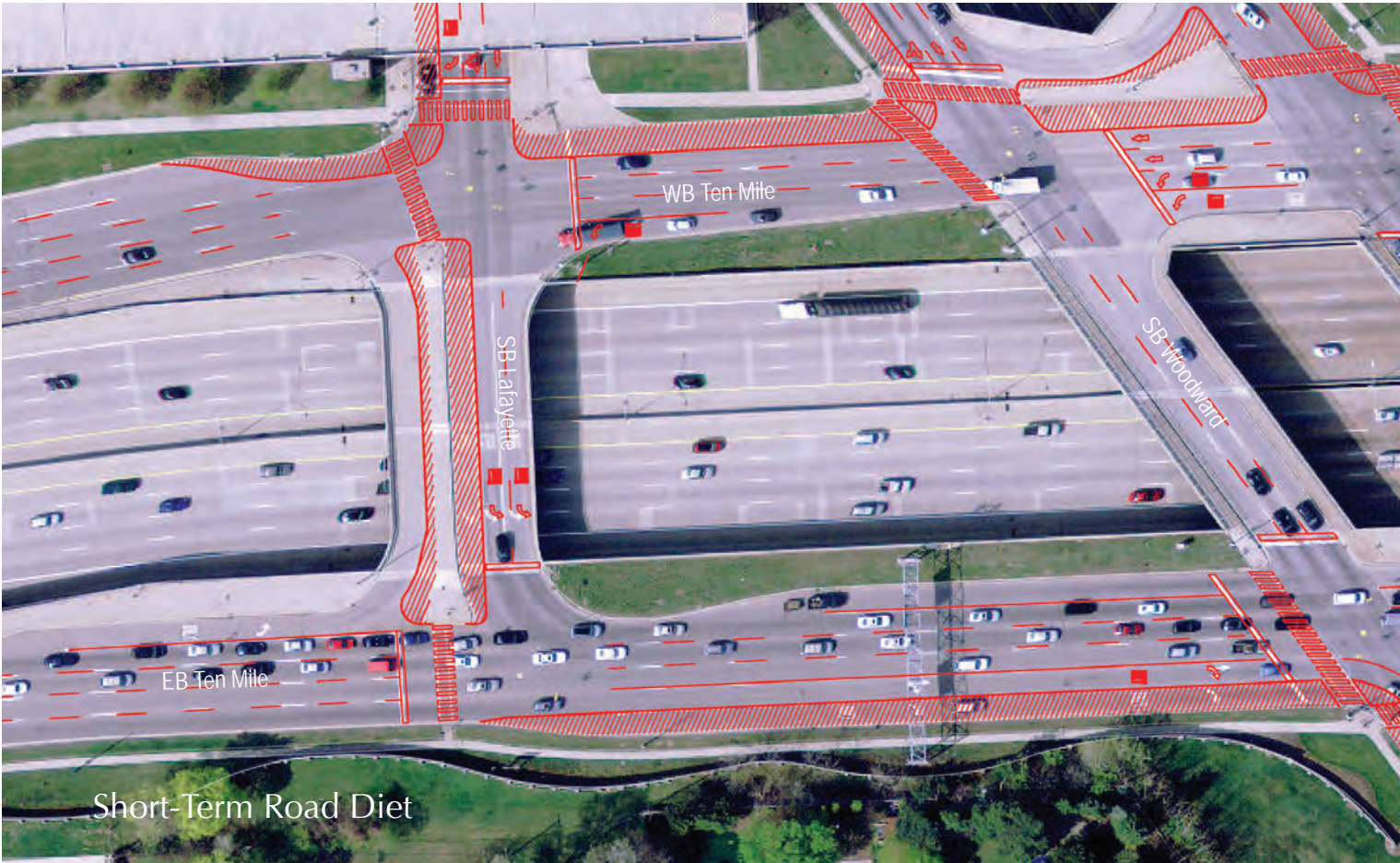
Long-Term Concept

- Remove underpass; all Woodward traffic at-grade.
- Remove all dedicated turn lanes onto NB Washington and SB Lafayette, install right-turns from Woodward to Washington and Woodward to Lafayette. Lane configuration may change if BRT route extends to Wash.
- Reduce Washington to one lane in each direction with one on-street parking lane on each side of Washington. Use excess right-of-way to install boulevard, turn lane or local BRT lane.
- Center-running bus rapid transit lanes in median. BRT station in median south of Washington.
- Two-way cycle track on NB-SB sides of Woodward. Protected one-way bike-lane on NB-SB sides of Wash.

Key Design Features: maximum 11’ lanes (10’ on Washington), minimum 10’ two-way cycle track, minimum 5’ protected bike lane, minimum 5’ sidewalk, maximum 8’ on-street parking lane, minimum 3’ buffer between parking lane and bike facilities, 10’-11’ bus rapid transit lane



Long-Term Concept Aerial View



Lafayette & 10 Mile (696) Concept

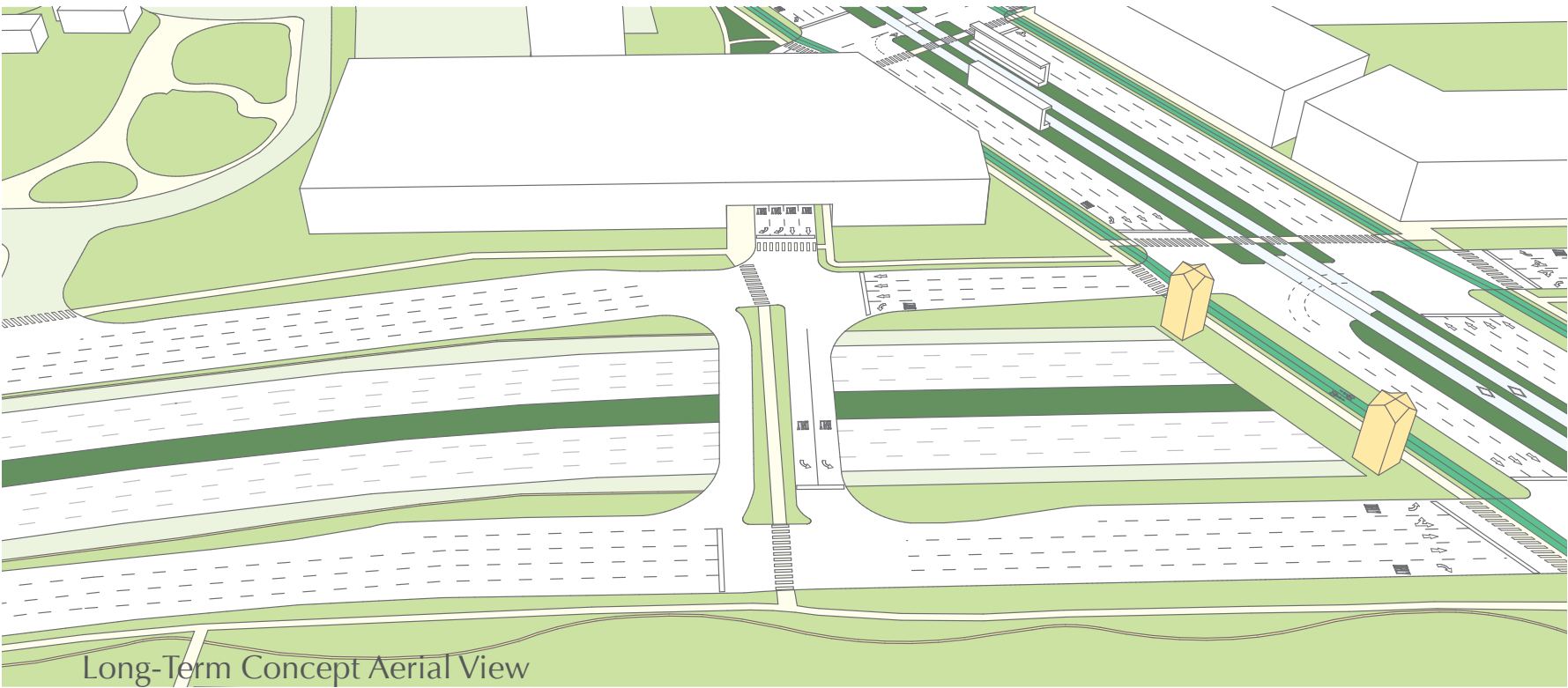
Short-Term Implementation

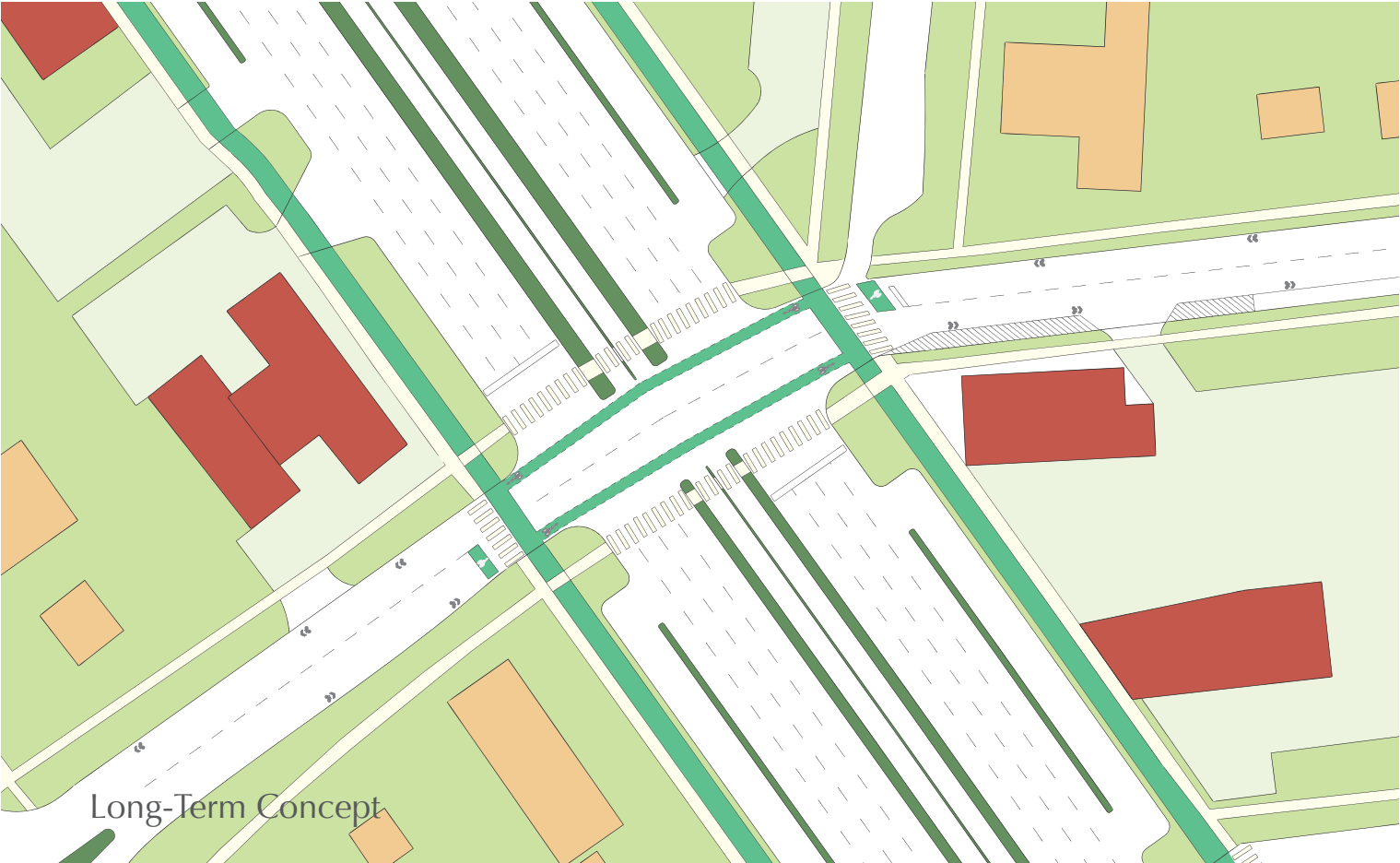
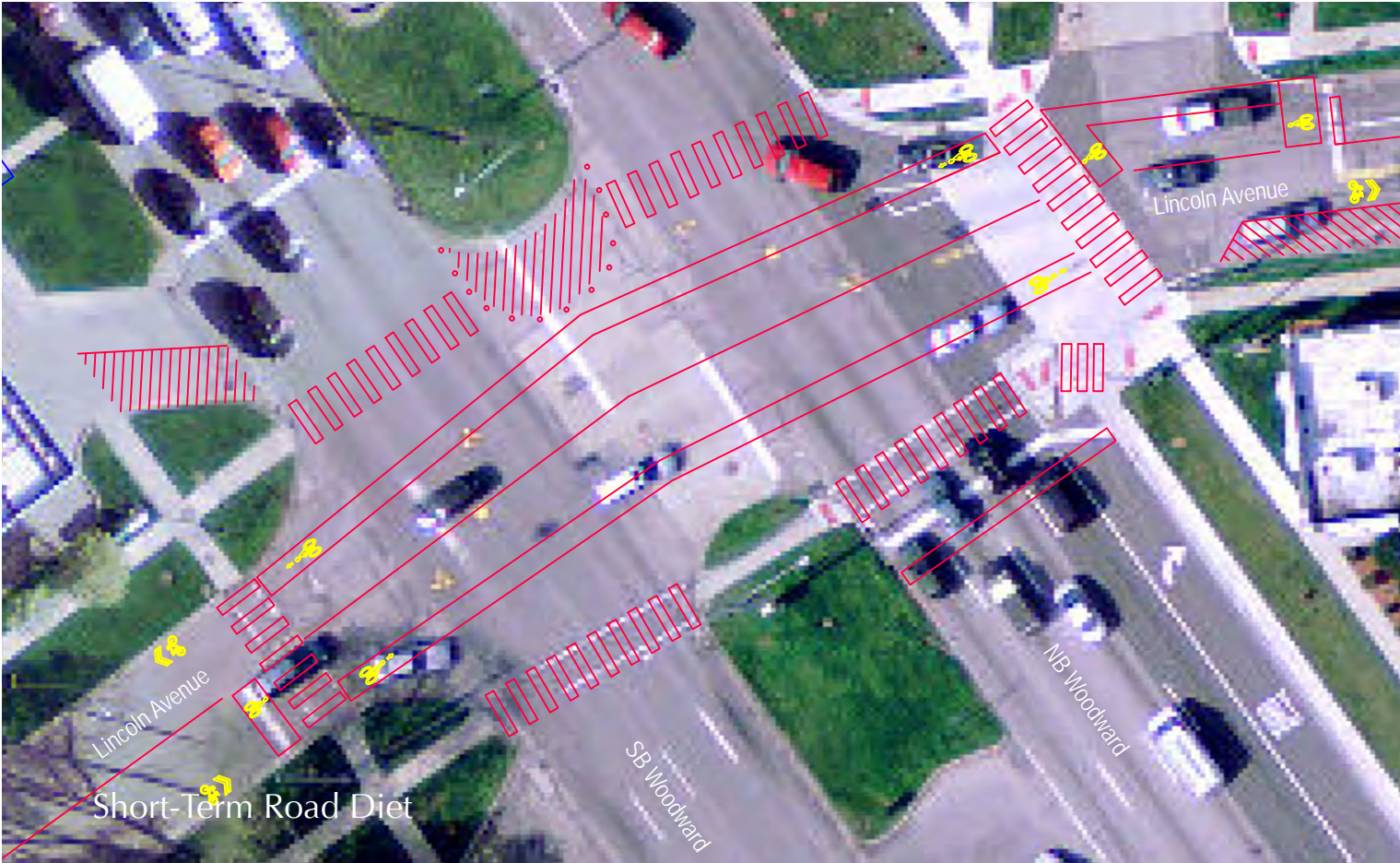
- Shorten pedestrian crossing distances across WB Ten Mile, EB Washington and SB Woodward by removing dedicated turn lanes and tightening curb radii.
- Add buffer along Ten Mile pedestrian crossing by reducing to two through-lanes moving from Lafayette to EB Ten Mile. Saw cut and paint pedestrian island for improved comfort.
- Install “zebra” pedestrain crossings.

Long-Term Concept

- Remove underpass; all Woodward traffic at-grade.
- Expand Ten Mile pedestrian crossing and plant or color for improved comfort.
- Tighten curb radii from SB Woodward and SB Lafayette to WB Ten Mile.
- Install pedestrian access through Ten Mile sound wall at Ridge Road.

Key Design Features: maximum 11’ lanes, minimum 10’ two-way cycle track, minimum 5’ sidewalk, minimum 3’ buffer between parking lane and bike facilities,





Woodward & Lincoln Concept

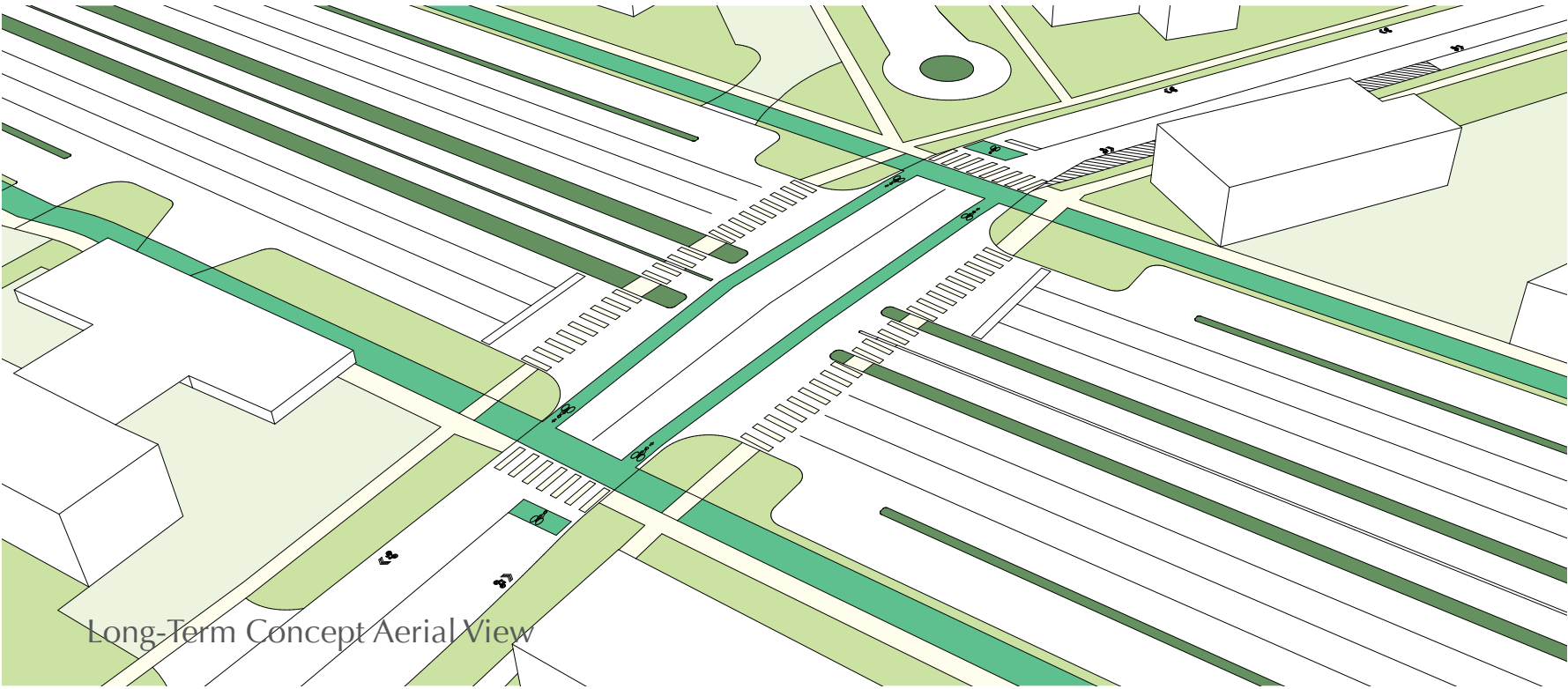
Short-Term Implementation

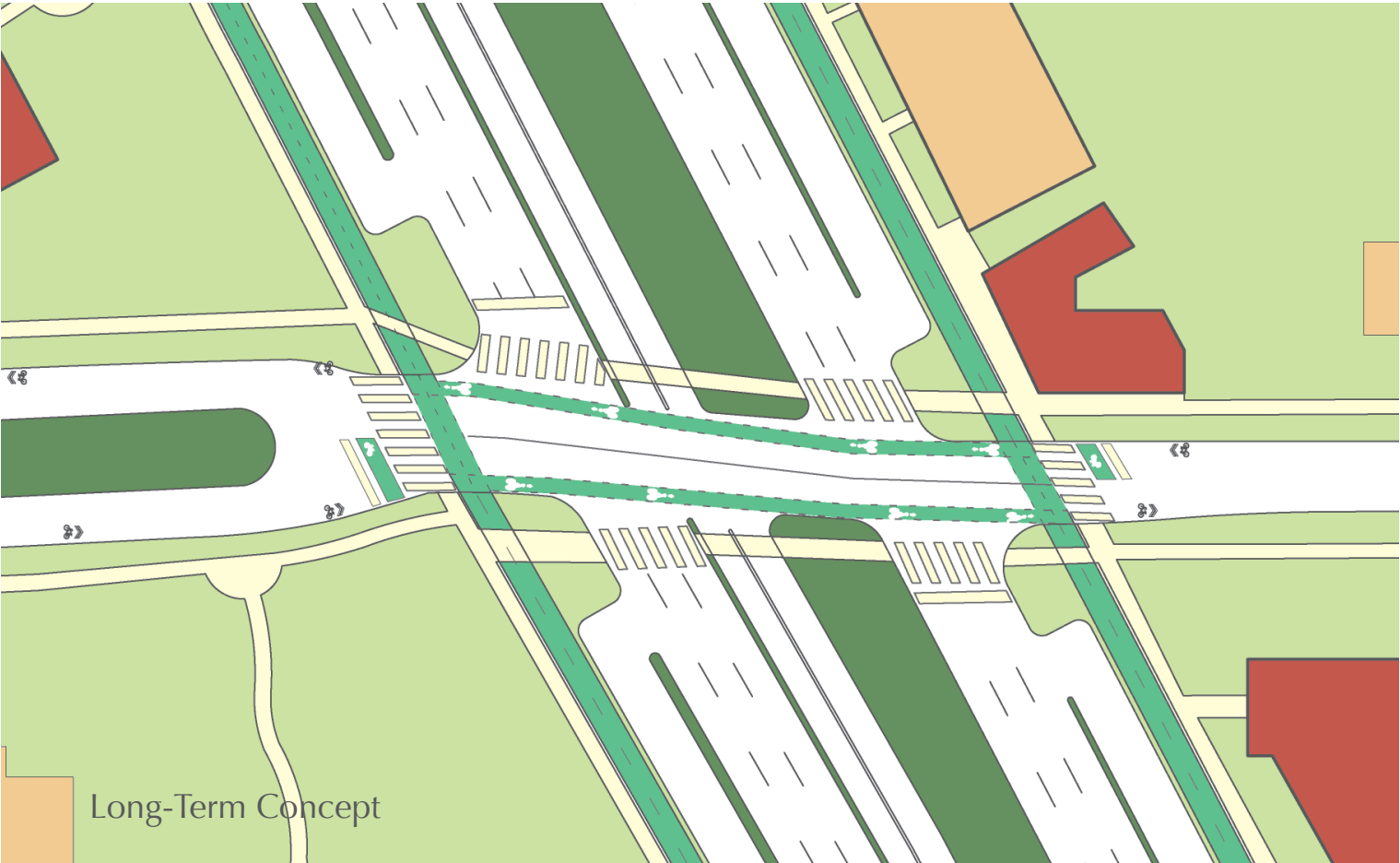
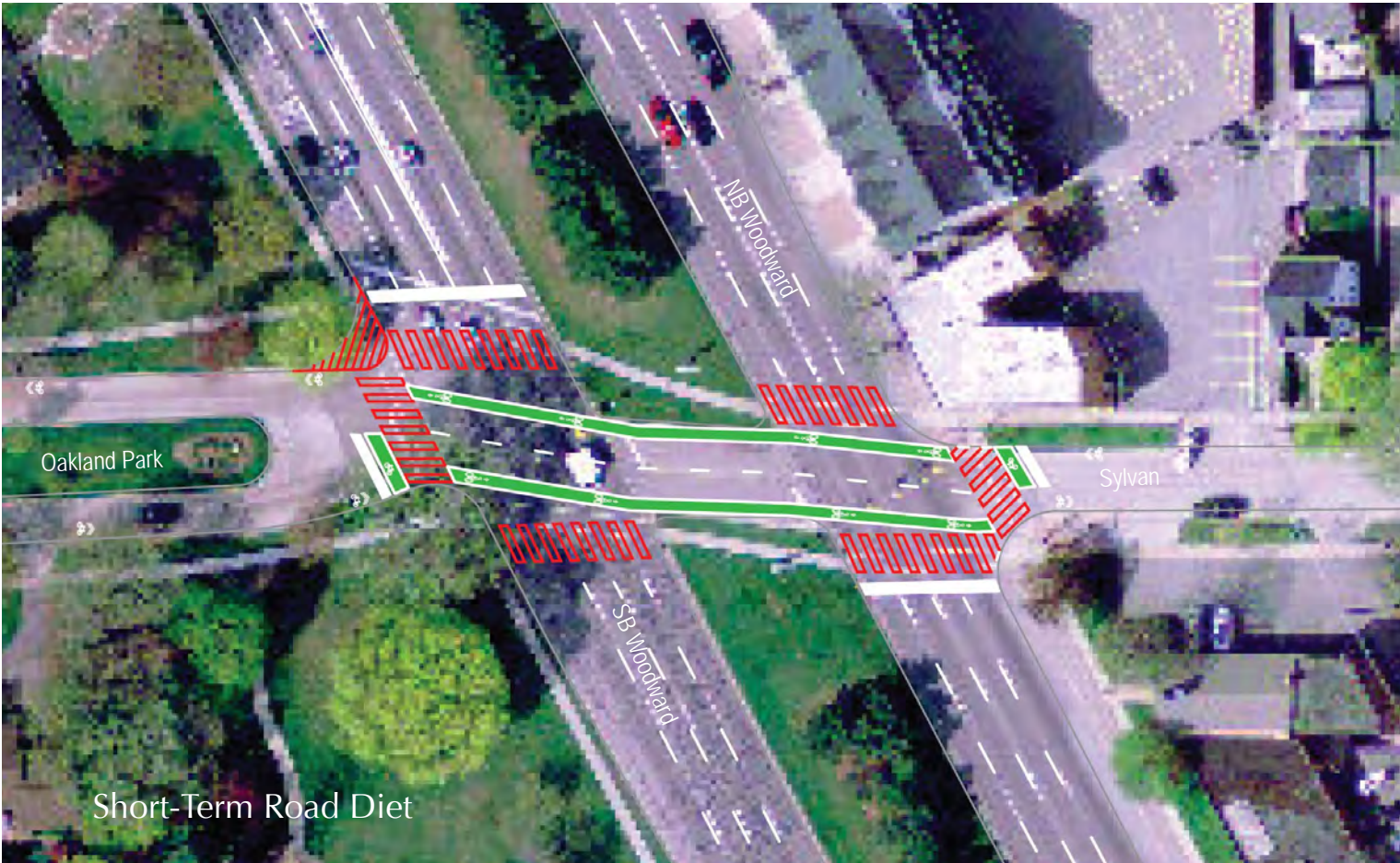
- Make pedestrian crossing more direct by extending north boulevard.
- Add bicycle box at signal and provisional bike-lane through intersection. Add sharrow markings to Lincoln.
- Reduce gas station curb cut to avoid pedestrian conflict with exiting vehicles.
- Move stop line south on NB side of Woodward to improve visibility of pedestrians in crosswalk.
- Revise signage before the underpass entrance to better describe local and express routes.
- Add public sidewalk for access from Huntington Road to SB Woodward (Zoo & Huntington Woods).

Long-Term Concept

- Four lanes of Woodward traffic in each direction. Local access lane on NB-SB sides of Woodward.
- Two-way cycle track on NB-SB sides of Woodward.
- Remove southern gas station curb cut.
- Center-running bus rapid transit lanes in median.
- Remove redundant curb cuts or consolidate curb cuts through shared-access agreements.
- Close through access to Hendrie by installing a cul-de-sac. Access still available at 6th Street.

Key Design Features: maximum 11' lanes (10' on Lincoln), minimum 8' two-way cycle track, minimum 5' sidewalk, minimum 3' buffer between parking lane and bike facilities, sharrow markings along Lincoln, minimum 5' provisional bike lane crossing Woodward





Woodward & Oakland Park/Sylvan Concept

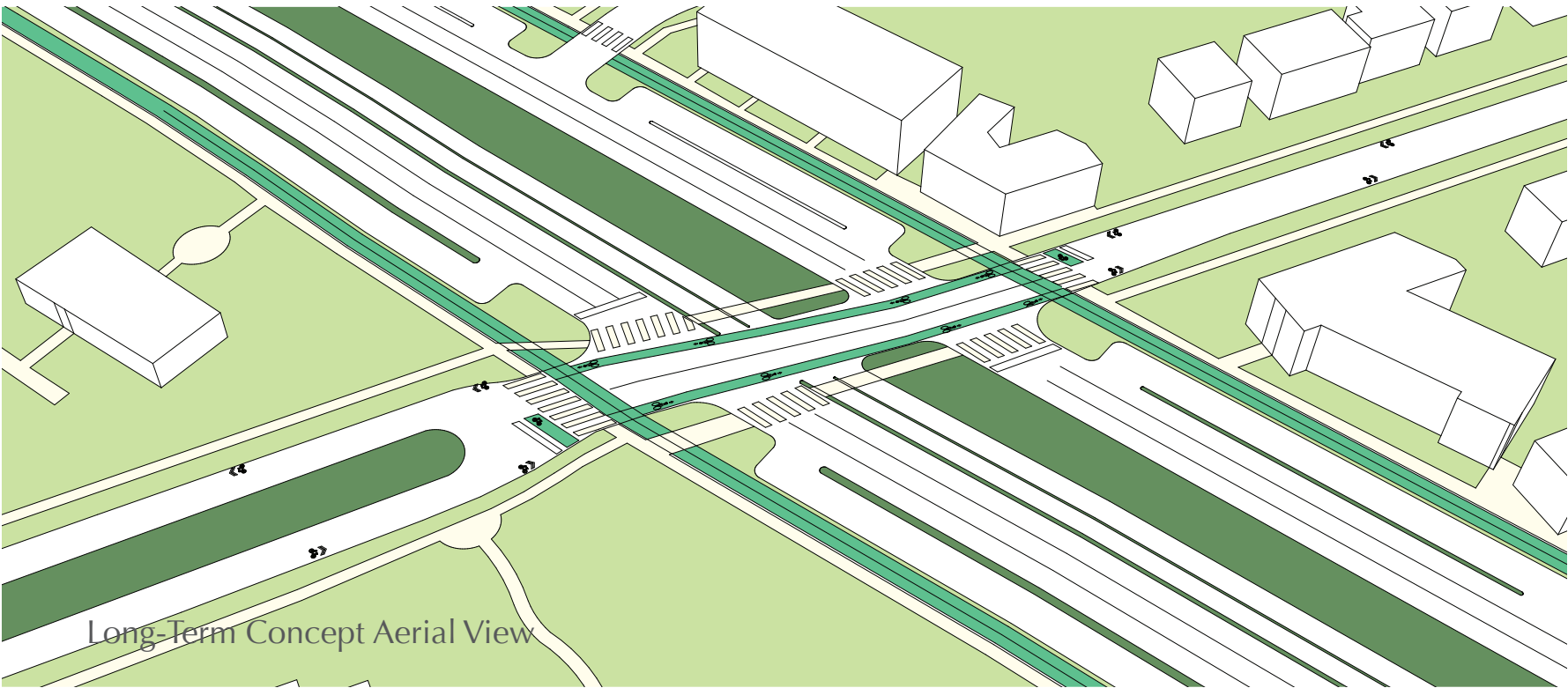
Short-Term Implementation

- Make pedestrian crossing more direct by reducing curb radius at SB Woodward and Oakland Park.
- Add bicycle box at signal and provisional bike-lane through intersection. Add sharrow markings or bike route signage to Oakland Park and Sylvan.
- Install wide, “zebra” crosswalks and move vehicle stop lines to improve pedestrian visibility.

Long-Term Concept

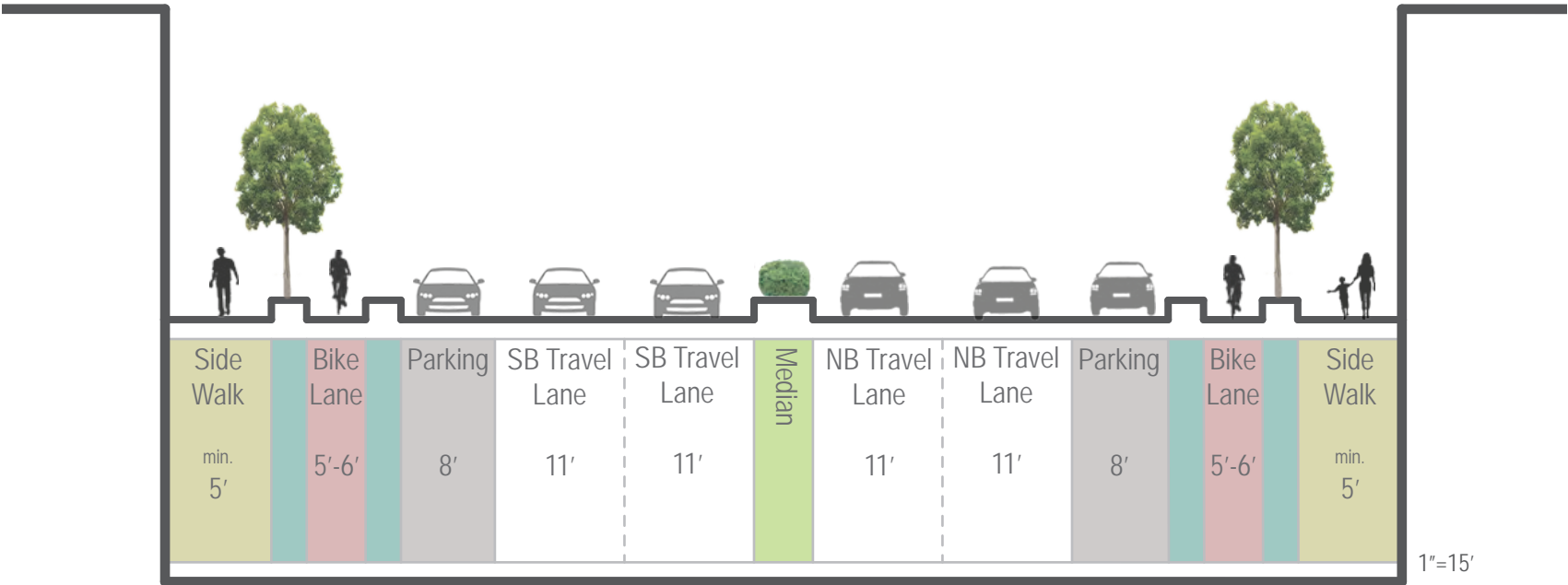
- Three lanes of Woodward traffic in each direction. Local access lane on NB-SB sides of Woodward.
- Two-way cycle track on NB-SB sides of Woodward.
- West-edge running bus rapid transit lanes in median to preserve existing trees.
- Redesign residential street intersections with Woodward to tighten curb radii and create 90° turns for improved pedestrian visibility.
- Realign Oakland Park with Sylvan if existing tree dies.

Key Design Features: maximum 11’ lanes, minimum 8’ two-way cycle track, minimum 5’ sidewalk, minimum 3’ buffer between parking lane and bike facilities, sharrow markings along Oakland Park/Sylvan, minimum 5’ provisional bike lane crossing Woodward

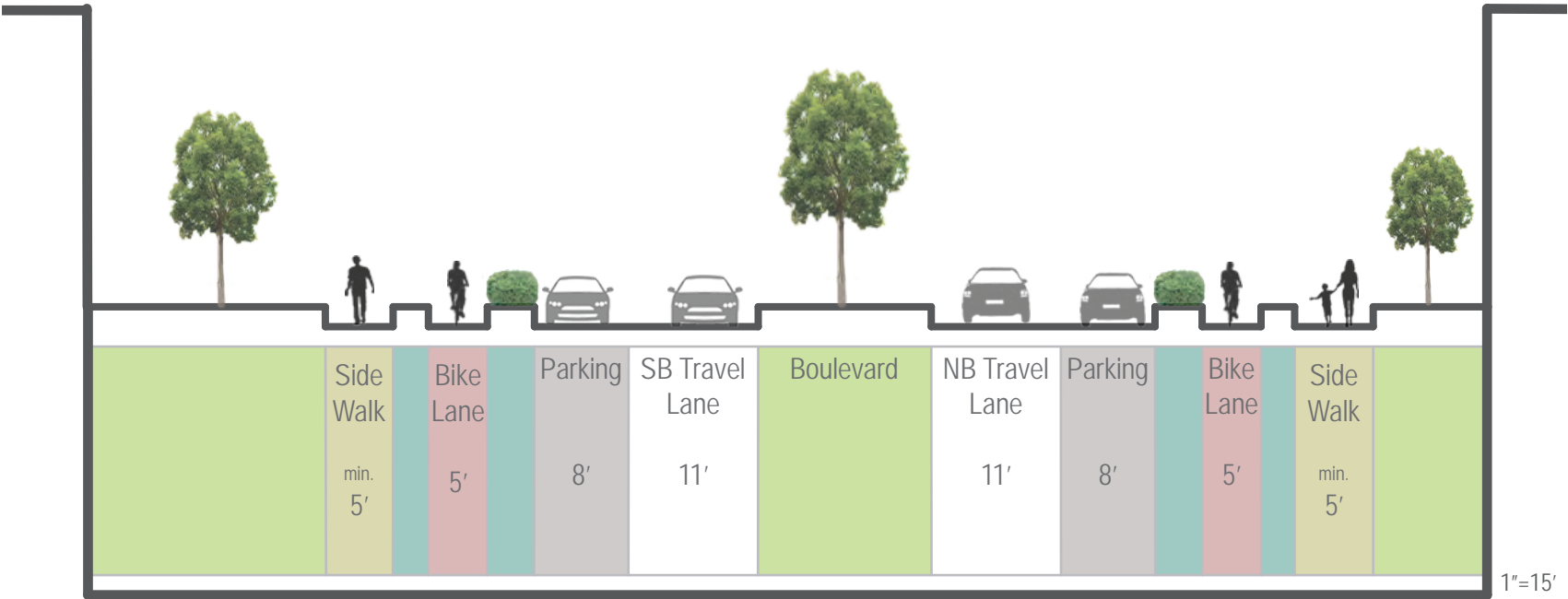


Woodward-696 Conceptual Complete Streets Study

Main Street (Pleasant Ridge & Royal Oak)



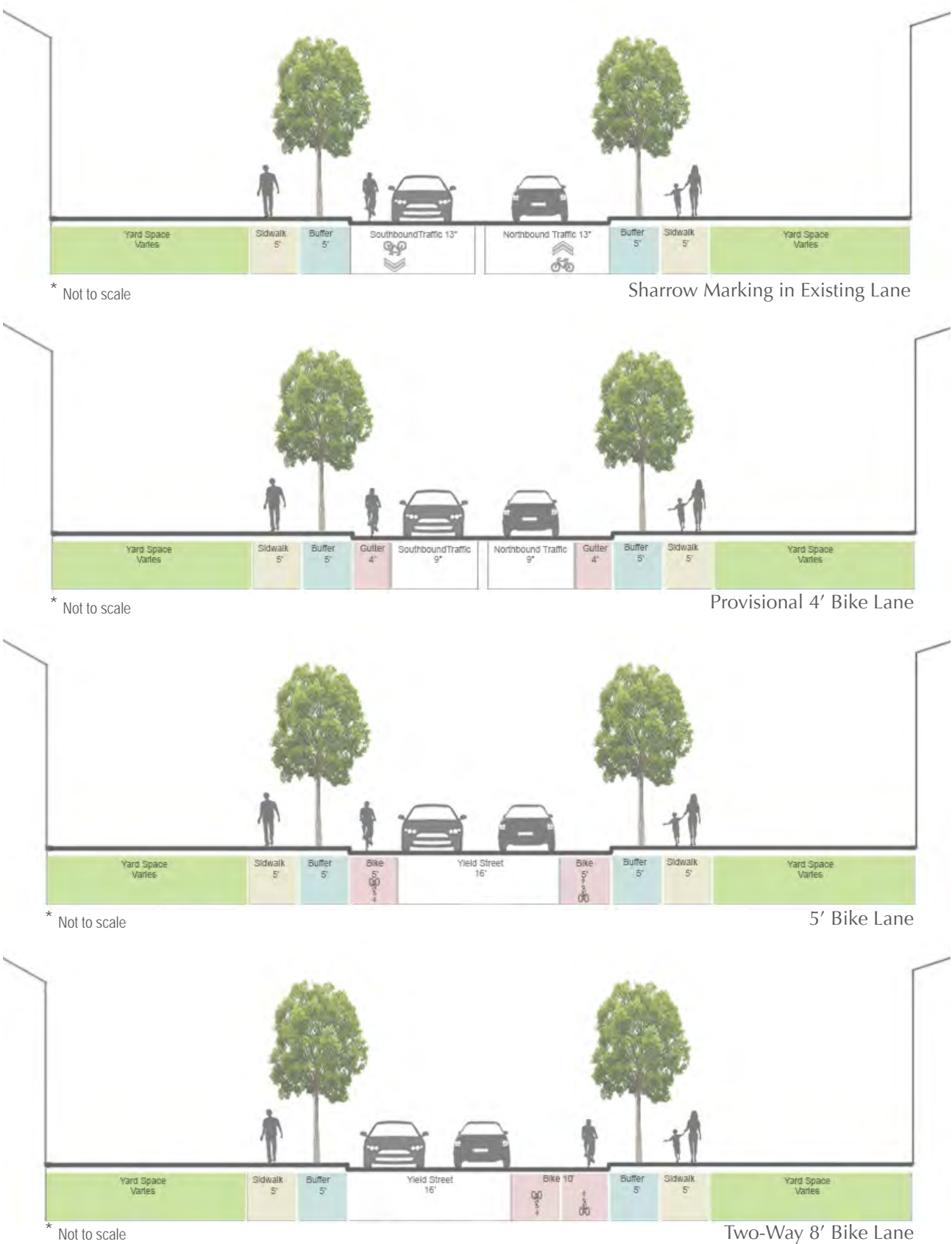
Washington Avenue (Royal Oak)



Dimensions are suggested and subject to municipal, county and state engineering review. Buffer widths should be a minimum of 3 feet and may be adjusted as necessary. Existing street trees should be accommodated to the extent possible.

Main, Ridge & Washington Cross-Sections

Ridge Road (Pleasant Ride)



Act No. 135
Public Acts of 2010
Approved by the Governor
August 1, 2010
Filed with the Secretary of State
August 2, 2010
EFFECTIVE DATE: August 2, 2010

**STATE OF MICHIGAN
95TH LEGISLATURE
REGULAR SESSION OF 2010**

Introduced by Reps. Switalski, Byrnes, Leland, Liss, Bledsoe, Wayne Schmidt, Donigan, Lisa Brown, Tlaib, Gonzales, Young, Robert Jones and Roberts

ENROLLED HOUSE BILL No. 6151

AN ACT 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:

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 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.

Sec. 10k. (1) Transportation purposes as provided in this act include provisions for facilities and services for nonmotorized transportation.

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

(3) An improvement in a road, street, or highway that meets accepted practices or established best practices and facilitates nonmotorized transportation such as the paving of unpaved road shoulders, the widening of lanes, the addition or improvement of a sidewalk in a city or village, or any other appropriate measure shall be considered to be a qualified nonmotorized facility for the purposes of this section.

(4) Units of government need not meet the provisions of this section annually, if the requirements are met as an average over a reasonable period of years, not to exceed 10.

(5) The state transportation department or a county, city, or village receiving money from the Michigan transportation fund annually shall prepare a 5-year program for the improvement of qualified nonmotorized facilities which when implemented would result in the expenditure of an amount equal to at least 1% of the amount distributed to the state transportation department or the county, city, or village, whichever is appropriate, from the Michigan transportation fund in the previous calendar year, multiplied by 10, less the accumulated total expenditures by the state transportation department or the county, city, or village for qualified nonmotorized facilities in the immediately preceding 5 calendar years. A county shall notify the state transportation department and each municipality in the county when the county completes preparation of its 5-year program under this subsection. A city or village shall notify the state transportation department and the county where the city or village is located when the city or village completes preparation of its 5-year program under this subsection. The department shall notify each affected county, city, or village when the department completes preparation of its 5-year program. A city or village receiving money from the Michigan transportation fund shall consult with the state transportation department or county in the city's or village's preparation of the 5-year program under this subsection when planning a nonmotorized project affecting a facility under the jurisdiction of the state transportation department or county. A county receiving money from the Michigan transportation fund shall consult with the state transportation department or a city or village when planning a nonmotorized project affecting a transportation facility under the jurisdiction of the state transportation department or the city or village. The department shall consult with a county, city, or village when planning a nonmotorized project affecting a transportation facility within the county, city, or village.

(6) Facilities for nonmotorized transportation including those that contribute to complete streets as defined in section 10p may be established in conjunction with or separate from already existing highways, roads, and streets and shall be established when a highway, road, or street is being constructed, reconstructed, or relocated, unless:

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

(b) The establishment of the facilities would be contrary to public safety or state or federal law.

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

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

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

Sec. 10p. (1) As used in this section:

(a) "Complete streets" means roadways planned, designed, and constructed to provide appropriate access to all legal users in a manner that promotes safe and efficient movement of people and goods whether by car, truck, transit, assistive device, foot, or bicycle.

(b) "Complete streets policy" means a document that provides guidance for the planning, design, and construction of roadways or an interconnected network of transportation facilities being constructed or reconstructed and designated for a transportation purpose that promotes complete streets and meets all of the following requirements:

(i) Is sensitive to the local context and recognizes that needs vary according to urban, suburban, and rural settings.

(ii) Considers the functional class of the roadway and project costs and allows for appropriate exemptions.

(iii) Considers the varying mobility needs of all legal users of the roadway, of all ages and abilities.

(c) "Department" means the state transportation department.

(d) "Local road agency" means that term as defined in section 9a.

(e) "Municipality" means a city, village, or township.

(2) The state transportation commission shall do both of the following by not later than 2 years after the effective date of the amendatory act that added this section:

(a) Adopt a complete streets policy for the department.

(b) Develop a model complete streets policy or policies to be made available for use by municipalities and counties.

(3) Before a municipality approves any project in its multiyear capital program that affects a roadway or transportation facility under the jurisdiction of the state transportation department or within or under the jurisdiction of a county or another municipality, it shall consult with the affected agency and agree on how to address the respective complete streets policies, subject to each agency's powers and duties. Before the department submits its multiyear capital plan to the commission or a county road agency approves its multiyear capital plan, for any project that affects a roadway or transportation facility within or under the jurisdiction of a municipality, the department or county road agency shall consult with the municipality and agree on how to address the respective complete streets policies, subject to each agency's powers and duties. Failure to come to an agreement shall not prevent the department from submitting its multiyear capital plan to the commission. This subsection does not apply under any of the following circumstances:

(a) If neither the agency proposing the project nor the affected agency has a complete streets policy.

(b) If the project was included in a municipality's multiyear capital program or the department's or a county's multiyear capital plan on July 1, 2010.

(4) The department may provide assistance to and coordinate with local agencies in developing and implementing complete streets policies. The department shall share expertise in nonmotorized and multimodal transportation planning in the development of trunk line projects within municipal boundaries.

(5) The department, local road agencies, and municipalities may enter into agreements with each other providing for maintenance of transportation facilities constructed to implement a complete streets policy.

(6) A complete streets advisory council is created within the department. The advisory council shall consist of the following members appointed by the governor:

(a) The director of the state transportation department or his or her designee.

(b) The director of the department of community health or his or her designee.

(c) The director of the department of state police or his or her designee.

(d) One individual representing the state transportation commission.

(e) One individual representing environmental organizations.

(f) One individual representing planning organizations.

(g) One individual representing organizations of disabled persons.

(h) One individual representing road commission organizations.

(i) One individual representing public transit users organizations.

(j) One licensed professional engineer or traffic engineer.

(k) One individual representing the Michigan municipal league.

(l) One individual representing the AARP.

(m) One individual representing the league of Michigan bicyclists.

(n) One individual representing a pedestrian organization.

(o) One individual representing the Michigan public transit association.

(p) One individual representing the Michigan townships association.

(q) As nonvoting members, the director of the department of natural resources and environment or his or her designee, the executive director of the Michigan state housing development authority or his or her designee, and the heads of such other state departments and agencies, as the governor considers appropriate, or their designees.

(7) The members first appointed to the advisory council shall be appointed within 60 days after the effective date of this section. Members of the advisory council shall serve for terms of 3 years or until a successor is appointed, whichever is later, except that of the members first appointed 3 shall serve for 1 year, 3 shall serve for 2 years, and 3 shall serve for 3 years. If a vacancy occurs on the advisory council, the governor shall make an appointment for the unexpired term in the same manner as the original appointment. The governor may remove a member of the advisory council for incompetency, dereliction of duty, malfeasance, misfeasance, or nonfeasance in office, or any other good cause.

(8) The first meeting of the advisory council shall be called by the director of the state transportation department. At the first meeting, the advisory council shall elect from among its members a chairperson, vice-chairperson, secretary, and other officers as it considers necessary or appropriate. After the first meeting and before 2018, the advisory council shall meet at least quarterly, or more frequently at the call of the chairperson or if requested by 3 or more members. A majority of the members of the advisory council constitute a quorum for the transaction of business at a meeting of the advisory council. The affirmative vote of a majority of the members are required for official action of the advisory council.

(9) The business that the advisory council may perform shall be conducted at a public meeting of the advisory council held in compliance with the open meetings act, 1976 PA 267, MCL 15.261 to 15.275. A writing prepared, owned, used, in the possession of, or retained by the advisory council in the performance of an official function is subject to the freedom of information act, 1976 PA 442, MCL 15.231 to 15.246.

(10) Members of the advisory council shall serve without compensation. However, members of the advisory council may be reimbursed for their actual and necessary expenses incurred in the performance of their official duties as members of the advisory council.

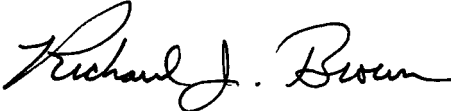
(11) The advisory council shall do all of the following:

(a) Provide education and advice to the state transportation commission, county road commissions, municipalities, interest groups, and the public on the development, implementation, and coordination of complete streets policies.

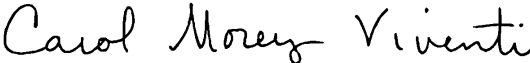
(b) By December 30, 2011, and each calendar year thereafter, report to the governor, the state transportation commission, and the legislature on the status of complete streets policies in this state. The report shall contain a summary of the advisory council's proceedings, a statement of instances in which the department and a municipality were unable to agree under subsection (3) on a department project affecting a roadway or transportation facility within or under the jurisdiction of the municipality, and any other necessary or useful information and any additional information that may be requested by the governor.

(c) Advise the state transportation commission on the adoption of model policies under subsection (2).

This act is ordered to take immediate effect.



Clerk of the House of Representatives



Secretary of the Senate

Approved

Governor

STATE TRANSPORTATION COMMISSION POLICY ON COMPLETE STREETS

July 26, 2012

Background

Public Act 135 of 2010 requires the development of a complete streets policy to promote safe and efficient travel for all legal users of the transportation network under the jurisdiction of the Michigan Department of Transportation (MDOT). Public Act 135 defines complete streets as "...roadways planned, designed, and constructed to provide appropriate access to all legal users in a manner that promotes safe and efficient movement of people and goods whether by car, truck, transit, assistive device, foot, or bicycle."

The Complete Streets Advisory Council (CSAC) also was created by Public Act 135 of 2010 to advise the State Transportation Commission (STC) as it developed this policy. CSAC members were appointed by the Governor and represent a broad cross-section of transportation system owners, users, and stakeholders, including MDOT and the STC.

The STC is authorized by the State Constitution to set policy for MDOT, and in that role has enacted this Complete Streets policy. MDOT is responsible for implementation of Commission policy for those portions of the transportation system that are under its jurisdiction – about 10,000 of the 110,000 miles of roads, bridges and highways in Michigan. In addition, MDOT, in its role of administering the local federal-aid program in Michigan, can help local jurisdictions understand the provisions of this policy and work with them to further the development of complete streets.

Vision

The STC supports the vision statement as adopted by the CSAC.

- A *transportation network* that is accessible, interconnected, and multimodal and that safely and efficiently moves goods and people of all ages and abilities throughout the State of Michigan.
- A *process* that empowers partnerships to routinely plan, fund, design, construct, maintain and operate complete streets that respect context and community values.
- *Outcomes* that will improve economic prosperity, equity, accessibility, safety, and environmental quality.

Purpose

This policy provides guidance to MDOT for the planning, design, and construction or reconstruction of roadways or other transportation facilities in a manner that promotes complete streets as defined by the law, and that is sensitive to the surrounding context.

MDOT will pursue a proactive and consistent approach to the development of complete streets, in keeping with its mission to provide the highest quality integrated transportation services for economic benefit and improved quality of life. A successful complete streets approach will require mutual commitment and collaboration on the part of transportation agencies, stakeholders and the public to identify appropriate opportunities to plan, develop, construct, operate and maintain infrastructure without undue costs or scheduling burdens.

MDOT will consider complete streets features for roadways and other transportation facility construction or reconstruction projects it undertakes, or permits other public or private entities to construct within the state trunk line right of way, working through its context sensitive solutions process. The department will use this process and work with customers, local residents, road users and stakeholders to analyze proposed projects for the opportunity to design and construct facilities that contribute to complete streets. As part of that analysis, the department will consider:

- Local context and recognize that needs vary according to regional urban, suburban, and rural settings;
- The functional classification of the roadway, as defined by the Federal Highway Administration and agreed to by MDOT and local transportation agencies;
- The safety and varying mobility needs of all legal users of the roadway, of all ages and abilities, as well as public safety;
- The cost of incorporating complete streets facilities into the project and whether that cost is proportional to the overall project cost, as well as proportional to the current or future need or probable use of the complete streets facility;
- Whether adequate complete streets facilities already exist or are being developed in an adjacent corridor or in the area surrounding the project;
- Whether additional funding needed to incorporate the complete streets facility into the project is available to MDOT or as a contribution from other transportation or government agencies from federal, state, local or private sources.

MDOT is encouraged to use low-cost solutions to increase safety and mobility where practical, but to recognize that more costly improvements may be needed on some facilities.

MDOT also is encouraged to take a network approach to the provision of multi-modal access, and recognize that improvements to a part of the road network outside MDOT's jurisdiction might provide a more viable alternative and safer access for all users. MDOT will encourage local jurisdictions to develop local and regional transportation plans that ensure projects are consistent and appropriate to the context. MDOT will work with local road agencies and its grant and funding recipients to encourage network continuity. Responsibilities for operation and maintenance of facilities in MDOT right-of-way shall be determined and outlined prior to construction of such facilities, except where a pre-existing maintenance agreement is in place. Maintenance agreements will be required as a provision of the entire project. Local responsibility for complete streets facility maintenance, in particular for facilities outside the travel portion of a street, such as transit and non-motorized facilities, will be critical for many projects.

MDOT will recognize the long-term nature of transportation investment and anticipate not only current transportation demand, but also likely future uses as well, in considering and developing complete streets. Depending on the context and potential use, provisions may be needed to ensure safe and convenient access for all users.

Complete streets and their viability can be impacted by planning and permitting as well as infrastructure. MDOT will work with local governments as needed to encourage thoughtful planning and permitting that supports the goals and the vision of this complete streets policy.

Implementation

By December 31, 2013, MDOT will develop or revise procedures and guidelines needed to implement this policy. As part of that effort, MDOT shall establish a clear procedure for reviewing and approving exceptions to the policy, the conditions under which an exception may be granted, and who may approve such exceptions.

Facilities will be designed and constructed in accordance with current applicable laws and regulations, approved engineering standards and accepted best practices while preserving continued eligibility for federal-aid.

MDOT will report back to the STC annually after the adoption of this policy to: 1) give a progress report on implementation, including any information/examples to gauge MDOT's performance; and 2) to report any exceptions granted and the reasons for those exceptions. This reporting will include the

required Context Sensitive Solutions (CSS) annual review as required by the STC policy adopted May 26, 2005.

This policy will apply to all projects undertaken by MDOT, large and small, considerate of the level of the proposed project work. As part of MDOT's responsibility to FHWA to administer the local federal-aid program in Michigan, MDOT shall work with local road agencies that are undertaking road or bridge projects with federal funds, and encourage them to observe the provisions of this policy in order to help address the need for a network of complete streets throughout Michigan.

In addition, the STC encourages MDOT to continue its education support programs for staff and partner with others to provide training and information for all legal users and law enforcement regarding shared responsibilities.

This policy on complete streets is intended to supplement Commission Policy Number 10138 on Context Sensitive Solutions (CSS).



City of Pleasant Ridge

James Breuckman, City Manager

From: Jim Breuckman, City Manager
To: Planning Commission
Date: June 3, 2015
Re: Building Design Standards

Summary

Pleasant Ridge has a strong architectural character. The City was developed largely between 1910 and 1930, which was a period of architectural transition. During that time, new construction methods and materials were changing how buildings were built, and also opening up new possibilities for architecture.

The City has long recognized that preserving our traditional architectural character is an important task. For this reason the Neighborhood Compatibility requirements were adopted into Section 82-166 of the Zoning Ordinance. However, the neighborhood compatibility standards are subjective, and do not offer specific guidance on what it is that Pleasant Ridge expects for the design and construction of new buildings.

I am proposing that the City adopt a new style-neutral method of regulating new construction to ensure that new buildings are compatible in scale and design with the established character of Pleasant Ridge.

I will give a short presentation at the June 8 Planning Commission meeting illustrating some of the concepts discussed in this memo.

Background

Prior to the 20th century, buildings in the Western world were built according to the limitations of the materials used to build them, and were designed according to an architectural tradition based on classical design principles developed primarily by the Greeks. This design tradition was passed on to the Romans and became the architectural basis of design in Western Civilization. Other cultures have their own architectural languages, but the common thread of design that weaves through all of the traditional design styles is human scale and truth in materials.

Starting around the turn of the 20th century, new building materials made it possible to build buildings in new ways. Steel lintels replaced masonry or wood headers over building openings, and the use of steel beams made it possible to span larger distances and to build skyscrapers. This opened up new possibilities for architecture, and eventually these materials made it possible to build all of the modern styles.

While non-traditional styles garner a disproportionate amount of attention, the fact is that the vast majority of buildings (likely over 90%) constructed today incorporate traditional design features that are rooted in the traditional building tradition developed over the course of thousands of years.

Traditional design elements evolved for one of two purposes: structural or decorative. Contemporary building practices have taken many elements which used to be structural and turned them into decorative elements. For example, structural masonry has been replaced by decorative masonry veneer, and steel lintels have replaced arches as load bearing structural elements that frame openings in building walls. This means that many traditional design elements are now merely decoration applied to the shell of a building in an attempt to mimic traditional styles.

Contemporary building methods eliminated the structural purpose of many traditional design details. While traditional details are today most often used as decoration without a structural purpose, those details should be accurately portrayed to signal solidity and value. Accurate details are easily distinguished from poor imitations. For this reason, if a building is going to be designed in a traditional style, it is important to get the details right.

Getting traditional design details right is important because those details provide a sense of *apparent structure* to a building. Apparent structure is created when design details accurately reproduce building elements that used to be structural elements. It is precisely these visible structural elements such as headers over building openings that provide a traditional building with an air of permanence and solidity. On the other hand, inauthentic or poorly executed decorative versions of traditional design elements clearly distinguish many contemporary buildings as a poor reproduction of traditional buildings. Finally, contemporary traditionally-styled buildings without apparent structure are perceived as being less permanent and of lower quality than a comparable building with authentic design details that provide apparent structure. Anything worth doing is worth doing properly.

Properly crafted design standards will ensure that new construction retains the appropriate human scale of design and that traditional design details are executed properly within the context of contemporary building practices to ensure a more authentic representation of traditional styles and design elements.