



Gould Engineering, Inc.

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Scope of Services:

Surveying
Civil Engineering
Land Planning
Recreation & Multi-use
Pathway Design
Construction Inspection
Site Selection Evaluation
Site Plan Design
Rezoning & Board of Appeals
Court Expert
Witness Service

CELEBRATING
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CLIENTS

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Established in 1916

May 25, 2010

Michigan House of Representatives
Michigan House Transportation Committee
State of Michigan
P.O. Box 30014
Lansing, MI 48909-7514

RE: COMPLETE STREETS
HB 6151 and 6152

Dear Committee Members:

I am unable to attend your public comment session on the COMPLETE STREETS House Bill Numbers 6151 and 6152 but want to express my desire as a resident and certified zoning administrator that the committee takes a favorable action to move this proposed legislation to a consideration for complete law for COMPLETE STREETS.

I am an advocate for livable communities, healthy environments, complete streets, and multi-use pathways all of which create a sustainable quality place to work, live, and play. We need to have streets and roads (for more than just vehicular use), from right-of-way to right-of-way, able to facilitate use by all users, the young, aged, handicap, and anyone who needs to actively use the street and associated facilities along the street for daily life choices.

There is economic gain for communities and states that plan and build roads for all users and there can be a reduction in maintenance costs for streets that are constructed properly, as well. Planning and building a COMPLETE STREET is not a difficult task nor does it have to be a costly one. If people make good choices in their preliminary program planning, they can incorporate items which make a complete street fully effective and safe for all users. We, as a state, need to change the mind set of designers and communities or we will be left behind the rest of the states who are being proactive. We, MICHIGAN, need to position ourselves to attract new business and keep the brain trust here. Facilities, such as complete streets, will aid in this endeavor.

The consideration of making a street complete is not just through a total reconstruct but can be accomplished through road diets and resurface projects, too. A COMPLETE STREET does not have to cost more money in all cases. If you proactively plan a COMPLETE STREET from the concept and beginning of the program development, the cost can be zero or very little compared to a non-complete street.

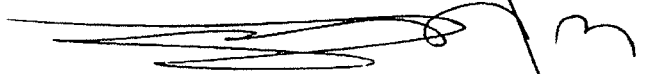
Communities and STATES who have such facilities and multi-use pathways have an increased economic gain over those who do not. COMPLETE STREETS and pathways BRING: reduced risk of chronic disease, improved quality of life, increased real estate values, business growth, and reduced employer costs just to mention a few attributes. COMPLETE STREETS are just one part of creating an active living community, a place where people want to work, live, and play - a place that is sustainable. **IMAGINE** -- the tax base is increased [what a novel thought!]; home values increase [wouldn't that be nice?]; retail and other businesses thrive [that would be cool!]; homes will sell quicker [who wouldn't want that?]; and community and STATE net worth increases [who wouldn't like that?].

I look forward to your support for these bills. Please contact me on my cell if you have any questions (810-845-6005), as these bills are very important to me related to my business, my family's healthy lifestyle, and the good of the State of MICHIGAN and for sustainable local communities.

Thank you.

Sincerely,

GOULD ENGINEERING, INC.



By: Victor J. Lukasavitz, PS/CZA
Its: President

pc: File