

# COMPLETE STREETS ADVISORY COUNCIL

December 5, 2013

# AGENDA

- Welcome
- Approve draft minutes from September 26, 2013 meeting
- Correspondence
- Public Comment
- Update from MDOT's Complete Streets Internal Team
- Review & Approve 2013 Annual Report
- Break
- MDOT Multi-Modal Development & Delivery Presentation
- Review & Approve 2014 Meeting Schedule
- Public Comment
- Wrap-Up
- Adjournment

# APPROVAL OF DRAFT MINUTES

# CORRESPONDENCE

LINK TO STC POLICY & LOCAL POLICIES:  
[WWW.MICHIGAN.GOV/TRANSCOMMISSION](http://WWW.MICHIGAN.GOV/TRANSCOMMISSION)

# **PUBLIC COMMENT**

# **UPDATE: MDOT'S COMPLETE STREETS INTERNAL TEAM**

**STC Policy Implementation Plan**

# WHERE WE ARE...

- **CSIT charged with creating implementation plan for Complete Streets Policy**
  - **Must include an Exception Process to the STC Policy**
  - **Must be available by 12/31/13**
  - **On schedule for target completion date of 12/31/13**

# ELEMENTS OF THE PLAN

- **MDOT CSIT background and contact information**
- **Outreach**
  - **Update to Complete Streets Presentation**
  - **2014 “roll-out” of CS Policy Implementation Plan and business procedures**
    - **MDOT Regional Leadership and Alignment Teams**
  - **Notification through MDOT media**

# ELEMENTS OF THE PLAN

- **Project Tracking and Reporting**
  - **Short Term**
    - Form #1630 Stakeholder Engagement Plan
    - Form #1631 Complete Streets Exception Request
    - Utilizes MDOT ProjectWise application
    - Introduces new procedure for CS Exception Requests
  - **Long Term**
    - New initiative – JobNet
    - Replaces MPINSME

# ELEMENTS OF PLAN

- **Schedule for Document and Procedure Updates**
  - List of accomplishments to date
  - Schedule for updates to MDOT documentation and procedures for 2014 and beyond

# WHERE WE ARE GOING...

- **CS STC Policy Implementation Plan Document**
  - On schedule for meeting December 31<sup>st</sup> deadline
  - Will continue to update as needed to assist MDOT staff
  - Keep it current to national best practices
    - AASHTO
    - FHWA
    - Other best practices as approved
- **Training**
  - Upcoming internal MDOT staff conferences
  - Online “self-paced” training materials for MDOT staff
  - Public MDOT Complete Streets webpage

# **REVIEW & APPROVE 2013 ANNUAL REPORT**

**BREAK**

**Please be back in 15 minutes**

**MDOT MULTI-MODAL  
DEVELOPMENT &  
DELIVERY  
PRESENTATION**



## **M2D2 – Multi Modal Development and Delivery**

**Michigan Complete Streets Advisory Council**

**December 5, 2013**



**Smart Growth America**  
Making Neighborhoods Great Together

# Agenda

- Introduction
- SGA's State Transportation Program
  - Themes
  - Repair Priorities
  - Innovative DOT
  - Demonstration Projects
- M2D2
- Questions



# Smart Growth

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**Smart growth** means building urban, suburban and rural communities with **housing and transportation choices near jobs, shops and schools.**

These strategies **support thriving local economies** and protect the environment.

# What I hear about smart growth...

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Wengen, Switzerland

# Smart growth is ugly.

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Riomaggiore, Italy

# We have no history with it.

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Mesa Verde, CO

# Nobody would want to live there.

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Aspen, CO

# It just doesn't work here.

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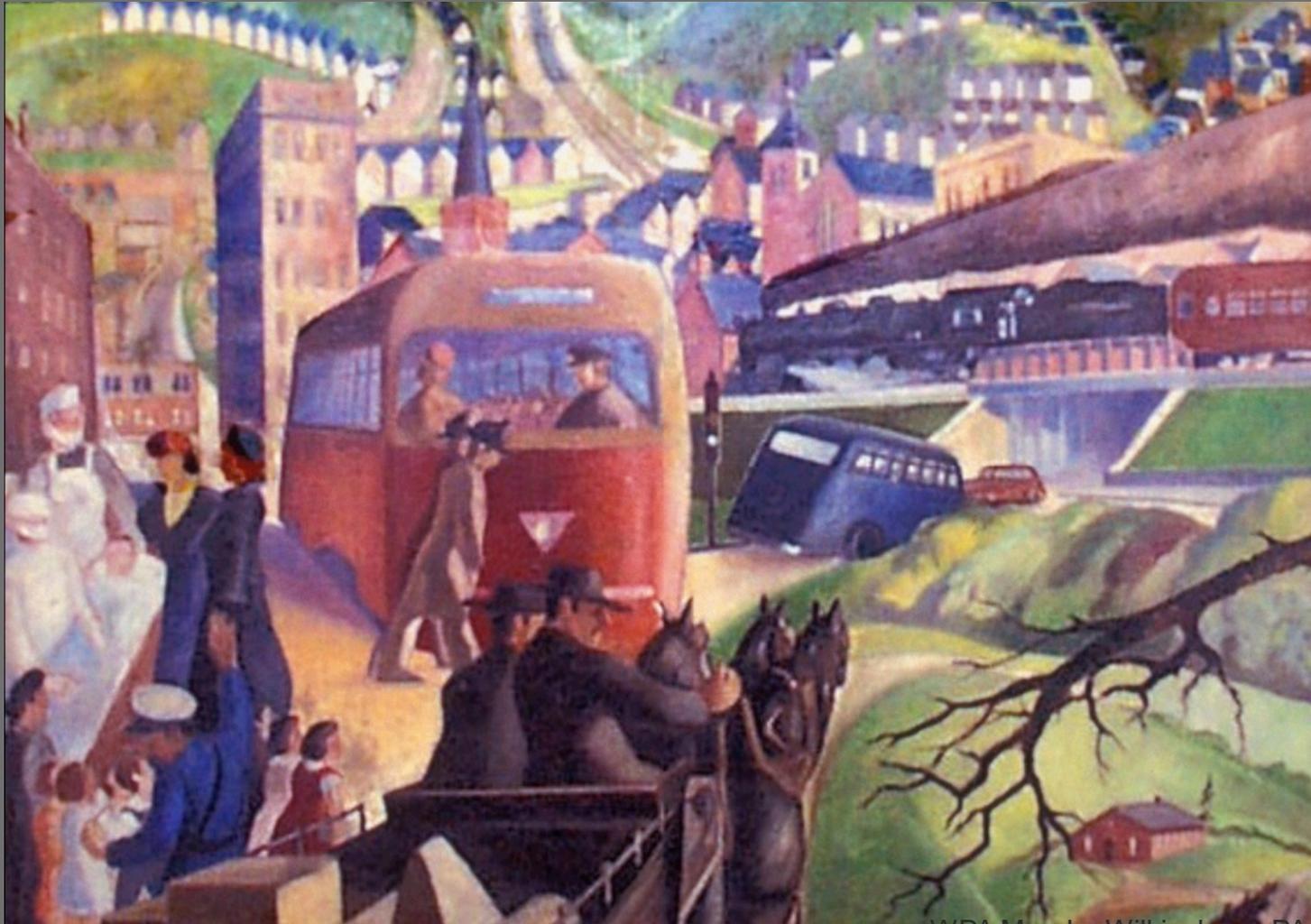
# Shut up and drive!



The way we **design** and **build** our communities has enormous consequences.



# SGA's state transportation program



WPA Mural – Wilksburg, PA

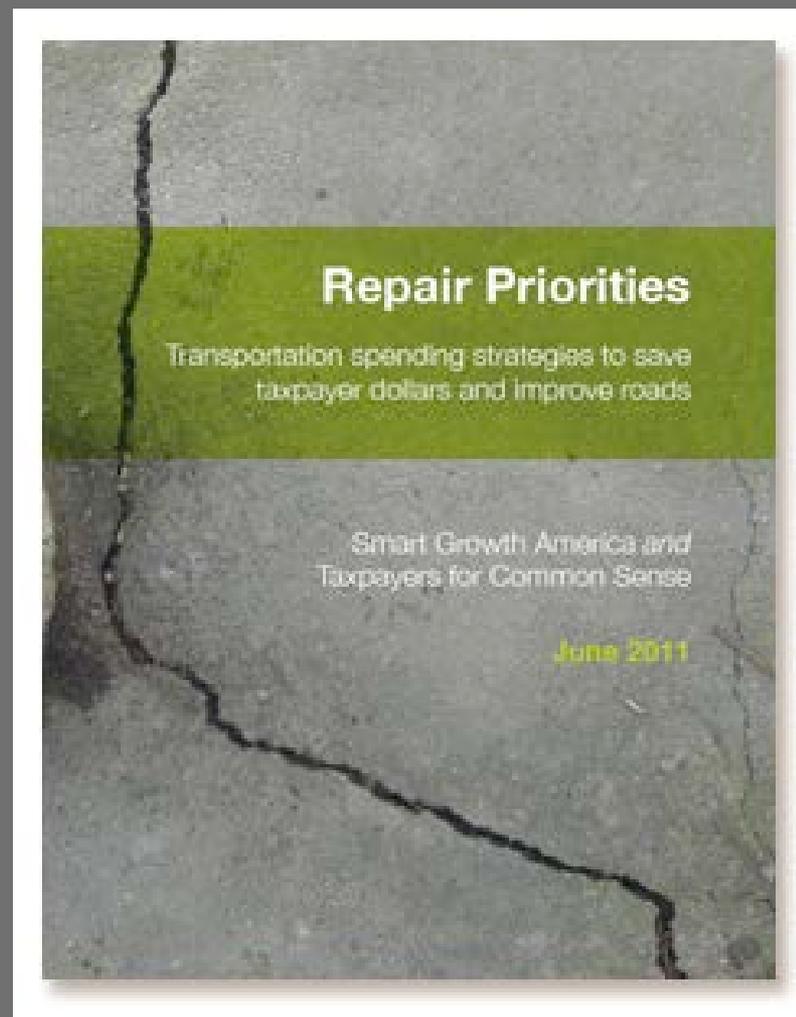
# Themes

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- *Save Money by Taking Better Care of What You Have*
  - Maintain and repair existing roads and bridges
- *Grow the Economy by Making Your Transportation Investments More Strategic*
  - Fund the biggest job creator: public transportation
  - Spark innovation and cost-savings through a competitive transportation solutions program
  - Revisit near-term spending decisions and long-term project selection process

# Save money by taking better care of what you have

- SGA and Taxpayers for Common Sense
- National Report June 1, 2011
- 50 State profiles on SGA website



# Fund the biggest job creator



# Transit investment creates more jobs

## Employment Impacts per \$1 Billion in Infrastructure Spending

Category	Jobs (Direct and Indirect)*	Plus Induced Jobs	Difference from “New Road Construction”
New Road Construction	12,638	17,472	
Road Repair Work	14,790	20,317	+16%
Mass Transit	17,784	22,849	+31%

\* Direct: people working on the project (person laying asphalt). Indirect: people making things for the project (person working at the asphalt plant). Induced: Direct and indirect employees spending their wages (Either one buying lunch).

# Transit investment catalyzes economic development

- Hudson-Bergen (NJ) LRT - \$5.3 billion
- Dallas, TX LRT - \$4.2 billion
- Portland Streetcar - \$4 billion



# Spark innovation and cost savings

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# Connect Oregon

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# Revisit project selection process

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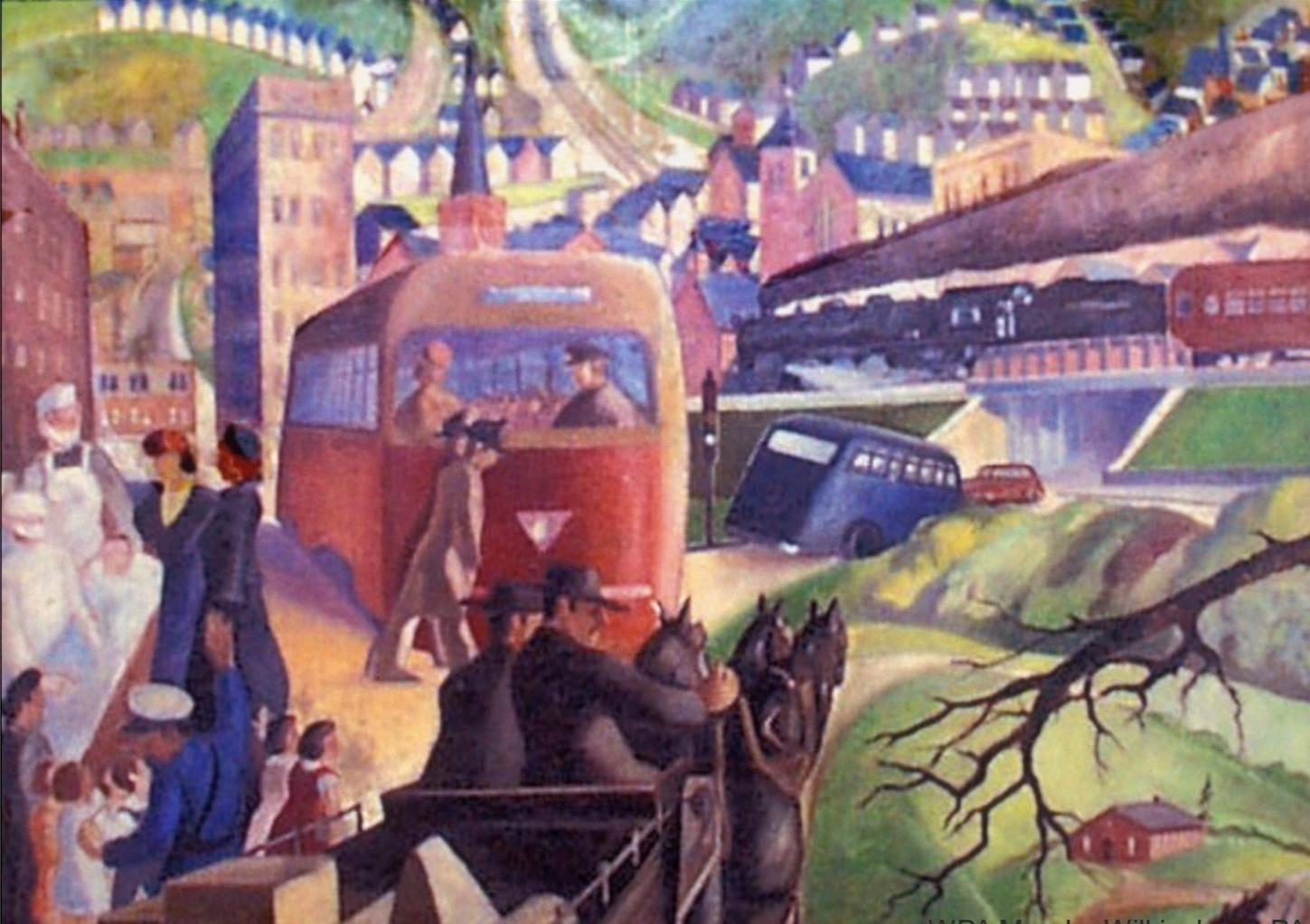


# Headline news

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“Bay Area transportation projects to be judged on benefits vs. costs” – Silicon Valley Mercury News

# The Innovative DOT

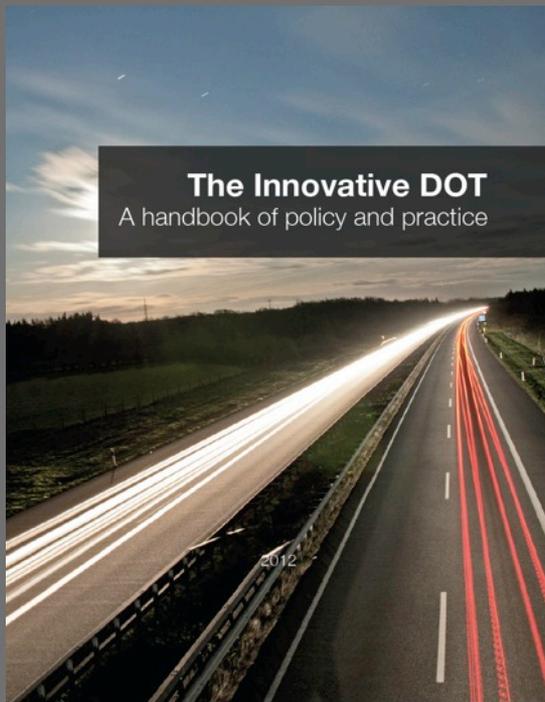


WPA Mural – Wilksburg, PA

# The Innovative DOT: A handbook of policy and practice

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A new resource for state transportation officials



Developed by Smart Growth  
America and the  
State Smart Transportation  
Initiative  
September 2012

# The Innovative DOT: A handbook of policy and practice

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- Describes strategies states can use to achieve the greatest outcomes at the least cost with transportation investments.
- Documents innovative approaches state leaders are already using to make systems more efficient, government more effective and constituents better satisfied.
- Provides information on 31 policies and practices
  - The benefits of each policy
  - Steps for implementation
  - Cases studies
  - Resources for further information

# What's in the Handbook?

## Eight Focus Areas

1. Revenue Sources
2. Revenue Allocation and Project Selection
3. Pricing
4. Increasing Transportation System Efficiency
5. Improving Options for Mobility and Access
6. Providing Efficient, Safe Freight Access
7. Integrating Transportation and Land Use Decision-Making
8. Improving DOT Processes

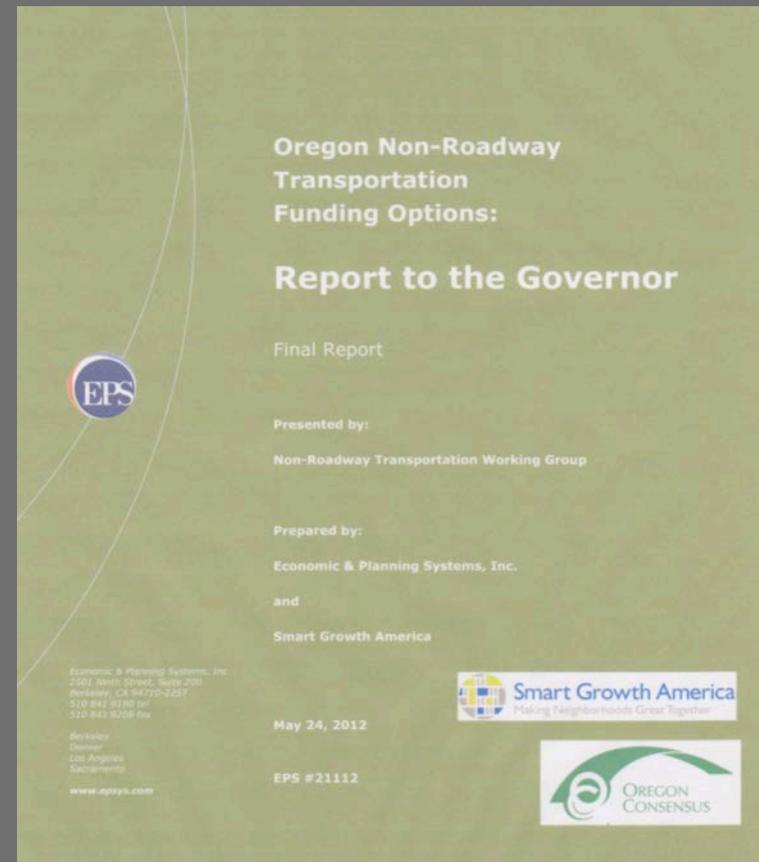
# Demonstration Projects



WPA Mural – Wilksburg, PA

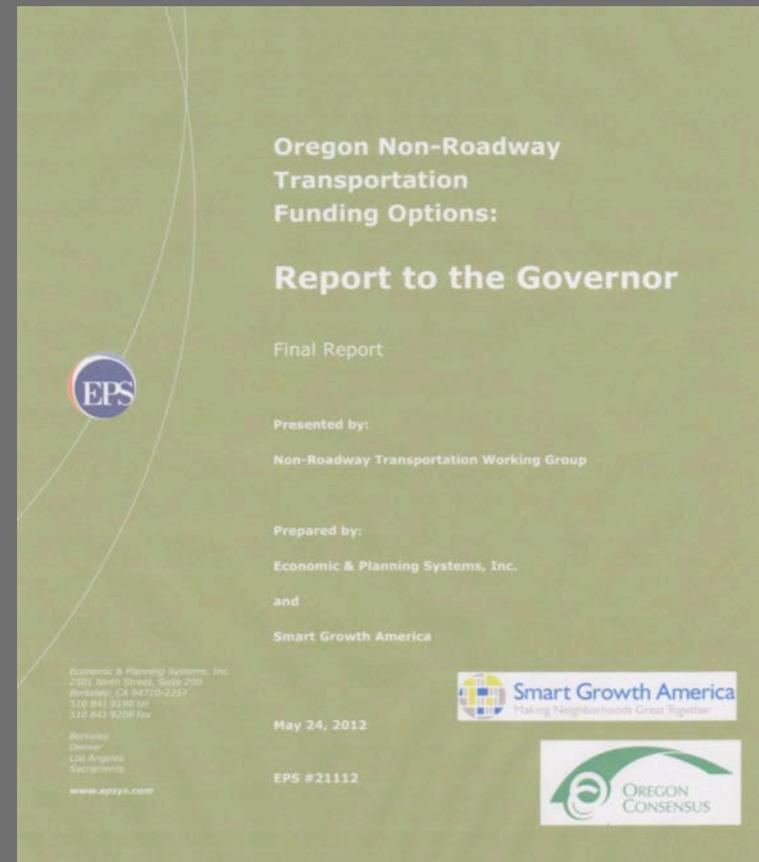
# Oregon

- MOU September 2011
- 39 stakeholder organizations
- Three 3-hour workshops
- Survey
- Presentation to Governor May 2012



# Results – Oregon

- Over 60 funding sources studied
- 12 Consensus funding sources
- 4 consensus financing measures
- 2013 Legislative Session



# Results – Oregon



## Biking/walking projects now eligible for \$42 million in state lottery funds

Posted by [Jonathan Maus \(Publisher/Editor\)](#) on July 8th, 2013 at 2:28 pm

33 (3) The department shall use moneys in the Multimodal Transportation Fund to provide *[grants*  
34 *and]* loans for transportation projects as provided in ORS 367.080 to 367.086. *[Grants and]* Loans  
35 may be provided only for projects that involve one or more of the following modes of transportation:  
36 (a) Air;  
37 (b) Marine;  
38 (c) Rail; *[and]*  
39 (d) Public transit[.];  
40 **(e) Bicycle; and** ←  
41 **(f) Pedestrian.**

Text in bold shows new additions to Senate Bill 260, which passed both chambers of the Oregon Legislature today.

For the first time ever, with the passage a few minutes ago of [Senate Bill 260](#), the Oregon Legislature has agreed to open up the state's lottery-backed Multimodal Transportation Fund (a.k.a. ConnectOregon) to biking and walking projects. Even though it's always been referred to as multimodal, [the ConnectOregon program](#) has funded only air, marine, rail, and public transit infrastructure improvements — everything *but* bicycling and walking.

# Tennessee

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- MOU January 2012
- 48 stakeholders organizations
- Three 3-hour workshops
- Presentation to Commissioner August 2012

Transportation Process Alternatives for Tennessee  
**Removing Barriers to Smarter  
Transportation Investment**



# Results – Tennessee

1. Develop new metrics to measure and prioritize all proposed projects
2. Audit the current project list
3. Identify public and private transportation/land use planning partners
4. Articulate a full range of benefits
5. Identify new funding partners based on benefits
6. Communicate flexible design standards

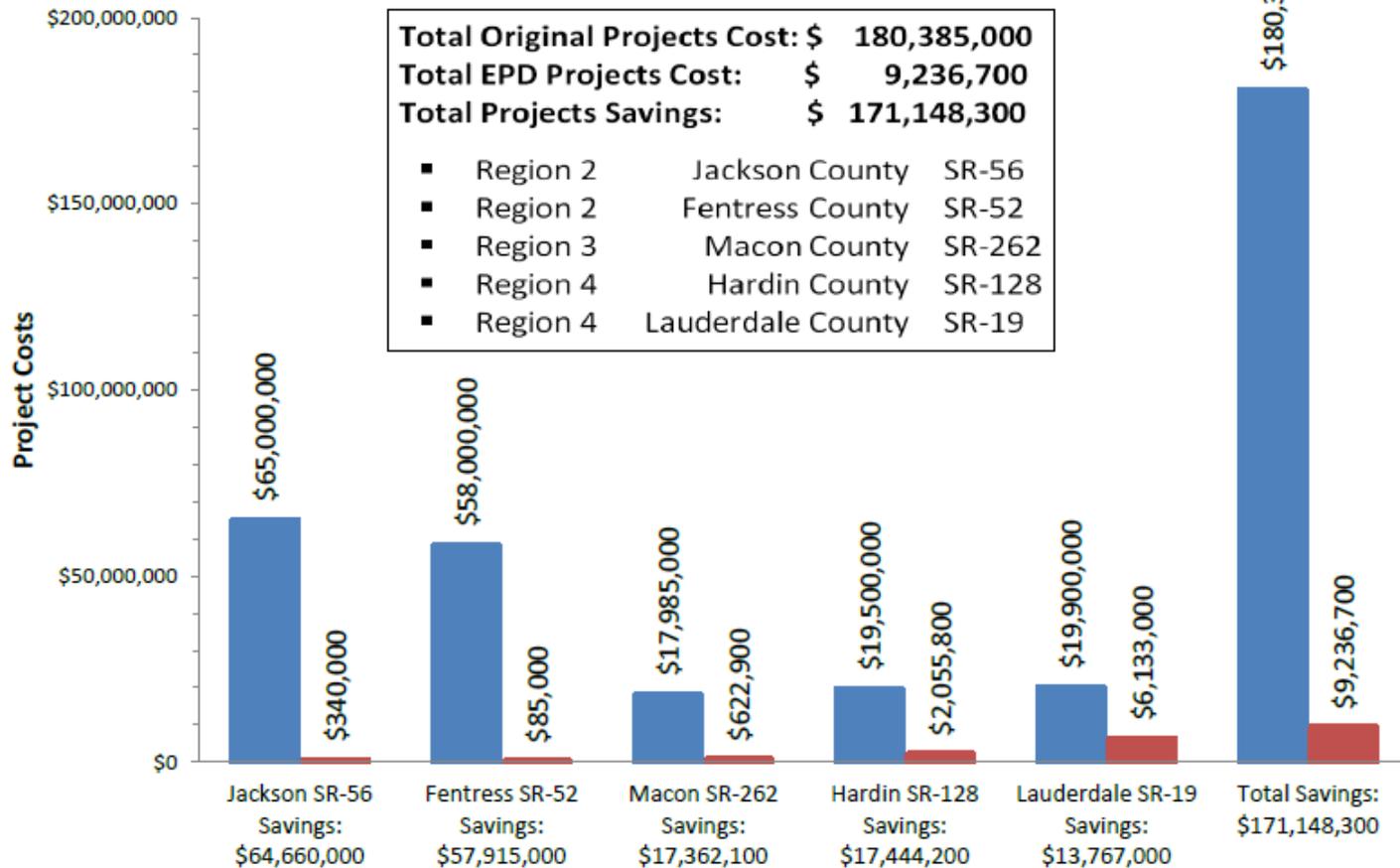


# Results – Tennessee



## Expedited Project Delivery Savings

■ Original Project Costs   ■ EPD Project Costs



# Results – Tennessee



## **TDOT Announces New Multimodal Access Fund**

The Tennessee Department of Transportation (TDOT) announced this week the creation of the Multimodal Access Fund. The Multimodal Access Fund is a new program to support the transportation needs of transit users, pedestrians, and bicyclists through infrastructure projects that address existing gaps along the state highway network.

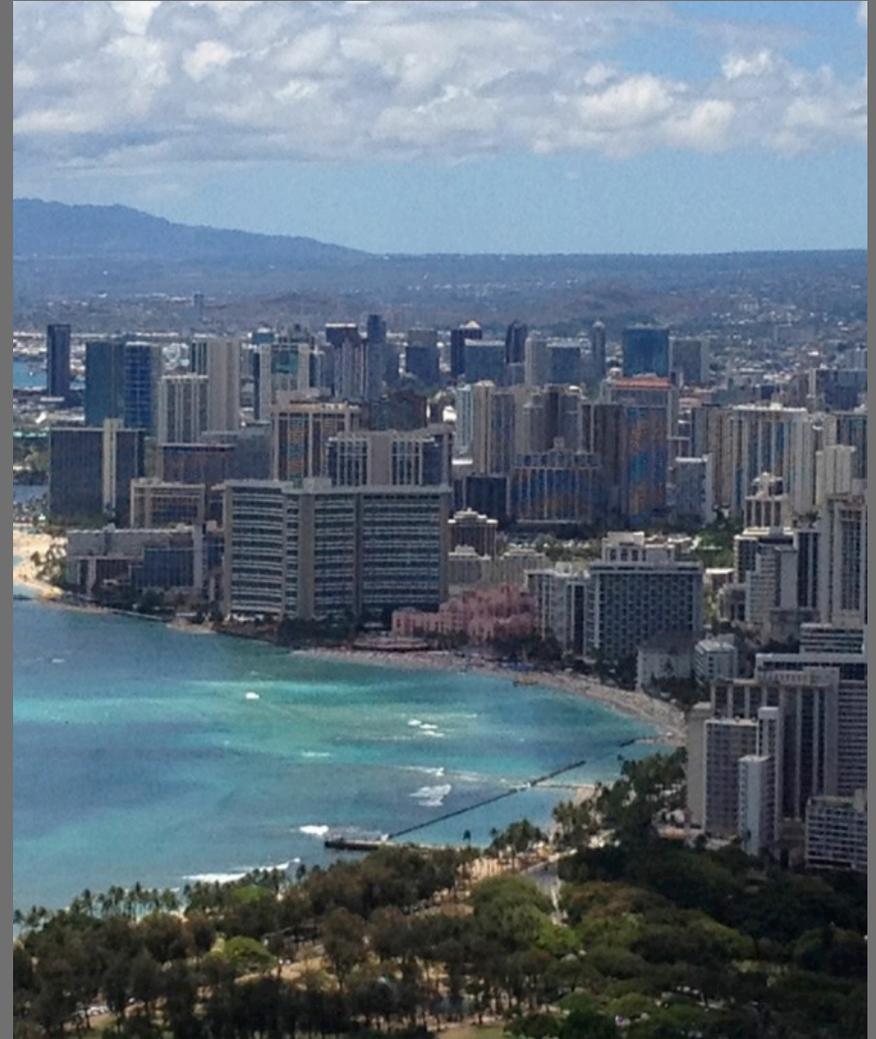
“This fund is designed to help communities provide transportation choices for people across Tennessee,” said TDOT Commissioner John Schroer. “Improving the facilities for walking, biking, and transit is essential to the continued growth and success of our towns and cities.”



# Hawaii

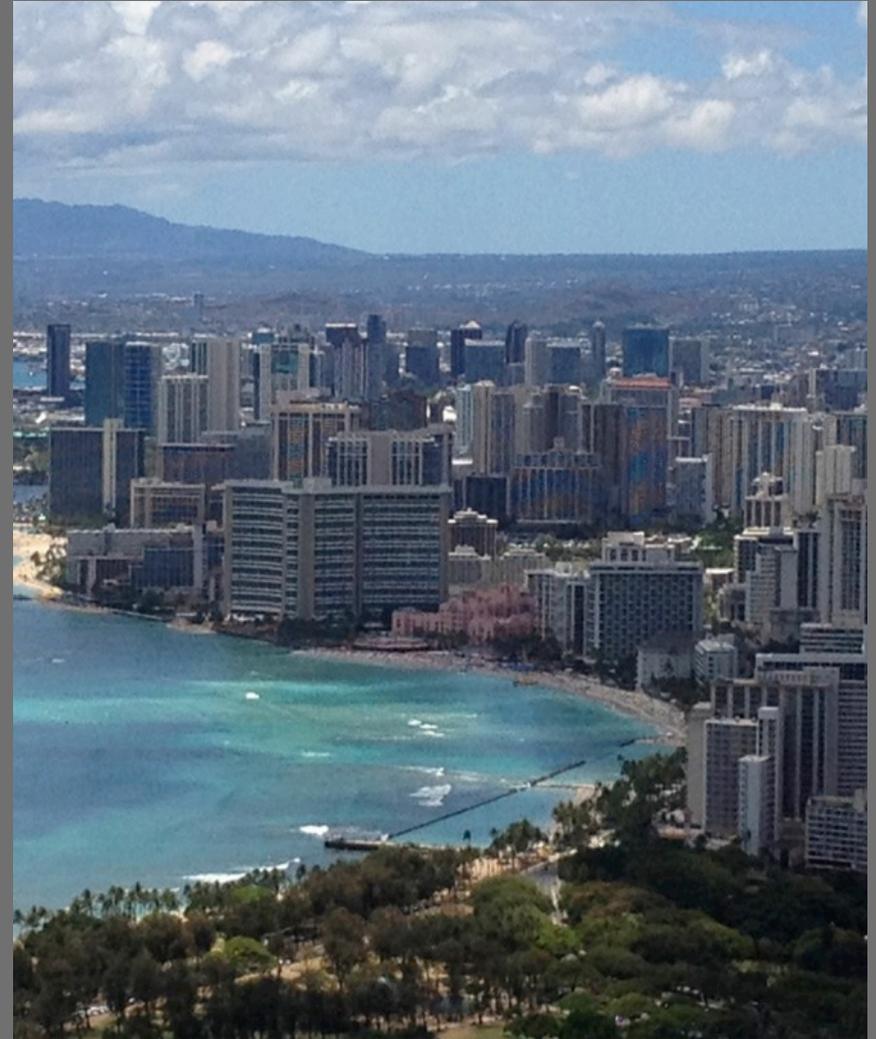
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- MOU June 2012
- 42 stakeholders organizations
- Three 3-hour workshops
- Three presentations to HART staff
- Presentation to Governor December 2012



# Results – Hawaii

- Issue a State of Hawaii Executive Policy identifying TOD as a priority
- Identify a lead agency to advance TOD, along with a cluster of state agencies whose mission would most directly relate to TOD implementation
- Analyze and prioritize state-owned properties and assets
- Target resources to support TOD



# Minnesota

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- MOU July 2013
- 55 stakeholders organizations
- Three 3-hour workshops
- Presentation by Commissioner November 2013



# Results – Minnesota

This project supports the Minnesota Department of Transportation (MnDOT) as the Department creates investment options that enable and support flexible, efficient ways to increase the capacity to move people, goods, and services on the state's transportation system while supporting and expediting job creation and economic development in Minnesota.



Assessing Return on  
Investment in Minnesota's  
State Highway Program



# Key Findings

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- A \$5 billion investment over 20 years to maintain current system performance will deliver between \$10 billion and \$23 billion in benefits, with an average ROI of 3.1
- An additional \$7 billion investment over 20 years to have a world class system will deliver between \$15 billion and \$19 billion in benefits, with an average ROI of 2.1

# ROI Methodology & Analysis

Which kinds of projects and programs offer the highest ROI?

ROI Category	Average Investment (millions)	ROI Point Estimate	Low/High ROI Range
Safety-Spot Improvement at High-Risk Locations	\$1,240	4.1	2.2 to 6.6
Pavement Preservation-Corridor	\$2,641	2.0	1.4 to 2.8
Pavement Reconstruction-Corridor	\$394	0.9	0.4 to 1.5
Pavement Reconstruction-Urban/Main Street	\$683	1.4	0.6 to 2.5
Bridge-Repair	\$622	1.5	1.1 to 1.9
Bridge-Replacement	\$1,451	1.0	0.4 to 1.8
Congestion Mitigation-General	\$1,351	5.5	2.5 to 9.6
Capacity Development	\$2,392	1.2	0.6 to 2.0
Active Traffic Management (ATM)	\$193	8.9	6.7 to 12.0
MnPASS	\$1,544	3.5	2.3 to 5.1
<b>Total</b>	<b>\$12,510</b>	<b>2.5</b>	<b>2.0 to 3.2</b>

# Vermont

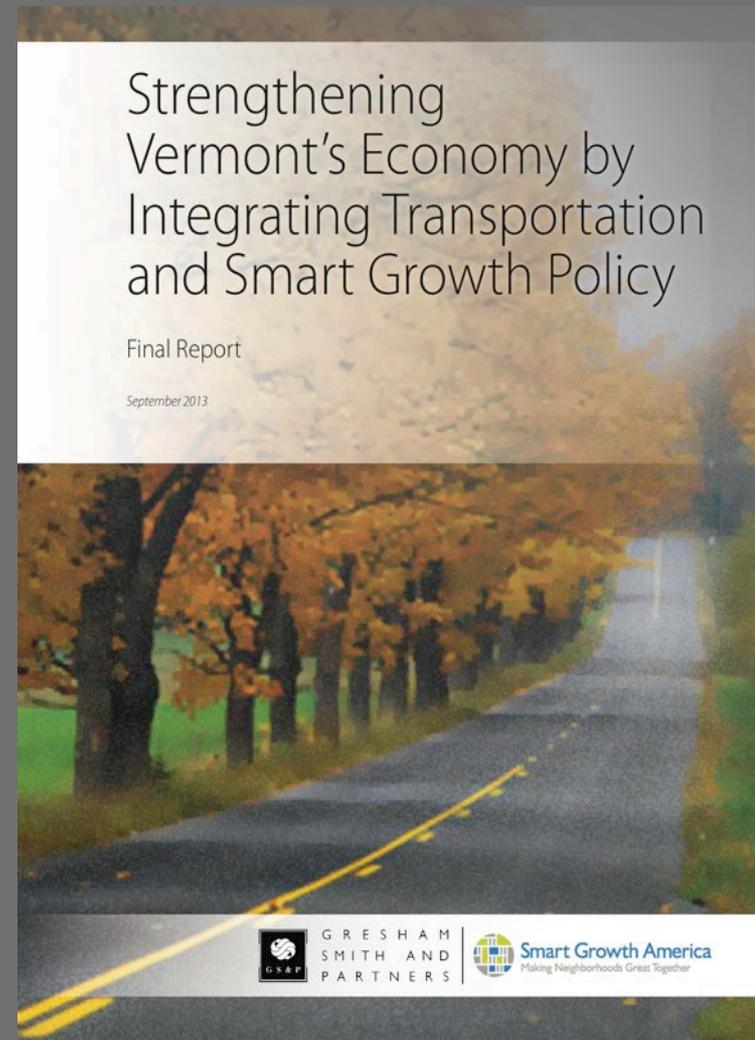
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- MOU August 2012
- 56 stakeholders organizations
- Three 3-hour workshops
- Presentation to Secretary November 2013



# Results - Vermont

- Strengthen VTrans corridor management planning program.
- Revise VTrans guidance and procedures for consistency with state goals.
- Update VTrans design standards to support multimodal objectives.
- Encourage development in state designated community centers.
- Document the smart growth benefits and costs of VTrans policies, programs, and investments.



# Michigan

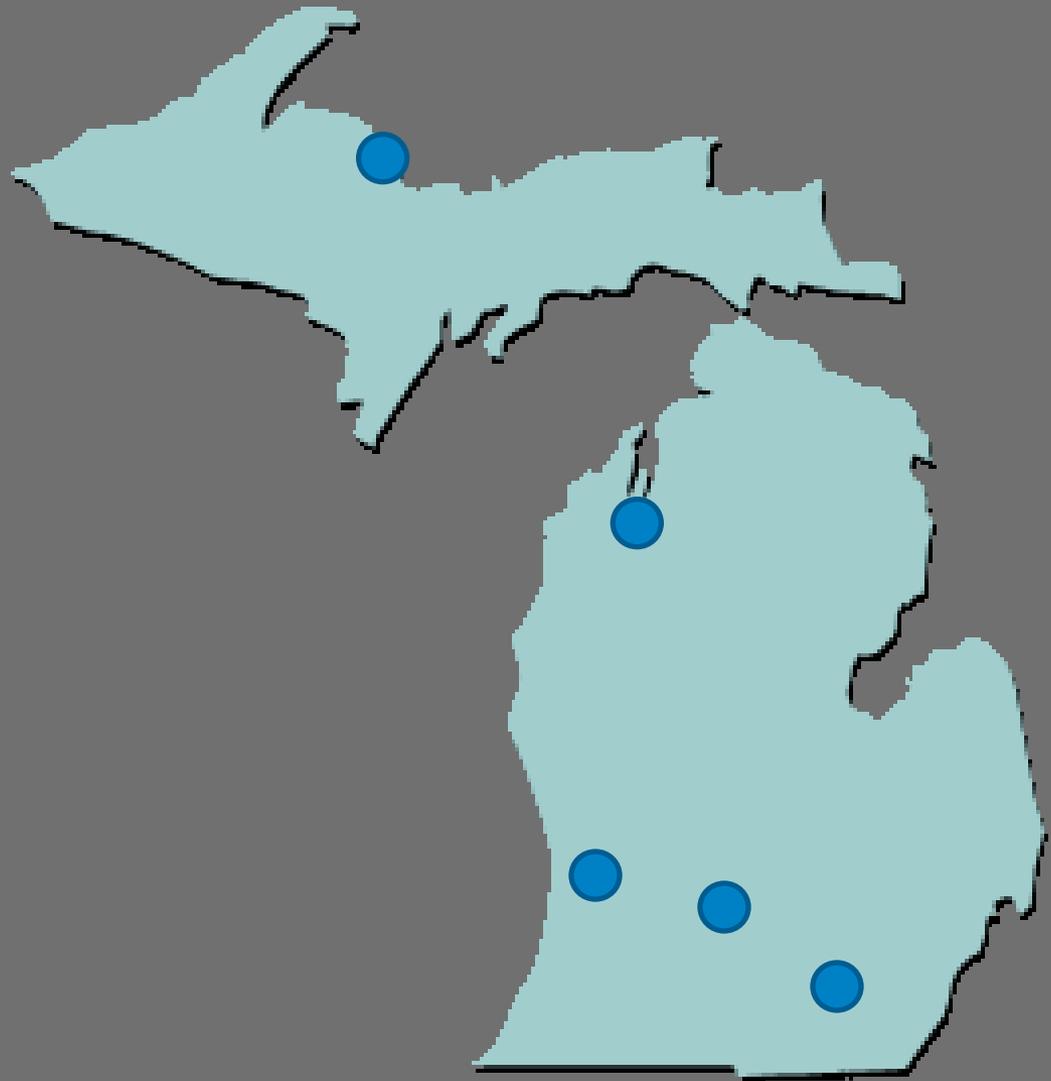
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- MOU June 2013 (started work in September 2012)
- 150 stakeholders organizations
- Eighteen 3-hour workshops
- Presentation to Sense of Place Council September 2013
- Presentations to local electeds ongoing



# Five Michigan Communities

- City of Grand Rapids
- Northwestern Michigan
- City of Marquette
- Washtenaw County
- Lansing/Tri County area



# Two Management Strategies

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## Mobility Management

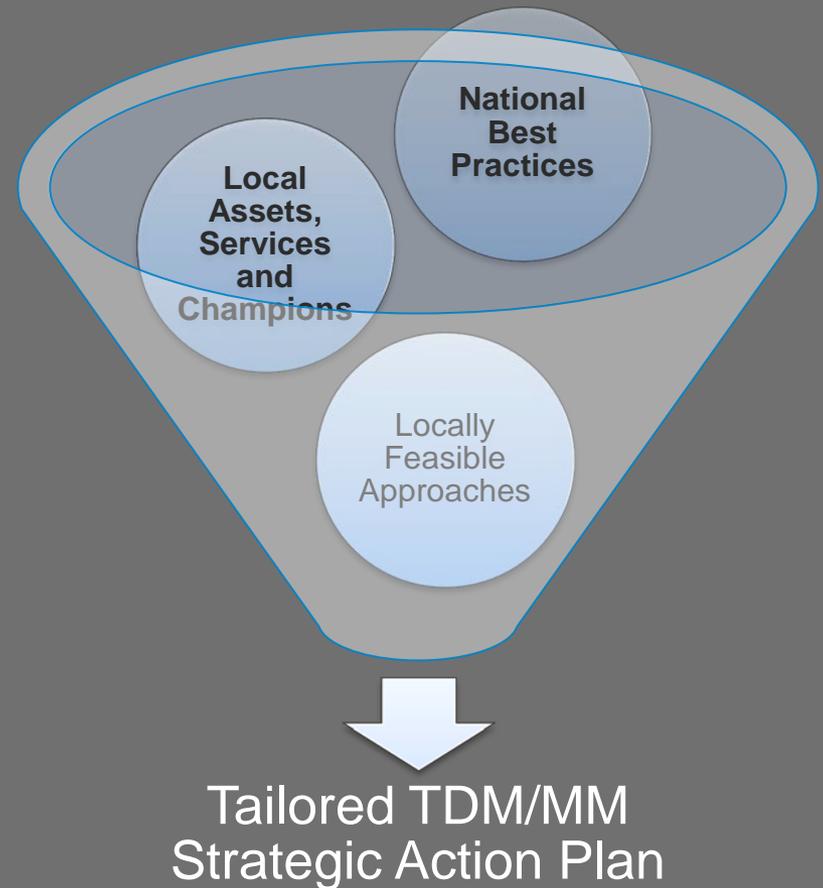


## Transportation Demand Management



# One General Process

- Regions choose assistance desired and articulated objectives
  1. Presentation of state of the practice
  2. Assessment of current local practices and assets
  3. Identification of key structures to build on
  4. Description of multiple viable strategies/alternatives
  5. Detailed definition of strategic management approach (action plan)



# Served diverse stakeholder steering committee

- Government agencies
  - Regional planning bodies
  - City/county/state agencies
  - Transit providers
  - Housing authorities
- Employers/institutions
  - Universities & colleges
  - Hospitals & health providers
  - Major employers
- Private business interests
  - Downtown authorities
  - Business operators
- Residents
- Advocates
- Foundations and funders



# Cross-cutting lessons

1. Take down barriers
  - Rethink traditional processes
  - Enable cooperation
2. Build up partnerships
  - Coordination
  - Communication
3. Think long term
  - Processes leading to product
  - Set targets and measures
4. Remain flexible
  - Anticipate that things will change
  - Build-in adaptation
5. Just do it!
  - Even small steps matter



# Results – Michigan

- an urban district growing with development, but limited in roadway capacity seeking strategies to say yes to growth, but no to additional traffic
- a suburban corridor trying to reinvent itself from a strictly auto arterial to a vibrant place inviting to all modes
- a region struggling to meet the daily transportation needs of its special populations
- small and mid-sized municipalities seeking to expand and improve transportation services for commuters and tourists

Michigan Livable Communities!  
Demonstration Project!

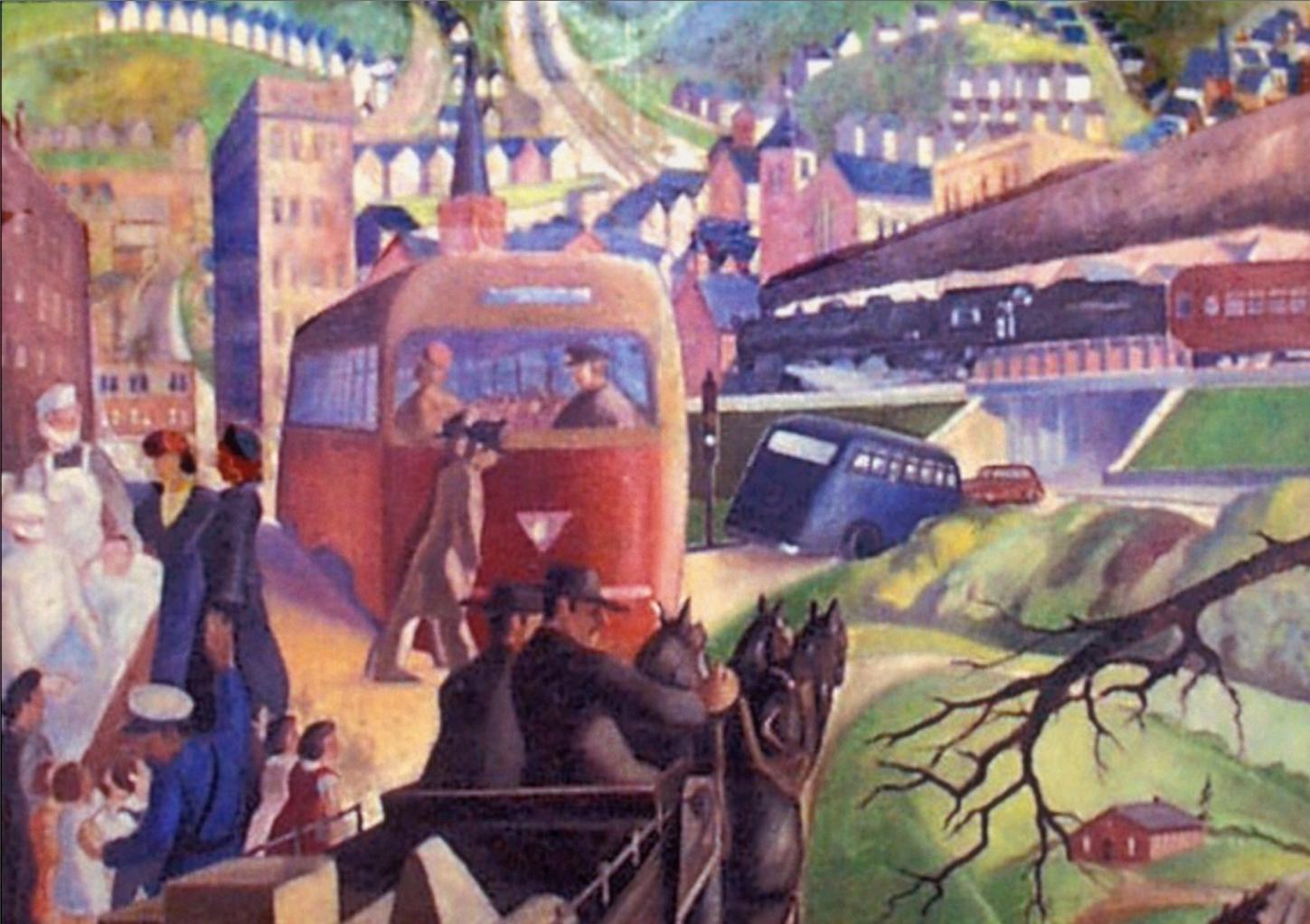
Leading! Livability!  
Pilot! Transportation! Demand!  
Management! Land! Mobility!  
Management! Programs! of! Five!  
Michigan! Communities!

**Smart Growth America**  
Making Neighborhoods Great Together

Complete technical collaboration with the Michigan Department of Transportation  
Michigan State Housing Development Authority!

Investing in People.  
Building in Places.

# M2D2



WPA Mural – Wilksburg, PA

# M2D2

A project to support Michigan's economic recovery by improving MDOT's institutional capacity to plan, design, construct, operate and maintain Michigan's transportation system for Complete Streets and multiple modes.



# M2D2

Standards and approaches for planning, designing, constructing, maintaining and operating “trunk line” highway facilities need to be updated to consider all potential modes of travel from a capital investment, physical construction, and operational perspective.



# M2D2

MDOT staff need the knowledge and tools to effectively plan, design, construct, maintain and operate facilities that move people and goods in the variety of ways that people and communities chose to utilize.



# M2D2

Create a staff stakeholder group with a state-of-the-practice understanding of the multimodal environment.

## M2D2 Curriculum Review Committee member nominations

### Local CRC members

**Carmine Palombo**  
SEMCOG  
Expertise: Rail & bus transit in the roadway

**Chris White**  
Manager of Service Development, AAATA  
Expertise: Bus transit in the roadway

**Conrad Venema**  
Planning Manager, The Rapid  
Expertise: Bus transit in the roadway

**Ron Van Houten**  
Professor of Psychology, WMU  
Expertise: Social behaviors of bicyclists and pedestrians

**Norman Cox**  
Greenways Collaborative  
Expertise: Complete Streets

**Bradley K. Strader, AICP, PTP**  
Planning Director, LSL Planning  
Expertise: Complete Streets

**Walter Heinritzi**  
Executive Director, Michigan Trucking Associations  
Expertise: Freight, Rail Industry

**Marcus Higginbotham**  
Expertise: Freight, Rail Industry

**Dr. David J. Closs**  
Department of Supply Chain Management, MSU  
Expertise: Logistics

**Mark Wyckoff**  
Land Policy Institute, MSU  
Expertise: Land-use

**Andrea Brown**  
Michigan Association of Planning  
Expertise: Land-use

**Jeff Bagdade**  
Opus International Consultants, Inc.  
Expertise: Road safety/non-motorized facilities

### National CRC members

**Diana C. Mendes, AICP**  
Senior Vice President, AECOM  
Expertise: Public transportation

**Paul F. Morris**  
President and CEO, Atlanta BeltLine, Inc.  
Expertise: Rail

**Adetokunbo "Toks" Omishakin**  
Assistant Commissioner and Chief Environment & Planning Bureau, Tennessee DOT  
Expertise: Bicycling/walking

**Stefanie Seskin**  
Deputy Director, National Complete Streets Coalition  
Expertise: Complete Streets

**Karina Ricks**  
Principal, Nelson\Nygaard Consulting Associates Inc.  
Expertise: Transportation Demand Management

**Jeff Florin**  
Deputy Executive Director for Operations & Chief Operating Officer, Virginia Port Authority  
Expertise: Freight logistics

**Allen Biehler, P.E.**  
Executive Director, University Transportation Center, Carnegie Mellon University  
Expertise: ITS/multi-modal integration

**R. Marshall Elizer, Jr., P.E., PTOE**  
Gresham, Smith and Partners  
Expertise: ITS/multi-modal integration



# M2D2

Work with the group to understand barriers, gaps, and opportunities that exist in current DOT practices, standards and guidance.



# M2D2

Set in place a process to modify and/or augment practices, standards, and guidance.



# M2D2

Implement new practices, standards and guidance through a training program.



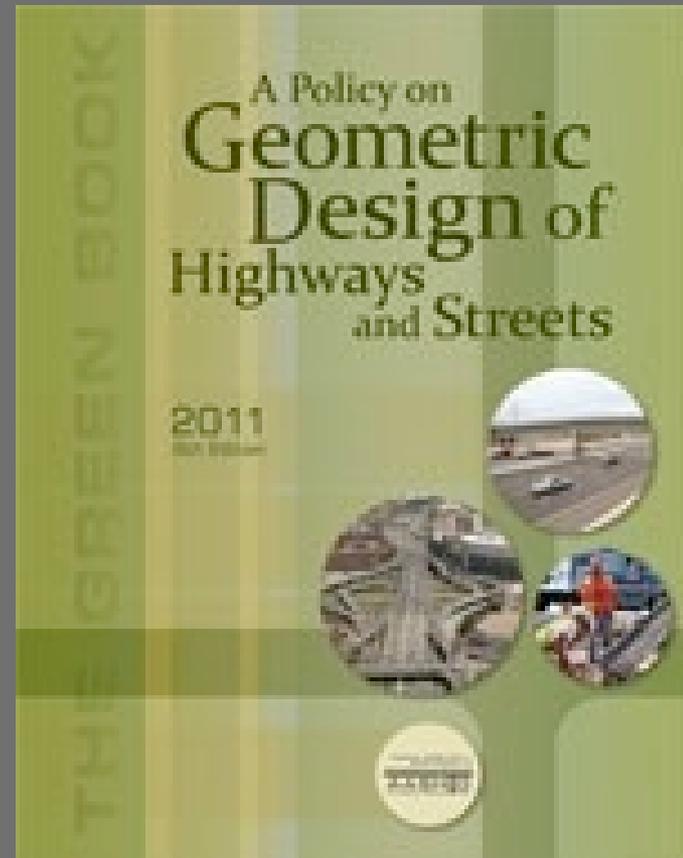
# M2D2

Communicate new DOT practices to other state agencies, regional and local government, the business community, advocacy groups, and the traveling public.



# Status – M2D2

- Scope and Schedule in Place
- MDOT Stakeholder Group formed
- National and Michigan Experts for CRC identified



# Thank you!

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[rmillar@smartgrowthamerica.org](mailto:rmillar@smartgrowthamerica.org)

[www.smartgrowthamerica.org](http://www.smartgrowthamerica.org)



**REVIEW & APPROVE  
2014 MEETING  
SCHEDULE**

# **PROPOSED 2014 MEETING SCHEDULE**

**Capitol Commons Center  
2:00 – 5:00 p.m.**

**January 30**

**May 15**

**October 9**

**December 4**

# **PUBLIC COMMENT**

# WRAP-UP

# **NEXT CSAC MEETING**

**May 15, 2014**

**2 p.m. - 5 p.m.**

**Capitol Commons Conference Rooms**

**SEE YOU NEXT TIME!**