Officer
Suzanne Schulz
Chairperson
Michigan Municipal League

John Niemela
Vice Chairperson
County Road Association of Michigan

Andrea Brown
Secretary
Michigan Association of Planning

Members
Lynn Afendoulis
State Transportation Commission

Robert Bacigalupi
Traverse City Downtown Development Authority

Steve DeBrabander
Michigan Department of Natural Resources

Ken Fletcher
Michigan Township Association Delta Township

Carolyn L. Grawi
Ann Arbor Center for Independent Living

Rochelle Hurst
Michigan Department of Community Health

Karen Kafantaris
AARP Michigan

Lt. Gary Megge
Michigan State Police

Rory Neuner
Transportation for Michigan

Megan Olds
 Traverse Regional Land Conservancy

Gary Piotrowicz
Road Commission for Oakland County

Barbara Schmid
League of Michigan Bicyclists

Kirk Steudle
Michigan Department of Transportation

James Tischler
Michigan State Housing Development Authority

Christopher White
Ann Arbor Transportation Authority
Dear Governor Snyder, Majority Leader Richardville, Speaker Bolger, and Chairman Jung:

I am pleased to transmit to you the third Annual Report of the Complete Streets Advisory Council (CSAC), as required by Public Act 135 of 2010.

Over the last year, the CSAC heard several presentations on the development, implementation, and coordination of complete street policies in Michigan. I am happy to report that, as of this writing, 91 communities have passed their own local complete streets policies, reflective of the need for a comprehensive approach.

On behalf of the CSAC, I thank you for the opportunity to take on this important responsibility. I believe complete streets efforts being pursued around the state are having a real impact on our economy and our communities, by improving the way our transportation systems are planned, designed, and constructed.

Sincerely,

John Niemela, Vice Chairperson
Complete Streets Advisory Council
Vision Statement
Adopted by the Complete Streets Advisory Council
April, 2012

- “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.”

Status of Complete Streets within Michigan


As of this writing, 91 communities have passed complete street policies. For the most recent list of Complete Streets Policies in Michigan, please see the Michigan Complete Streets website at: www.michigancompletestreets.com.

Public Comment

Public comment was received at every meeting throughout the year. The chart below summarizes the comments from concerned Michigan citizens.

<table>
<thead>
<tr>
<th>Name</th>
<th>Representing</th>
<th>Comment Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mr. Bob Pugh</td>
<td>Concerned Citizen</td>
<td>Mr. Pugh asked if the Complete Streets concept is a foregone conclusion. He expressed his opposition to this effort and believes that the general public has no idea what Complete Streets is. He thinks there needs to be more public notice of this type of thing.</td>
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<tr>
<td>Mr. Lloyd Shelton</td>
<td>Concerned Citizen</td>
<td>Mr. Shelton commented on the Multi-Modal Development and Delivery (M2D2) presentation. He discussed the Ann Arbor experience in culture shift, specifically the pedestrians in crosswalks ordinance and how important it is for pedestrians to be safe and protected by law. If the ordinance is repealed, it will take the onus off the driver and put it on the pedestrian. He is concerned about pedestrians with disabilities and how they could manage to safely cross many busy streets. He urged the council to continue fighting for safe streets.</td>
</tr>
</tbody>
</table>
Summary of Complete Streets Advisory Council Proceedings

The Complete Streets Advisory Council (CSAC) includes 16 gubernatorially-appointed voting and two non-voting members. The council’s primary charge, according to the law is to “provide education and advice to the State Transportation Commission (STC), county road commissions, municipalities, interest groups and the public on the development, implementation, and coordination of complete streets policy.”

The CSAC scheduled four meetings in 2013: February, May, September, and December. The May meeting was cancelled due to a lack of agenda items. Agendas, minutes and presentations for each meeting are available here. A summary of the meetings follows.

At every meeting, the council received updates from MDOT’s Complete Streets Internal Team on the implementation of the Complete Streets Policy. The council also received updates on the State Transportation Revenue Proposals in February and September.

In February, the council heard presentations on the MiPlace Partnership Initiative and other policy initiatives being coordinated among State agencies.

In September, a representative from the Sault Ste. Marie Tribe of Chippewa Indians presented highlights of three Complete Streets success stories involving collaboration between the Tribe and the cities of St. Ignace, Newberry and the community of Kinross. The council also received a web tour of available resources from a representative of the League of Michigan Bicyclists (www.michigancompletestreets.org).

In December, members heard a presentation on MDOT’s upcoming efforts to develop a training curriculum geared to better addressing the need to incorporate all transportation modes in department projects. At that meeting, the group also approved the 2013 CSAC Annual Report and a schedule of meetings for 2014. In addition, members discussed the Council’s charge set forth in law and acknowledged that their work is complete. As a result, the Council unanimously agreed to send a letter to the Legislature asking them to consider sunsetting the council.
MDOT’s Collaboration with Complete Streets Communities

MDOT consults on all projects with relevant local governments. MDOT continued its process of Context Sensitive Solutions and combined this program with the new complete streets requirements set forth in the STC Complete Streets Policy.

Out of the hundreds of projects completed in 2013, there have been only nine projects with complete streets requests partially fulfilled or not fulfilled. A summary of each of these MDOT projects and the reason for not fulfilling or partially fulfilling project requests is included in the chart on the next page.

Despite these few instances of disagreements, it is important to note that there have been many success stories and positive activities statewide related to Complete Streets. As part of the Context Sensitive Solutions process, MDOT will be reporting examples of these activities to the STC as part of the annual CSS report at the end of the year.
<table>
<thead>
<tr>
<th>JN</th>
<th>County</th>
<th>Route</th>
<th>Location</th>
<th>Project Description</th>
<th>CS Treatment Requested</th>
<th>Not fulfilled/Partially fulfilled and Reason</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<tr>
<td>Superior Region Projects in 2013</td>
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<tr>
<td>No areas of disagreement.</td>
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<tr>
<td>North Region Projects in 2013</td>
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<tr>
<td>35032-109659 and 35032-105981</td>
<td>Iosco</td>
<td>US 23</td>
<td>Au Sable Township</td>
<td>Road Reconstruct</td>
<td>Au Sable Township requested a bike path</td>
<td>Partially fulfilled. The road will have 8 ft. shoulders that can be used for bicycling and were able to add a sidewalk on the east side of the road in the business area south of the Au Sable River Bridge where pedestrian activity.</td>
</tr>
<tr>
<td>106843</td>
<td>Leelanau</td>
<td>M-22</td>
<td>Village of Suttons Bay</td>
<td>Road Reconstruct</td>
<td>Median and bike trail crossing</td>
<td>Partially fulfilled. Could not put in a median due to environmental/cultural constraints; incorporated the bike trail crossing and did the prep work under MDOT's project to create the crossing location and provided a base course for the trail system. Incorporated an additional pedestrian crossing and provided signage for both the pedestrian crossing and trail.</td>
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<tr>
<td>Bay Region Projects in 2013</td>
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<tr>
<td>79540</td>
<td>Huron</td>
<td>M-53</td>
<td>Bad Axe</td>
<td>Road Reconstruct</td>
<td>Sidewalks</td>
<td>Partially fulfilled. Sidewalk alignment not straight. Tree, utility and right of way impacts.</td>
</tr>
<tr>
<td>48945</td>
<td>Lapeer</td>
<td>M-24</td>
<td>Lapeer</td>
<td>Road Reconstruct</td>
<td>Non-motorized</td>
<td>Partially fulfilled. Wanted full length of project. Constraints only allowed for partial.</td>
</tr>
<tr>
<td>103209</td>
<td>Bay</td>
<td>M-13/ M-83</td>
<td>Salzburg Ave</td>
<td>Reconstruct</td>
<td>Parking</td>
<td>Partially Fulfilled. Not enough space geometrically.</td>
</tr>
<tr>
<td>102952</td>
<td>Tuscola</td>
<td>M-25</td>
<td>Quanicassee River</td>
<td>Bridge Replacement</td>
<td>No Detour/Shorter Detour</td>
<td>Not Fulfilled. Bridge could not be demolished part-width, only other route could not be upgraded within a reasonable budget.</td>
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<tr>
<td>Grand Region Projects in 2013</td>
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<tr>
<td>Southwest Projects in 2013</td>
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<tr>
<td>No areas of disagreement.</td>
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</tbody>
</table>

No areas of disagreement.
<table>
<thead>
<tr>
<th>Project ID</th>
<th>County</th>
<th>Roadway</th>
<th>Location</th>
<th>Type</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>87521</td>
<td>Washtenaw</td>
<td>I-94</td>
<td>I-94 to Main St</td>
<td>Mill &amp; Resurfacing</td>
<td>Raised pedestrian refuge islands in 4-3 lane conversion portion of the project (Maple to Dexter). Partially fulfilled. 4-3 lane conversion was approved as a pilot project so no permanent changes are allowed until the 4-3 lane conversion can be evaluated. Need to evaluate 4-3 lane conversion.</td>
</tr>
<tr>
<td>103287</td>
<td>Monroe</td>
<td>M-125</td>
<td>Jones to US-24</td>
<td>Mill &amp; Resurfacing</td>
<td>Extend center left turn lane. Partially fulfilled. MDOT was able to extend, in certain locations, but not all that were requested by the public and Township. Would have resulted in significant ROW impacts/costs.</td>
</tr>
<tr>
<td>101619</td>
<td>Livingston</td>
<td>I-96</td>
<td>Latson Rd</td>
<td>New Interchange</td>
<td>Genoa Township wanted the new interchange signed as a Genoa Township exit instead of another Howell exit. Not fulfilled. The Township does not meet Transportation Commission guidelines for interchange exit signing.</td>
</tr>
</tbody>
</table>

**Metro Projects in 2013**

No areas of disagreement.
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