Complete Streets

Making Connections

Michigan Department of Transportation
What is a Complete Street?

Public Act 135 of 2010 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.”

Before – no sidewalk

After
Who are the legal users?

Motorists and Trucks

Bicyclists

Rail

Transit

Pedestrians
Is Complete Streets a law?

Complete Streets is an approach to transportation planning and design. 

Two Acts signed into law on Aug. 1, 2010 enable this approach…

- **Public Act 135** - amended Public Act 51 of 1951 governing expenditure of state transportation funding to encourage complete streets.
- **Public Act 134** - amended Michigan Planning Enabling Act to broaden the definition of transportation systems.

M-13 bridge, Pinconning, Michigan
What do these two laws require?

• The State Transportation Commission must adopt a Complete Streets policy by August 2012
• Creates Advisory Council
• Formalizes collaboration between transportation agencies to address non-motorized and Complete Streets issues
What is a Complete Streets policy?

Provides guidance for road construction or reconstruction that promotes Complete Streets and considers:

• Varying needs of local context
• Functional class
• Project costs
• Mobility needs of all legal users, of all ages and abilities
Who is on the Advisory Council?

• 16 voting members from specifically named groups
• Provides education and advice to all agencies on the development, implementation, and coordination of Complete Streets policies
• Meets at least quarterly
• Annually reports to Governor, Legislature and the State Transportation Commission

Current member information can be found at: www.michigan.gov/completestreets
How does MDOT address Complete Streets?

- Complete Streets
- Heritage Route Program
- Safe Routes to School
- Access Management Plans
- Road Safety Audits
- Design Standards
- MDOT Training Sessions
- Non-motorized Investment Plans
- Enhancement Program
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- Access Management Plans
- Road Safety Audits
- Design Standards
- MDOT Training Sessions
- Non-motorized Investment Plans
What are Context Sensitive Solutions (CSS)?

CSS are grounded in these key fundamentals:
• Stakeholder Engagement
• Flexibility
• Effective Decision Making

These fundamentals are applied to environmental and social contexts.
• Rural
• Suburban
• Urban
What “completes” the street?

The context of the road and surrounding land use play a pivotal role in what may be the appropriate Complete Street response.
What is a Complete Street?

• Every application is unique as all communities are unique

• Community needs, road function and contexts vary

• No “one size fits all” approach works for Complete Streets elements

Bagley Street Pedestrian Bridge over I-75 Gateway Project, Detroit, Michigan
What potential elements contribute to a Complete Streets solution?

There are many possibilities. Some examples:

- Lane Reductions
- Bike Lanes
- Boulevards
- Clear Pavement Markings
- Bike Racks
- Signage
- Transit Lanes
- Lighting
- Curb Extensions
- Parking
- Pedestrian Islands
- Streetscaping
- Mid-block Crossings
- Shared-use Paths
- Sidewalks
- Paved Shoulders
- Barrier-free Ramps
- Traffic and Pedestrian Signals
How does MDOT implement Complete Streets?

Opportunity Curve for **Meaningful** Stakeholder Input

- **High** Engagement Opportunity
- **Medium** Engagement Opportunity
- **Low** Engagement Opportunity

**General Planning Issues** vs. **Specific Design Items**

**Budgets get set here**

**Project Timeline**

- Candidate
- 5 Year Program Announced
- Scope Verified
- Base Plan
- Plan Review
- Plan Completion
How to implement Complete Streets

• Engage your stakeholders
• Update your planning documents:
  – Master/Comprehensive Plan
  – Non-motorized Plan
  – Land Use Plan
  – Transportation Plan
• Consider official adoption through:
  – Resolution
  – Policy
  – Ordinance

Please note: A resolution, policy, or ordinance under PA 134 or PA 135 legislation is a voluntary consideration for local agencies.
How to implement Complete Streets

- Early contact with transportation agencies:
  - Local – cities, county road commissions, transit agencies
  - State – MDOT
  - Tribal Government
  - Federal – FHWA

- Find out what projects are scheduled in your community and adjacent communities.
  - State Transportation Improvement Program (STIP)
  - Transportation Improvement Program (TIP)
  - Capital Improvement Programs (CIP)
How to fund Complete Streets

• No specific funding set aside for Complete Streets.
  – Complete Streets is not a grant program
• No mandate for the redistribution of existing funding sources to fund Complete Streets.
• Build partnerships:
  – Local
  – Private Foundations
  – State funding sources
  – Tribal Governments
  – Federal funding sources
How to fund Complete Streets

There are many possible methods for leveraging the sources you now utilize. A few examples are:

- Local Partnerships
- Community Foundations
- Community Development Block Grants (CDBG)
- Act 51 funds
- Tribal Governments
- Private Foundations
- Federal Highway Administration (FHWA)
- Transportation Economic Development Fund (TEDF)
- Safe Routes to School (SRTS) Program
- Other Federal Grant Programs
- Downtown Development Authorities (DDA)
- Transportation Enhancement (TE) Program
- Comprehensive Transportation Fund (CTF)
- Federal Transit Administration (FTA)
Example of a Complete Streets project

US-41 Shelden Avenue 1930s

Downtown Houghton, Michigan
Example of a Complete Streets project

US-41 Shelden Avenue 2007

Downtown Houghton, Michigan
Example of a Complete Streets project

US-41 Shelden Avenue 2009

- Multiple Funding Sources
- Brick Paver Roads
- Utility Upgrades
- Historically Relevant Design
- New Sidewalks
- ADA Ramps
- New Lighting

Downtown Houghton, Michigan
Conclusions…

Complete Streets are **not**…

– A reinvention of the wheel
– A new source of funding
– A mandate under state law for local agencies
Conclusions…

Complete Streets are…

- Linking communities
- Multi-modal
  - Transportation Planning
  - Flexible to community needs
- Partnerships
- For all abilities
  - For all legal users
  - For all communities large or small rural, suburban, or urban
- Beneficial to health
  - For all ages
  - Modal choice
  - Context Sensitive
- Funded by multiple methods
- Endorsed by many organizations

Developed through Stakeholder Engagement, Effective Decision Making, and Flexibility
# Contact Information

**MDOT Complete Streets Internal Team:**

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
<th>Phone Number</th>
<th>Email Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Darrell Harden</td>
<td>CS Team Co-Chair, Southwest Region Planner</td>
<td>269-337-3134</td>
<td><a href="mailto:HardenD1@michigan.gov">HardenD1@michigan.gov</a></td>
</tr>
<tr>
<td>Brad Peterson, LLA</td>
<td>CS Team Assignment Coordinator, CSS Coordinator, Lansing-Design Roadside Development Unit</td>
<td>517-335-1912 Ext. 223</td>
<td><a href="mailto:Petersonb3@michigan.gov">Petersonb3@michigan.gov</a></td>
</tr>
<tr>
<td>Drew Buckner, PE</td>
<td>CS Team Co-Chair, Macomb TSC Manager</td>
<td>586-978-1935 Ext. 223</td>
<td><a href="mailto:BucknerD@michigan.gov">BucknerD@michigan.gov</a></td>
</tr>
<tr>
<td>Josh DeBruyn, AICP</td>
<td>CS Team Bicycle and Pedestrian Coordinator, Bureau of Transportation Planning</td>
<td>335-2918</td>
<td><a href="mailto:DeBruynJ@michigan.gov">DeBruynJ@michigan.gov</a></td>
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Questions?