

Complete Streets.. Complete What?

Michigan Traffic Safety Summit
March 31, 2010

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City of Lansing

U.S. Round Trip Commute Times

(Aug 2007)

| | |
|-----------------|---------------------|
| ■ 16 % | < 30 minutes |
| ■ 28% | 30 - 60 minutes |
| ■ 36% | 60 - 90 minutes |
| ■ 17% | 90 minutes to 2 hrs |
| ■ 9% | 2 hours or more |
| ■ 8% | No answer |
| ■ Mean (w/0) | 45.6 mins. |
| ■ Mean (w/o 0) | 48.1 mins. |
| ■ Median (w/ 0) | 30 mins. |

Public Land Survey System

- Township: 6 miles x 6 miles
- Section: 1 mile x 1 mile
- School: placed in Section 16 (middle of Twp)
- Arterial roads: placed on section lines and generally reserved for automobile traffic
- Max dist to town square is 6 miles = 90 min. on foot (4 mph), 30 on bike (12 mph), 15 by car (25 mph).

Development Patterns



Old vs. New Thinking

- Right of Way: Road → Public
- Roads: Vehicles → All Users
- Congestion: Widen road → Alt route / mode
- Connectivity → Cul-de-sac → Connectivity
- Single Use → Multi-use → Form based
- High Level of Service → High Quality of Life
- Destinations → Places

Destination



Place



Source: Project for Public Spaces

What's the difference?

- Livable Streets
- Context Sensitive Solutions
- Complete Streets

Livable Streets Alliance

- Boston based alliance
- Focuses on a transportation system that balances transit, walking, and biking with automobiles.
- It promotes safe, convenient, and affordable transportation for all users in the urban area and believes. Streets that are enjoyable to use will better support neighborhoods and business districts

Livable Streets Initiative

- Web based community
- Believes people make a city great and that too much of a city's precious, limited public space (its streets) are dedicated to motor vehicles rather than people.
- Works to redesign our communities around public transportation and walkable, bikeable streets, transforming parking lots into public plazas, busy intersections into town squares, and congested highways into bike paths and taking back our cities, one street at a time.

Context Sensitive Solutions

- Context sensitive solutions (CSS) is a collaborative, interdisciplinary approach that involves all stakeholders in providing a transportation facility that fits its setting. It is an approach that leads to preserving and enhancing scenic, aesthetic, historic, community, and environmental resources, while improving or maintaining safety, mobility, and infrastructure conditions.

—Results of Joint AASHTO/FHWA Context Sensitive Solutions Strategic Planning Process Summary Report, March 2007

CSS continued

- Calls on transportation professionals to consider the needs of all road users--motor-vehicles, transit, as well as pedestrians and cyclists. Consideration of pedestrians, bicyclists, and transit requires special design features and elements be incorporated into the design of the facility.

CSS Core Principles

- Apply to transportation processes, outcomes, and decision-making.
- Strive towards a shared stakeholder vision to provide a basis for decisions.
- Demonstrate a comprehensive understanding of contexts.
- Foster continuing communication and collaboration to achieve consensus.
- Exercise flexibility and creativity to shape effective transportation solutions, while preserving and enhancing community and natural environments.

Complete Streets

- Complete streets are **designed and operated to enable safe access for all users**. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street.

Comparison

- Livable Streets— Balanced system focusing on transit and use of right of way as public space
- CSS – Process to balance the needs of all road users and make sure facilities fit into the surrounding land use & environment
- Complete Streets – Safe access for all users regardless of mode, age or ability

Complete Streets Elements

- Cyclists – bike lanes, wide outside lanes or shared use paths
- Pedestrians – sidewalks with buffer strip, curb ramps, refuge islands, enhanced crossings
- Transit – bus pads, benches, shelters, pull outs, transit priority
- Travel lanes – 11' or even 10' lanes, 3 lanes vs. 4 lanes.
- Interchanges – high speed free movements are eliminated.

“This is the *end* of favoring motorized transportation at the expense of non-motorized.” –Ray LaHood 3/15/10

Key recommendations for state DOTs and communities:

- Treat walking and bicycling as equals with other transportation modes.
- Ensure convenient access for people of all ages and abilities.
- Go beyond minimum design standards.
- Collect data on walking and biking trips.
- Set a mode share target for walking and bicycling.
- Protect sidewalks and shared-use paths the same way roadways are protected (for example, snow removal)
- Improve non-motorized facilities during maintenance projects.

November '09 Election

**Support the
candidates
who support
Complete
Streets!**



November '09 Election



Save Our Complete Streets!

Dear Complete Streets Supporter,

First let me say thank you for supporting the Complete Streets ballot initiative. As you probably know, the Lansing City Council approved the new ordinance without putting the measure on the ballot for a citywide vote on November 3.

However, I remain VERY concerned that the City Council intends to make unwanted changes to the new ordinance shortly after the election is over. Several Council members expressed the desire to change the ordinance to give City Council more "control" over how it is implemented.

This should raise red flags with everyone who is truly committed to Complete Streets. The same Council members who expressed their "concerns" over the new ordinance – and who are bent on changing it – are the same Council members who OPPOSED sidewalks and bike lanes on Northrup Street in south Lansing.

The best way to ensure that our new Complete Streets ordinance stays the way it is – the way THE PEOPLE intended it – is to elect city leaders who TRULY support Complete Streets and will fight to keep the ordinance as it is.

Your support on Election Day for the candidates who support Complete Streets will go a long way toward ensuring that our City becomes a leader in creating more walking and biking opportunities for our residents.

Please remember to vote on November 3! If you need help finding your poll location or need a ride to the polls, please call my campaign office at 999-8696 or send an email to virg@votevirg.com.

Sincerely,

Virg Bernero
Mayor of Lansing

Please support the candidates who support Complete Streets

Mayor Virg Bernero
At-Large Councilmember Kathie Dunbar
2nd Ward Council Candidate Tina Houghton
4th Ward Council Candidate Jessica Yorke

REMEMBER TO VOTE NOVEMBER 3!

Paid for by Virg Bernero for Lansing
1905 E. Michigan Avenue, Lansing MI 48912

Photos courtesy of Dan Burdon



Lansing Non-Motorized Plan

- Plan being prepared by consultant team (JJR, LSL, LAP and Greenway Collaborative)
 - JJR/LSL - City's Master Plan consultant
 - LAP - City Parks & Recreation Master Plan consultant. Completed plans for surrounding jurisdictions
 - Greenway Collaborative - Recently prepared East Lansing's non-motorized plan

Other Planning Efforts

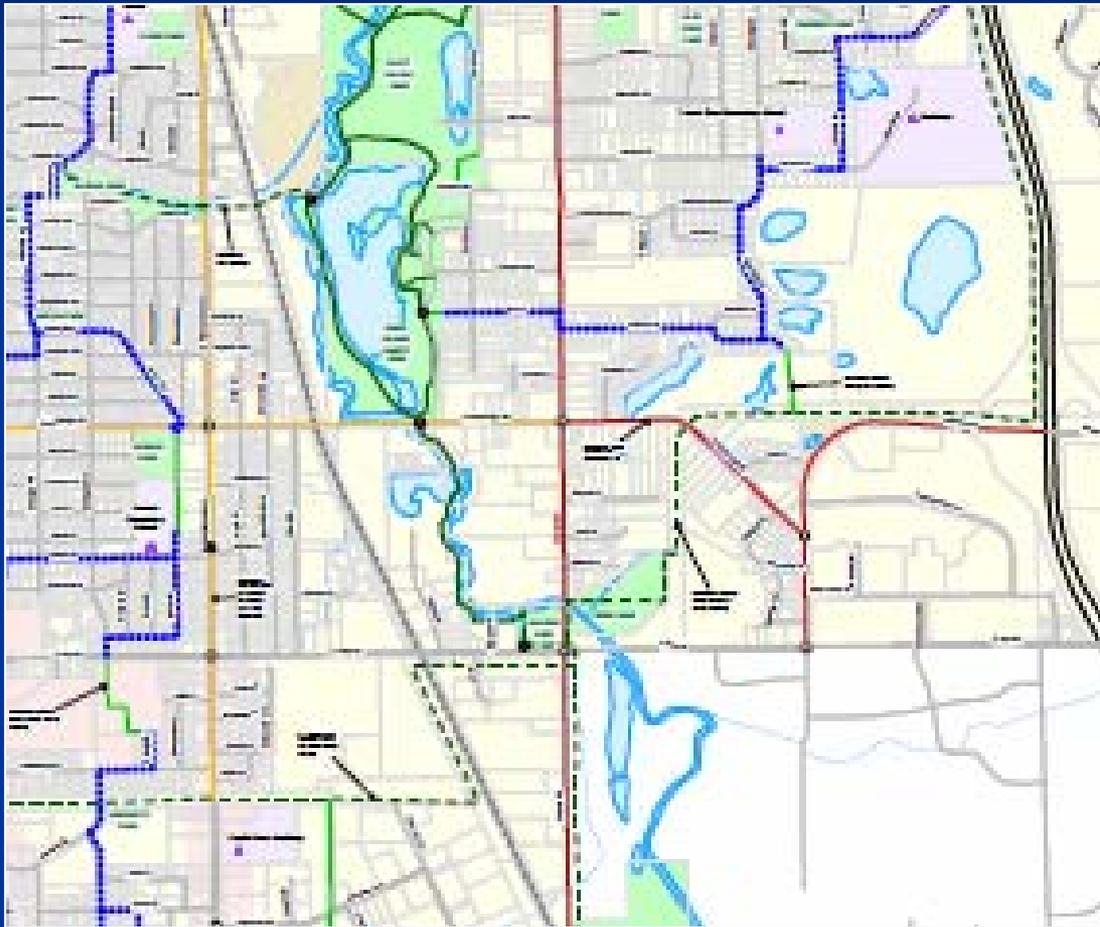
- City Master Plan
- Greening Mid-Michigan
- Heart of Michigan Trails
- Land Use and Health
- TCRPC 2030 Transportation Master Plan
- Parks & Recreation Master Plan
- Stormwater Ordinance Revisions

Plan Elements

- Off Road Facilities (River Trail)
- Bike Lanes
- Signed Bike Routes
- Crossing Improvements
- Shared Lanes
- Widened Sidewalks
- Bike Boulevards & Traffic Calming

Draft Non-Motorized Plan

Presented March 18, 2010



Plan Section - SW area of Lansing

Next Steps

- Begin prioritizing 2011-2015 projects
- Finalize and adopt Non-Motorized Plan
- 2010 Projects
 - Reconstruct/reconfigure 2 miles of low volume, 4 lane arterials as 3 lane roadway with bike lanes
 - Begin design of shared use pathway on 1.75 mile stretch of high volume 4 lane arterial
 - Widen existing 3 lane roadway to create bike lanes for entire project limits

Engineering Challenges

- Roads infrastructure can last up to 50 years before needing to be replaced
- Level of Service and air quality standards
- Additional width for non-motorized elements may not be available
- High cost to change current infrastructure
- Lack of resident support?

Cost of Non-Motorized Improvements

| Facility / Project Type | Cost |
|--|-------------------------|
| 4 to 3 lane conversion (w/ mill & resurface) (could include bike lanes) | \$4k – \$8k per mile |
| 4 to 3 lane conversion (w/o road work) | \$20,000 per mile |
| Off-road two-way path (10') (Trail) | \$340,000 per mile |
| On-road bike lane (5' x 2 directions) (Cost for additional pavement, striping, and signs) | \$550,000 per mile |
| Sidewalk installation | \$185,000 per mile/side |

Opportunities

- Enact Complete Streets ordinance
- Target use of 1% MTF funds for projects in areas w/ public support
- Cooperate with public health agencies
- Use grants and other targeted funds (safety, enhancement, CMAQ, CDBG, ARRA)
- Convert roads with excess capacity (road diets)

See Click Fix

- Internet reporting tools which uses Google Maps.
- Allows anyone to report and track non-emergency issues via the internet
- Alert is sent to anyone that has created a watch area to follow issues.
- Professional version adds filtering and reporting capabilities

See Click Fix

SeeClickFix: Report non-emergency i... +

example: graffiti or pothole

Results per page: 10

Open Closed Archived Acknowledged

[Search](#)

Issues

[Debris in Kzoo Bike Lane](#) 7 people want this fixed
1228 E Kalamazoo St, Lansing, MI
The Kalamazoo St. bike lane is full of gravel, glass and broken car...

[Bike Lane Ends](#) 6 people want this fixed
711 E Kalamazoo St, Lansing, MI 48912
The bike lane on Kalamazoo Street in downtown Lansing is great until...

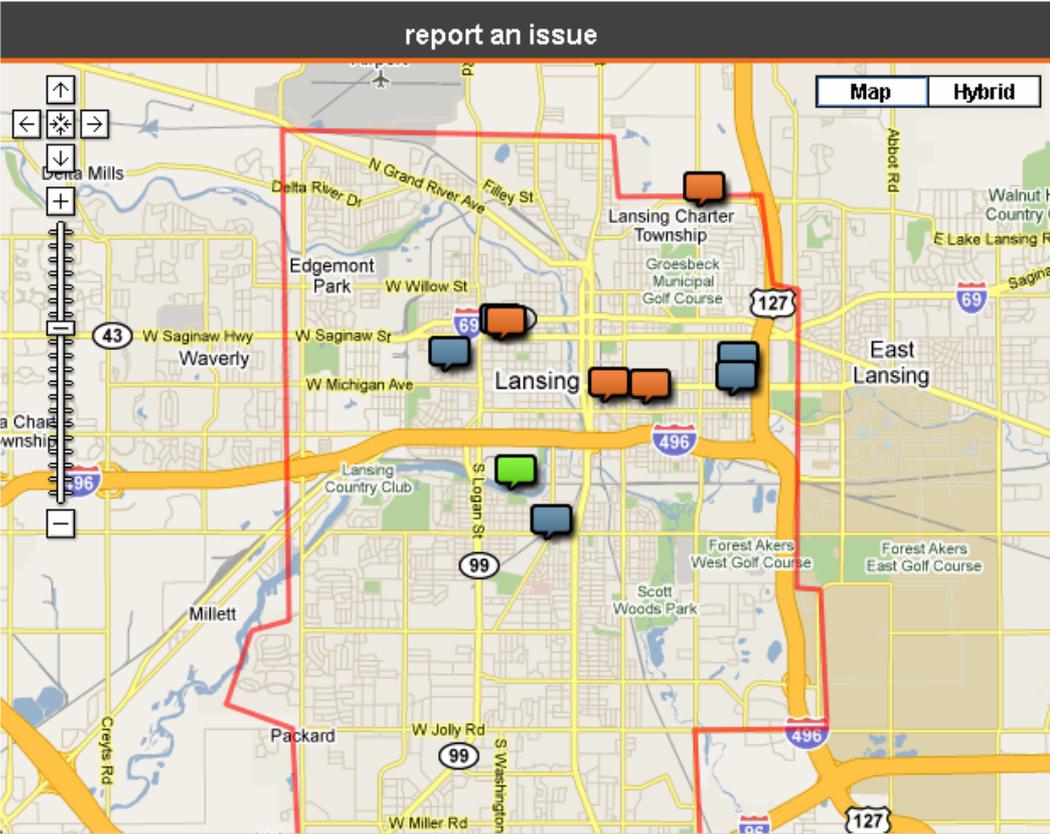
[Pedestrian and Bicycle Public Input](#) 2 people want this fixed
2317-2599 Wood St, Lansing, MI 48912, USA
Wood st. needs sidewalks.

[snow not shoveled on sidewalk](#) 4 people want this fixed
2201 Michigan Ave, Lansing, 48912
snow not shoveled on sidewalk. I see no "management" of this propo...

[snow plowed onto sidewalk](#) 8 people want this fixed
100-298 N Francis Ave, Lansing, MI 48912, USA
Snow Plowed onto sidewalk at Michigan Ave & Frances

report an issue

Map Hybrid



The map displays the city of Lansing, Michigan, with a red outline indicating the city limits. Major roads shown include I-496, I-69, I-96, and US-127. Several colored icons (orange, blue, green) are placed on the map to represent reported issues. Orange icons are located near Edgemont Park, Lansing Charter Township, and East Lansing. Blue icons are near W Michigan Ave and S Logan St. A green icon is near Lansing Country Club. The map also shows landmarks like Edgemont Park, Groesbeck Municipal Golf Course, Forest Akers West Golf Course, and Forest Akers East Golf Course. Navigation controls like zoom in (+), zoom out (-), and pan arrows are visible on the left side of the map.

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Feedback / Q&A

Thank You

Questions??