

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.”



Who are the legal users?



Motorists and Trucks



Rail



Bicyclists



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



Pere Marquette Trail
Clare, Michigan

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



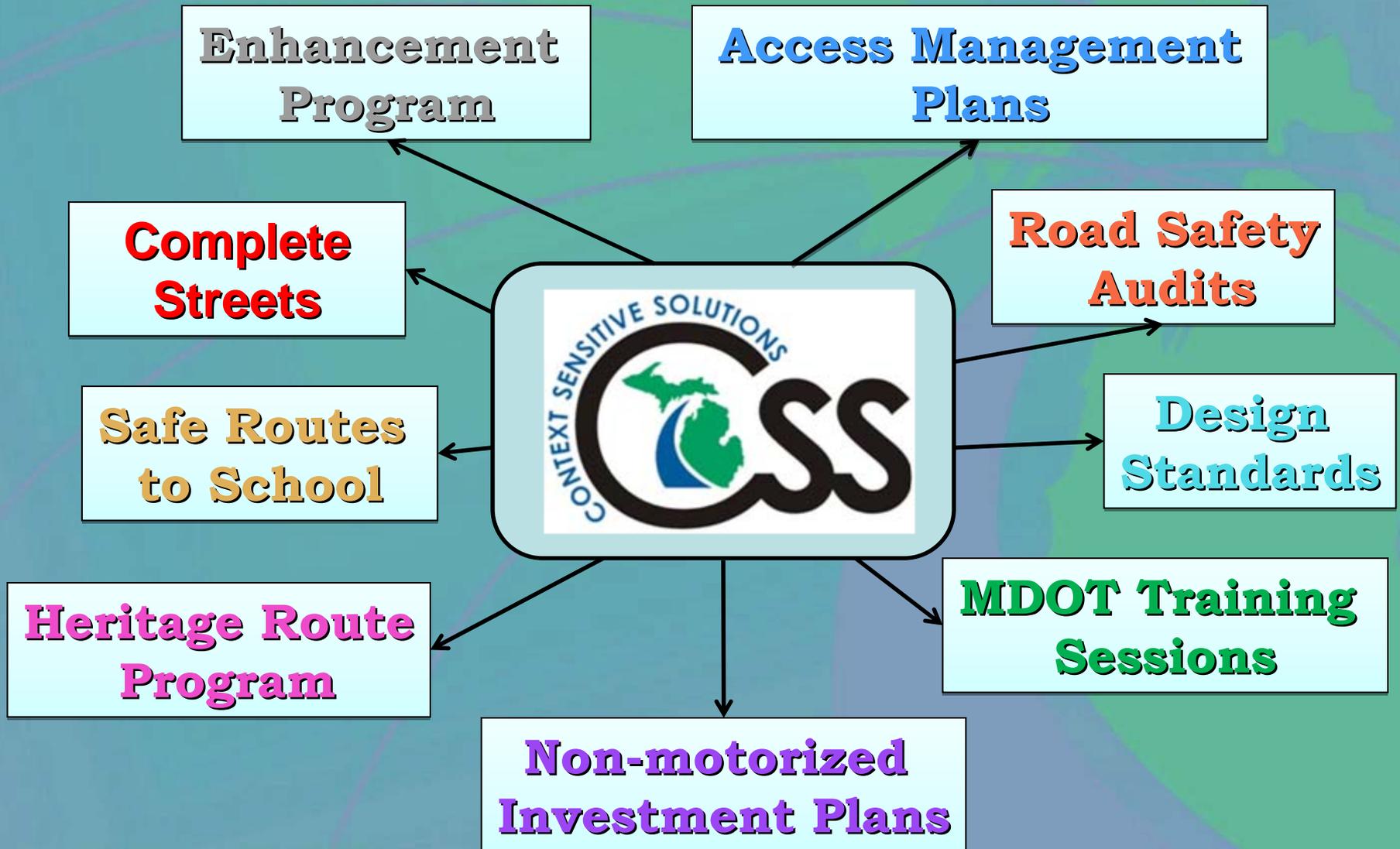
Who is on the Advisory Council?

- 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?



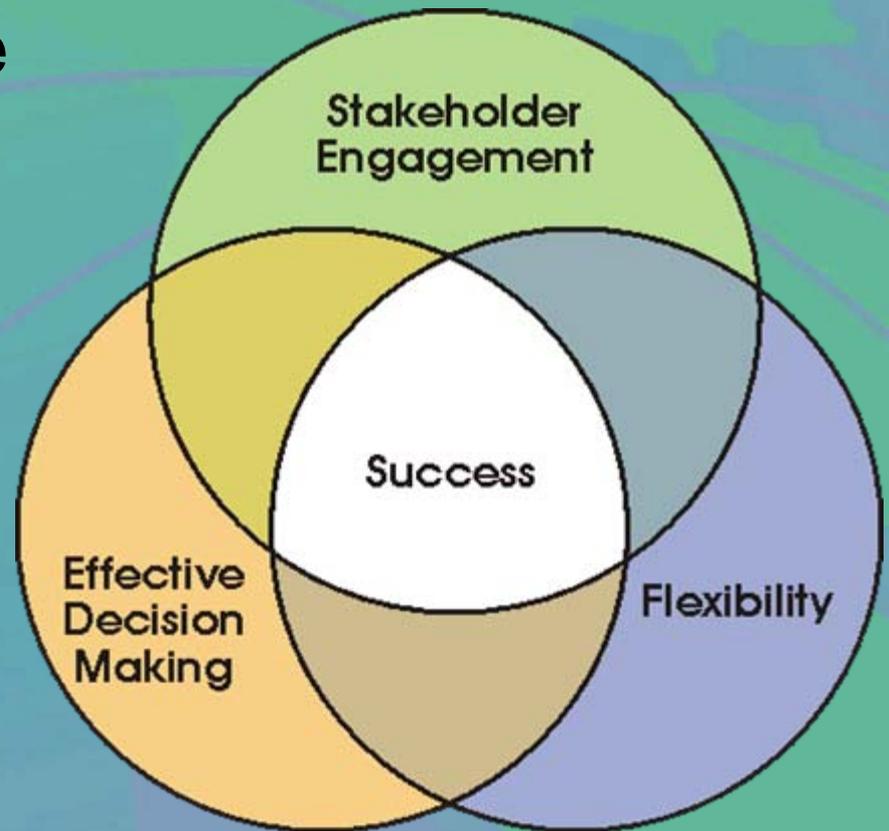
What are Context Sensitive Solutions (CSS)?

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?



Bagley Street Pedestrian Bridge over I-75
Gateway Project, Detroit , Michigan

- 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

What potential elements contribute to a Complete Streets solution?

There are many possibilities. Some examples:

Lane Reductions

Bike Lanes

Boulevards

Bike Racks

Clear Pavement Markings

Lighting

Signage

Transit Lanes

Pedestrian Islands

Curb Extensions

Paved Shoulders

Parking

Streetscaping

Mid-block Crossings

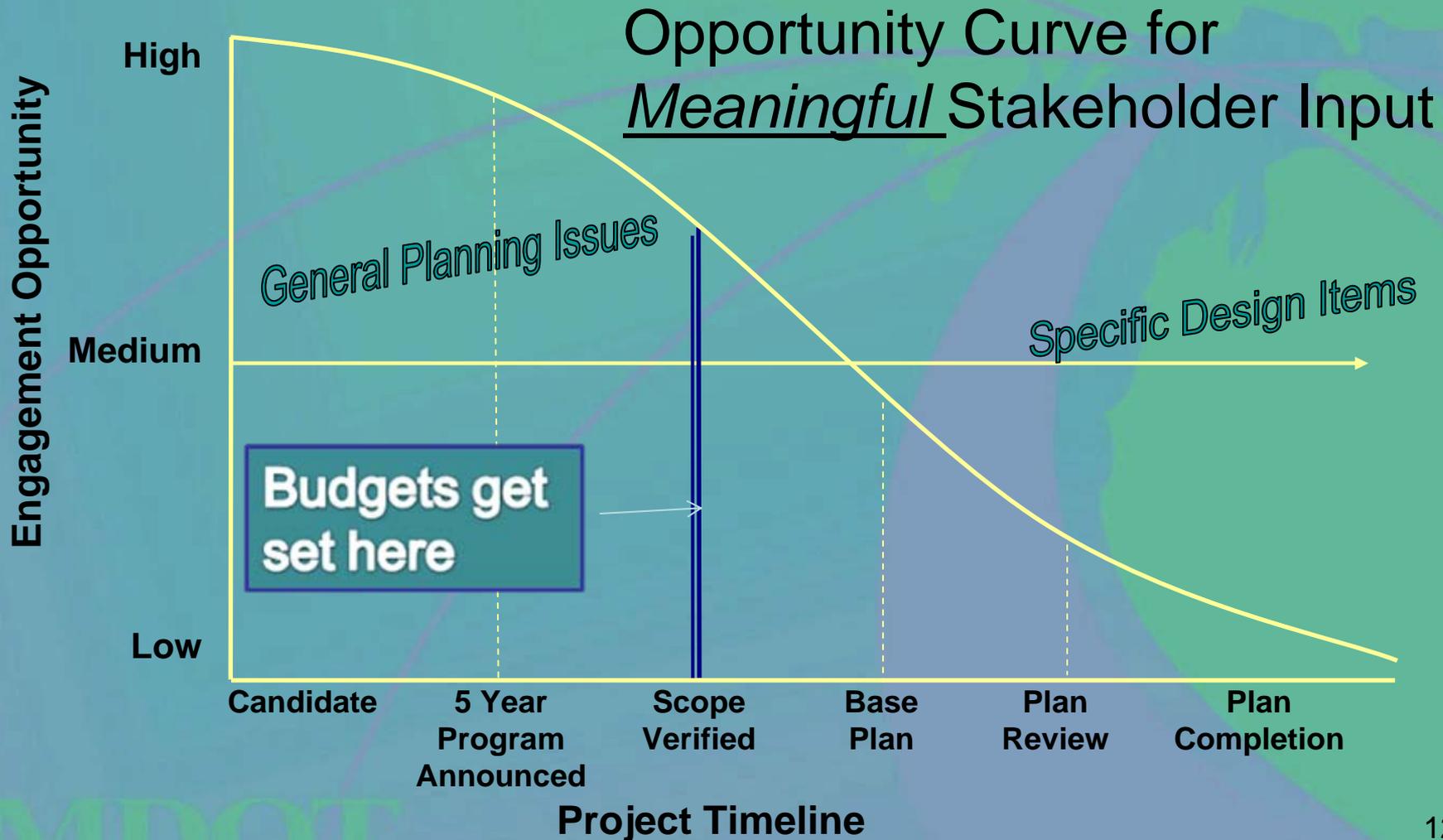
Sidewalks

Traffic and
Pedestrian Signals

Shared-use Paths

Barrier-free Ramps

How does MDOT implement Complete Streets?



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



Grand River Avenue
East Lansing, Michigan

- 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



Washington Avenue
Bay City, Michigan

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)

Federal Highway
Administration (FHWA)

Act 51 funds

Transportation Economic
Development Fund (TEDF)

Congestion Mitigation &
Air Quality (CMAQ)

Other Federal
Grant Programs

Tribal Governments
Private Foundations

Safe Routes to
School (SRTS) Program

Transportation Enhancement
(TE) Program

Downtown Development
Authorities (DDA)

Comprehensive Transportation
Fund (CTF)

Federal Transit Administration
(FTA)

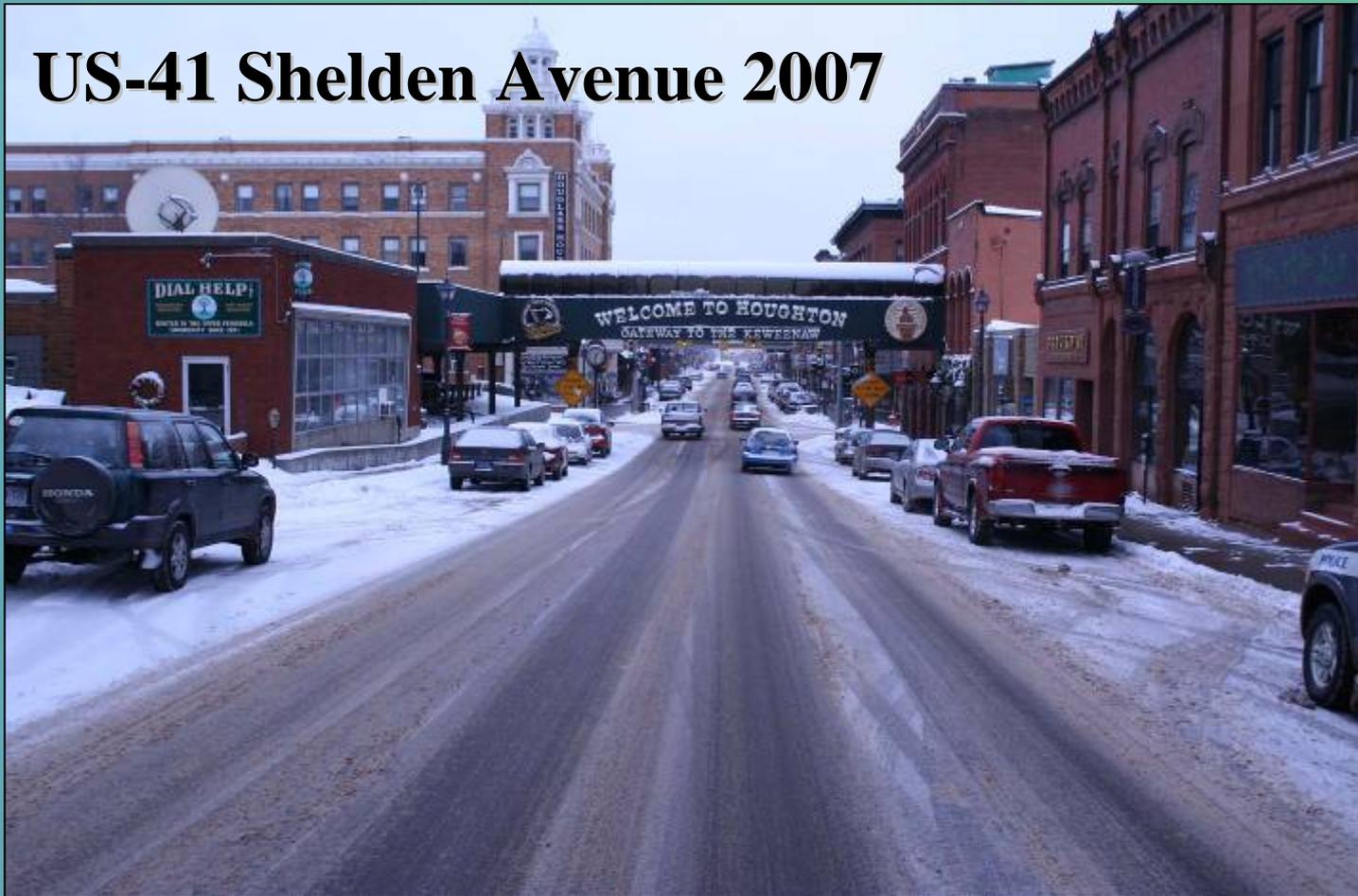
Example of a Complete Streets project



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...



Contact Information

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Questions?

