



# Complete Streets Advisory Council

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July 28, 2011



# Agenda

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- Approve Draft Minutes
- Public Comment
- CSAC Timeline & Deliverables for 2011
- Presentations
  - Policies, Ordinances & Resolutions
  - Speed Management for Complete Streets
  - Complete Streets Funding
- Public Comment



# Approval of Draft Minutes

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# Email Address for Public Comments:

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CompleteStreetsAC@michigan.gov



# Public Comment

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# Timeline for CSAC activities

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- Required by law:
  - Annual report due 12/31/2011
  - STC statewide policy due 7/31/2012
  - STC model local policies due 7/31/2012

# CSAC & STC Timeline

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<b>Jul-11</b>	<b>Aug-11</b>	<b>Sep-11</b>	<b>Oct-11</b>	<b>Nov-11</b>	<b>Dec-11</b>
CSAC Meeting		CSAC meeting		CSAC meeting	Report Due

<b>Jan-12</b>	<b>Feb-12</b>	<b>Mar-12</b>	<b>Apr-12</b>	<b>May-12</b>	<b>Jun-12</b>	<b>Jul-12</b>
CSAC meeting ?	STC draft policy?	STC draft policy?	CSAC meeting ?	STC approve policy?	STC approve policy?	STC Policies Due



# CSAC Deliverables for 2011

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- Annual report, required
- Educational Information
  - Model local policies for STC
  - Information to inform statewide policy development

# CSAC Report

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<b>Required by law</b>	<b>Responsible</b>
Status of CS policies in Michigan	MDOT, CRAM, MML
Summary of CSAC proceedings	Approved minutes
Instances of disagreement btw MDOT & Municipality over CS approach	MDOT & MML
Other useful information	?



# CSAC Deliverables

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- Discussion
- Follow-up assignments, if any
- Consensus?



# Policies, Ordinances & Resolutions

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Andrea Brown

Michigan Association of Planning

# COMPLETE STREETS ADVISORY COUNCIL

POLICIES, ORDINANCES  
AND RESOLUTIONS

July 28, 2011

# Implementing Complete Streets

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- Policies
- Ordinances
- Resolutions

# Policy Definition

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- Public policy is a course of action adopted and pursued by a government.

Or... more specifically

- Public policy is a purposeful and consistent course of action in response to a problem, formulated by a specific political process, and adopted, implemented, and enforced by a public agency.

# Policies as Law or Statute

- Governmental entities enact laws, make policies, and allocate resources. This is true at all levels: Federal, State, Local.
- A major aspect, but not the only aspect, of public policy is law.
- Public policy is a system not only of laws, but of regulatory measures, courses of action, and funding priorities concerning a given topic promulgated by a governmental entity or its representatives.

# Policies as Guidance

- A policy can also be a "Statement of Intent" or a "Commitment"; it is the stated principles which guide the actions of government
- Hence, policy can mean both law or statute as well as a statement of direction or intent, and the word can be, and is, used interchangeably

# A Distinction

- Policy . . . a principle or rule to guide decisions and achieve rational outcome(s). The term is not normally used to denote what is actually done, this is normally referred to as either procedure<sup>[1]</sup> or protocol. Whereas a policy will contain the 'what' and the 'why', procedures or protocols contain the 'what', the 'how', the 'where', and the 'when'. Policies are generally adopted by a Board of governance body within an organization, agency or municipality where as procedures or protocols would be developed and adopted by senior executive officers.

# Michigan Complete Streets Policies

## ***A system of streets...***

“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.”

PA 135 of 2010

# Michigan Policies

- **Act 51 (MI Transportation Fund) Revisions**
  - Requires interjurisdictional consultation on non-motorized projects and 5-year program
  - Use of established best practices
  - Establish an Advisory Council to Educate and advise transportation stakeholders and the public on the development, implementation and coordination of CS policies
  - MDOT may provide technical assistance and will share expertise on trunk line projects
  - Enables interjurisdictional agreements for maintenance

# Michigan Policies

- Need to prepare 5-year program for non-motorized facilities
- MDOT to give **additional consideration** to enhancement applications from communities with complete streets policies (subject to annual change)
- Complete street policy promotes collaboration
- CS Advisory Council

# Michigan Policies

- Act 33 (Planning Act) Revisions
  - ▣ Definition of “streets” expanded to include all legal users
  - ▣ Expands elements that may be included in a master plan to include all forms of transportation
  - ▣ Specifies that transportation improvements be appropriate to their context
  - ▣ Specifies cooperation with road commission and MDOT

# Ordinance n. A statute enacted by a city or town

- ❑ An ordinance is a law passed by a municipality such as a city, village or township
- ❑ Ordinances constitute the subject matter of municipal law.
- ❑ The power of municipal governments to enact ordinances is derived from the state constitution or statutes or through the legislative grant of a municipal charter.
- ❑ The charter in large part dictates how much power elected officials have to regulate actions within the municipality.
- ❑ Municipalities that have been granted "home rule" charters by the legislature have the most authority to act.

# Ordinance

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- An ordinance is a local law. The method of enacting an ordinance will vary from municipality to municipality, but generally they are:
  - passed by a legislative body (city council)
  - signed by a city executive (mayor)
  - subsequently enforced by local police and district attorneys.

# Ordinance

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- An Ordinance is an act of law duly enacted by the City Council.
- Ordinances are the highest form of City action, requiring certain formal steps for adoption. Two (2) readings are required for adoption and Ordinances usually become effective thirty (30) days following adoption.

# Ordinances

- Many ordinances deal with maintaining public safety, health, morals, and general welfare
  - A municipality may enact housing ordinances that set minimum standards of habitability.
  - Other ordinances might deal with fire and safety regulations that residential, commercial, and industrial property owners must follow.
  - Many municipalities have enacted noise ordinances, which prohibit prescribed levels of noise after certain hours of the evening.
  - Complete Streets ordinances now mandate that certain planning, design and construction of transportation systems accommodate all users.

# *Resolution n. The official expression of the opinion or will of a legislative body.*

- Creating and voting on resolutions is a function of local government
- Resolutions are not laws; they differ fundamentally in their purpose.
- Resolutions are typically used for two purposes:
  - ▣ express their consensus on matters of public policy: lawmakers routinely deliver criticism or support on a broad range of social issues, legal rights, court opinions
  - ▣ for internal, administrative purposes.

# Resolutions

- Resolutions are non-binding, unenforceable, statements made by a municipality's legislative body. They are often not signed or endorsed by the city executive. Resolutions are often used to persuade other legislative bodies (State or Federal) to adopt legislation that is beyond the powers of the local body.

# Resolutions.

- A resolution is an expression of opinion, intended to be timely and to have a temporary effect. Typically resolutions are used when passage of a law is unnecessary or unfeasible. In many cases relevant laws already exist. The resolution merely asserts an opinion that lawmakers want to emphasize.
- Conversely, political frustration sometimes leads lawmakers to declare their opposition to laws that they cannot change.

# Resolutions

- When resolutions are expressions of opinion, they differ fundamentally from laws.
  - ▣ Laws are intended to permanently direct and control matters and they are enforceable.
  - ▣ Resolutions express the views of lawmakers and are typically limited to a specific issue or event. They are neither intended to be permanent nor to be enforceable.

**Resolutions resemble the opinions expressed by a newspaper on its editorial page, but they are nonetheless indicative of the ideas and values of elected representatives and, as such, commonly mirror the outlook of voters.**

# Ordinance Vs. Resolution

- And now, as allowed by the Complete Streets Legislation passed in August 2010, many municipalities are passing complete streets resolutions AND ordinances.
- Communities will advance an approach that meets their community's vision.

# Where do you want to be?





# Questions?



# Break

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Please be back in 10 minutes



# Speed Management for Complete Streets

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Gary Megge  
Michigan State Police

# Speed Management for Complete Streets



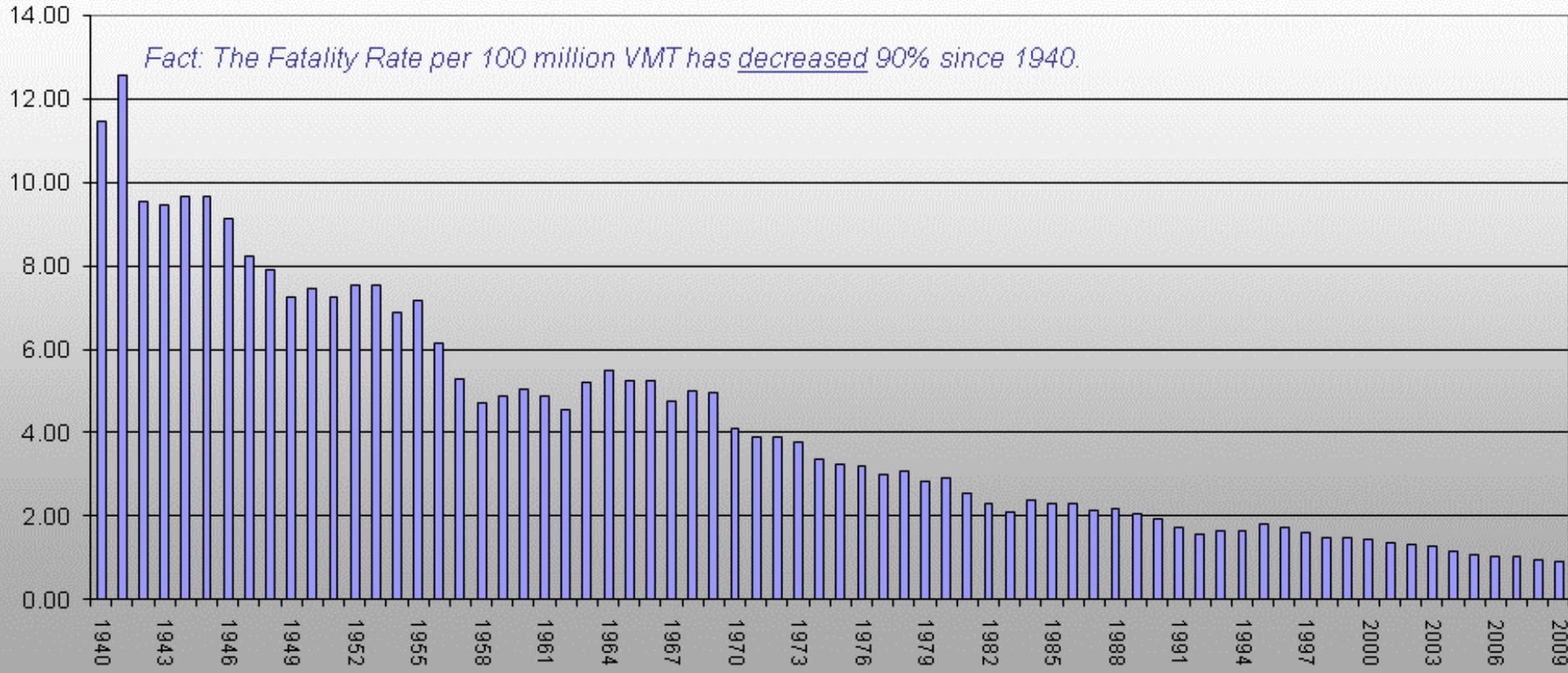
Lt. Gary Megge  
Michigan State Police  
Traffic Services Section  
[michigan.gov/msp-traffic](http://michigan.gov/msp-traffic)

# Our Goal is to Reduce the Number of Fatal and Serious Injury Crashes





## 1940-2009 Michigan Fatality Rate / 100 Million Vehicle Miles Traveled



# Crash Involvement vs. Speed

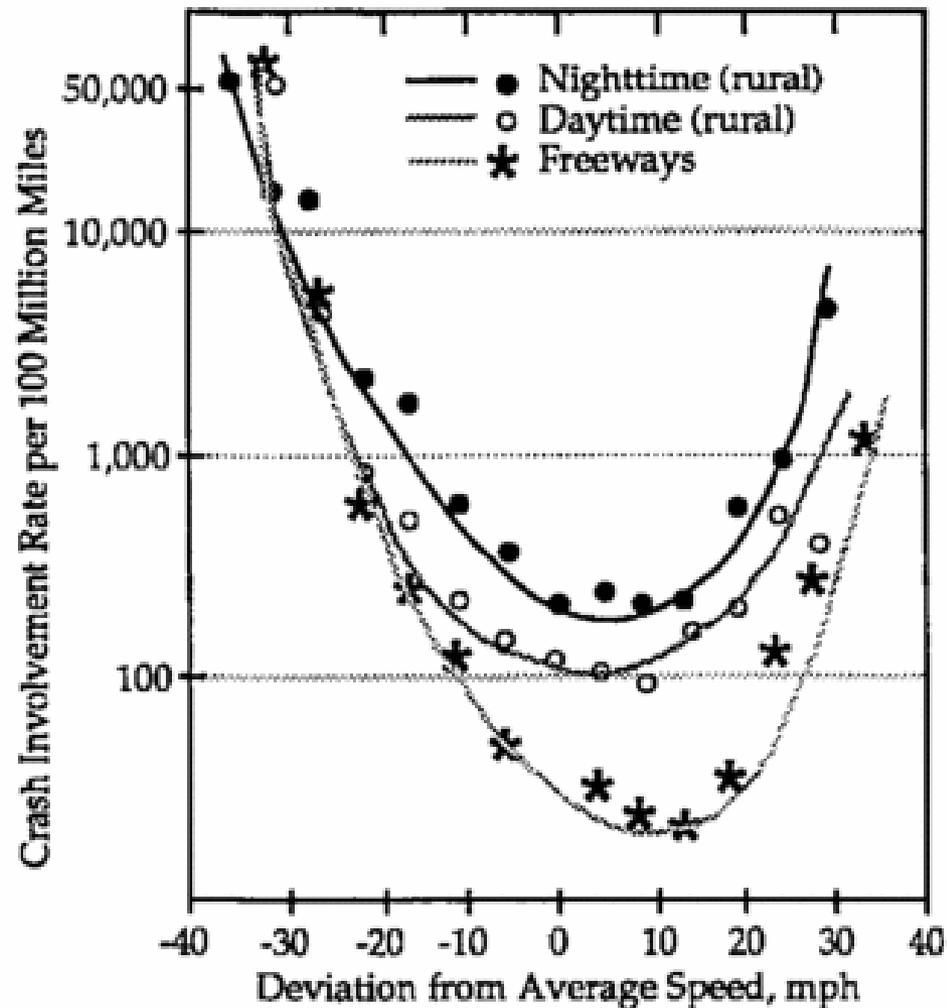


Figure B-2 Crash involvement rate by deviation from average traffic speed (Solomon 1964; Cirillo 1968 in Stuster and Coffman 1997, 4). 1 mph = 1.609 km/h.

# A Complete Street?



# A Complete Street?



# A Complete Street?



# A Complete Street?



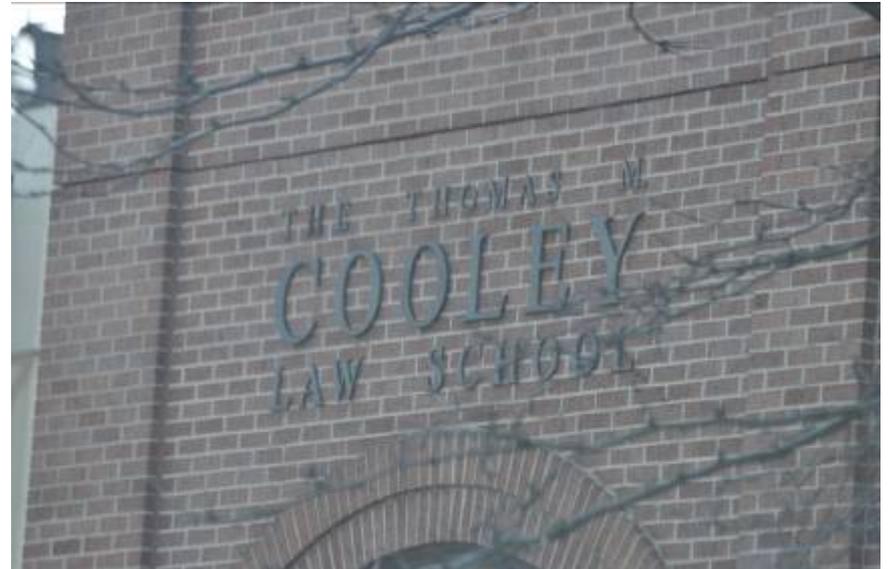
# A Complete Street?



# A Complete Street?



# A Complete Street?



# SPEED STUDY

## Washington Ave. near Kalamazoo

Speed	Number of Vehicles	Additional
10		
11		
12		
13		
14		
15		
16		
17		
18		
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23		
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32		
33		
34		
35		
36		

**154 vehicles, 40 minute study**  
(SUNNY/DRY ROAD)

# SPEED STUDY

## Washington Ave. near Kalamazoo

Speed	Number of Vehicles	Additional
10		
11		
12		
13		
14		bicycle
15		box truck
16		bicycle
17		gator
18		
19		gator, motorcycle
20		moped, moped
21		
22		85th Percentile
23		
24		moped
25		Speed Limit
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		
36		

**154 vehicles, 40 minute study**  
(SUNNY/DRY ROAD)

# A Complete Street?



# SPEED STUDY

Speed	Number of Vehicles	Additional
<25		
25		
26		
27		
28		
29		
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31		
32		
33		
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48		
49		
50		

**155 vehicles, 15 minute study**

## SPEED STUDY, POSTED 25MPH ROAD

Speed	Number of Vehicles	Additional
<25		
25		<b>Speed Limit</b>
26		
27		
28		
29		
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46		
47		
48		
49		
50		

**155 vehicles, 15 minute study**

## SPEED STUDY, POSTED 25MPH ROAD

Speed	Number of Vehicles	Additional
<25		
25		Speed Limit
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		+10mph
36		85 <sup>th</sup> Percentile
37		
38		
39		
40		+15mph
41		
42		+17mph
43		
44		
45		+20mph
46		
47		
48		
49		
50		

**155 vehicles, 15 minute study**

# SPEED STUDY

Speed	Number of Vehicles	Additional
<25		
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32		
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49		
50		

**168 vehicles, 12 minute study**

## SPEED STUDY, POSTED 35MPH ROAD

Speed	Number of Vehicles	Additional
<25		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		<b>Speed Limit</b>
36		
37		
38		
39		
40		
41		
42		
43		
44		
45		
46		
47		
48		
49		
50		

**168 vehicles, 12 minute study**

## SPEED STUDY, POSTED 35MPH ROAD

Speed	Number of Vehicles	Additional
<25		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		<b>Speed Limit</b>
36		<b>85<sup>th</sup> Percentile</b>
37		
38		
39		
40		<b>+5mph</b>
41		
42		<b>+7mph</b>
43		
44		
45		<b>+10mph</b>
46		
47		
48		
49		
50		

**168 vehicles, 12 minute study**

# Speed Studies of Same Road with 25mph Speed Limit and 35mph Speed Limit

Average = 32.8mph Variance = 10.9

Average = 32.4mph Variance = 11.2

**SPEED STUDY, POSTED 25MPH ROAD**

Speed	Number of Vehicles	Additional
<25		
25		Speed Limit
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		+10mph
36		85 <sup>th</sup> Percentile
37		
38		
39		
40		+15mph
41		
42		+17mph
43		
44		
45		+20mph
46		
47		
48		
49		
50		

155 vehicles, 15 minute study

**SPEED STUDY, POSTED 35MPH ROAD**

Speed	Number of Vehicles	Additional
<25		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		Speed Limit
36		85 <sup>th</sup> Percentile
37		
38		
39		
40		+5mph
41		
42		+7mph
43		
44		
45		+10mph
46		
47		
48		
49		
50		

168 vehicles, 12 minute study

# A Complete Street?



# Jolly Road at West Driveway

Posted 55 mph

Speed	Number of Vehicles	Additional
35		
36		
37		
38		
39		
40		
41		
42		
43		
44		
45		
46		
47		
48		
49		
50		
51		
52		85% Patrol Car
53		
54		
55		Speed Limit
56		
57		
58		
59		
60		
61		

**264 vehicles**

85% Speed = 52 mph

Low Speed = 35 mph

High Speed = 61 mph

Patrol Car Speed = 52 mph

Compliance Rate = 95%

# Jolly Road at West Driveway

Posted 45 mph

Speed	Number of Vehicles	Additional
35		
36		
37		
38		
39		
40		
41		
42		
43		
44		
45		Speed Limit
46		
47		
48		
49		
50		
51		85% Patrol Car
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		

**330 vehicles**

85% Speed = 51 mph

Low Speed = 36 mph

High Speed = 60 mph

Patrol Car Speed = 51 mph

Compliance Rate = 37%

# Improper Change

## Jolly Road at West Driveway

Posted 55 mph

Speed	Number of Vehicles	Additional
35		
36		
37		
38		
39		
40		
41		
42		
43		
44		
45		
46		
47		
48		
49		
50		
51		
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54		
55		Speed Limit
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58		
59		
60		
61		

**264 vehicles**

85% Speed = 52 mph  
 Low Speed = 35 mph  
 High Speed = 61 mph  
 Patrol Car Speed = 52 mph  
 Compliance Rate = 95%

## Jolly Road at West Driveway

Posted 45 mph

Speed	Number of Vehicles	Additional
35		
36		
37		
38		
39		
40		
41		
42		
43		
44		
45		Speed Limit
46		
47		
48		
49		
50		
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52		
53		
54		
55		
56		
57		
58		
59		
60		
61		

**330 vehicles**

85% Speed = 51 mph  
 Low Speed = 36 mph  
 High Speed = 60 mph  
 Patrol Car Speed = 51 mph  
 Compliance Rate = 37%

# Who Establishes Speed Limits?

Freeway and State Trunk Lines:

MDOT

MSP

County Roads:

County road commission

MSP

Local township official

City Streets:

City officials (police chief, city engineer, mayor, council)

# How are Speed Limits Established?

- A speed study is completed (*85<sup>th</sup> percentile speed determined*)
- Traffic crash data is analyzed (*number/rate and types of crashes*)
- Roadside environment is assessed (*residential, commercial, rural, etc.*)
- Roadway configuration is considered (*number of lanes, length of road, etc.*)
- All other factors that influence traffic and pedestrian movement are included in the **“Engineering and Traffic Investigation”**

# How is a Speed Study Completed?

- Conducted during ideal driving conditions (*dry roads with free flow traffic*)
- Vehicle speeds are recorded away from influencing factors (*railroad crossings, signalized intersections, curves in the roadway, etc.*)
- Completed using a LIDAR (laser) in an unmarked vehicle parked in an inconspicuous location, or with automated tube counters

# What is “85th Percentile Speed”?

- The speed that 85 percent of the vehicles are traveling at or below
- Ideal speed to set as the maximum limit:
  - Provides the lowest speed variance between vehicles, and thus provides the lowest crash numbers
  - Provides optimum enforceability
- The **SAFEST** speed limit

# What is “Variance”?

- A statistical indicator of the overall uniformity of the data set
- Proportional to speed differentials and resulting conflicts between vehicles
- Minimum variance = greatest uniformity and maximum orderly traffic flow

# What is “Average Speed”?

- The sum total of the speeds in the sample divided by the number of speed data points in the sample
  - *Not particularly relevant for speed limit setting, but a conventional measure that people are comfortable with*

# A Proper Speed Limit

- 5 lane roadway
- Mixed business with some residential
- Traffic Control Order for 45 miles per hour was implemented in 1963

# Five Lane Urban County Road



# SPEED STUDY

## Waverly south of Michigan

Speed	Number of Vehicles	Additional
30		
31		
32		
33		
34		
35		
36		
37		
38		
39		
40		
41		
42		
43		85th Percentile
44		
45		Speed Limit
46		
47		
48		
49		
50		
51		
52		
53		
54		
55		
56		

**258 vehicles, 20 minute study**  
(OVER CAST/DRY ROAD)

# Public Perception

- Perception is that a higher speed limit will make the roadway less safe, because the public falsely thinks the actual travel speeds will increase
- Similarly, perception is that a lower speed limit will make the roadway safer, because the public falsely thinks the actual travel speeds will decrease

# Reality

- The **perception** of the roadway becoming less safe is the only thing that changes significantly, *Travel speeds don't change*
- That perception of reduced safety can actually **enhance** safety by causing users to *reduce risk taking behavior*

# AASHTO NEWS

(American Association of State Highway Transportation Officials)

- July 18, 2011
  - Foot Traffic Key to Smarter, Healthier Towns
  - The Perils of Walking in San Francisco
- July 19, 2011
  - Young People Like Bike Lanes, Sidewalks and Transit, but Everyone Likes Highways and Parking
- July 25, 2011
  - A Grim Trend: More Pedestrians Dying in South Carolina
  - Ten Great Places for City Cycling

NO  
STOPPING  
STANDING  
PARKING

SPEED  
LIMIT  
35



# Enforcement Effect

**SPEED STUDY**  
Saginaw Hwy west of Abbott  
Fully Marked Patrol Car

Speed	Number of Vehicles	Additional
30		
31		
32		
33		
34		
35		
36		
37		
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40		
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42		
43		
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48		
49		
50		
51		
52		
53		
54		
55		
56		

140 vehicles, 10 minute study

**SPEED STUDY**  
Saginaw Hwy west of Abbott

Speed	Number of Vehicles	Additional
30		
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32		
33		
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51		
52		
53		
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55		
56		

158 vehicles, 13 minute study

# Enforcement Effect?

**SPEED STUDY**  
Saginaw Hwy west of Abbott  
Fully Marked Patrol Car

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140 vehicles, 10 minute study

**SPEED STUDY**  
Saginaw Hwy west of Abbott

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39		
40		
41		
42		
43		85 <sup>th</sup> Percentile
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53		
54		
55		
56		

158 vehicles, 13 minute study

# What is Our Mission?

## Protect and Serve

“They can’t find the guy who stole my lawnmower, but they can hammer the tickets”

Joel

Bad Axe, MI

10-20-2010



# Thank You



[www.michigan.gov/msp-traffic](http://www.michigan.gov/msp-traffic)



# CS Funding Options

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Deb Alfonso

Michigan Department of  
Transportation

# COMPLETE STREETS



Focus on Funding

# Michigan Framework

- PA 134 of 2010 modified the Planning Enabling Act to improve coordination
  - “Streets” includes all legal users
  - Movement of people and goods
  - Must consider context and mode
  - Land-use coordinated with transportation



# Michigan Framework

- PA 135 of 2010 amended Act 51:
  - Established CS Advisory Council
  - STC to adopt a CS policy
  - Recommends developing a model local policy
  - Consultation on non-motorized projects
  - Defines elements a CS Policy should address
    - » *Context*
    - » *Function*
    - » *Mobility*



# Primary Users



- Vehicles
- Bicyclists
- Commercial traffic
- Emergency responders
- Transit operations
- Pedestrians
- Users of mobility devices
- Seniors
- Children



# Defining the Context



*Rural*



*Suburban*



*Urban*

Images: [www.pedbikeimages.org](http://www.pedbikeimages.org) Bob Boyce; Dan Burden; and Heather Bowden

# Type of Street or Function

## Highway



## Connector



## Arterial



## Local



# Defining the Context

- Off-Street Connectors
  - Shared-Use Path
  - Greenway
  - River Walk
  - Bike Boulevard
  - Other



# Broad Spectrum of Solutions

- High-end (Lamborghini) approach
  - Road Reconstruction c. \$500k - \$1,000k/mile



# Broad Spectrum of Solutions

- High-end (Lamborghini) approach
  - Cycle track c. \$100k – \$775k/mile



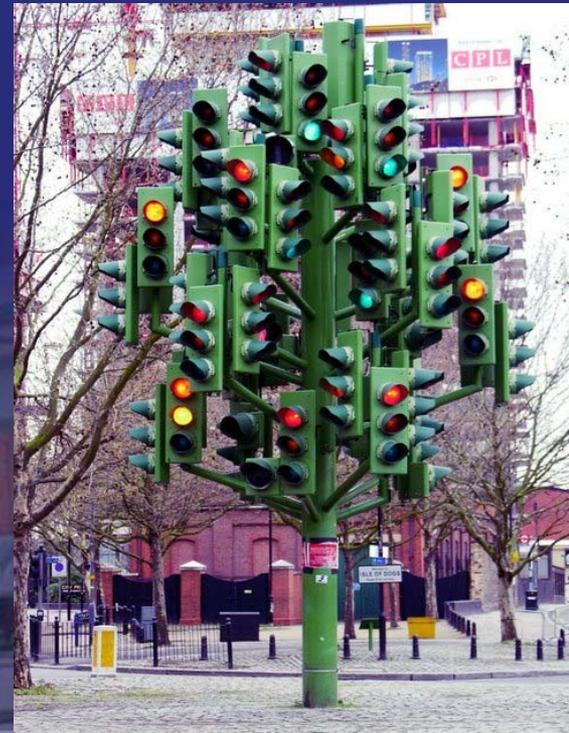
# Broad Spectrum of Solutions

- High-end (Lamborghini) approach
  - Overpass/Bridge c. \$800k – \$1,000,000+



# Broad Spectrum of Solutions

- High-end (Lamborghini) approach
  - New Signals c. \$40k – \$200,000



# Broad Spectrum of Solutions

- High-end (Lamborghini) approach
  - Separated Path c. \$500,000/mile



# Broad Spectrum of Solutions

- High-end (Lamborghini) approach
  - Road Reconstruction c. \$500k - \$1,000k/mile
  - Cycle track c. \$100k – \$775k/mile
  - Overpass/Bridge c. \$800k – \$1,000,000+
  - New Signals c. \$40k – \$200,000
  - Separated Path c. \$500,000/mile



# Broad Spectrum of Solutions

- Mid-Range Options (“Big 3”)
  - Sidewalk Installation c. \$185,000/mile



# Broad Spectrum of Solutions

- Mid-Range Options (“Big 3”)
  - Paved Rail-trail c. \$100,000/mile



# Broad Spectrum of Solutions

- Mid-Range Options (“Big 3”)
  - Bicycle Boulevard c. \$100k per mile



# Broad Spectrum of Solutions

- Mid-Range Options (“Big 3”)

- Paved 4’ Shoulders

c. \$80k - \$100k/mile



# Broad Spectrum of Solutions

- Mid-Range Options (“Big 3”)
    - HAWK signals
- c. \$80,000+



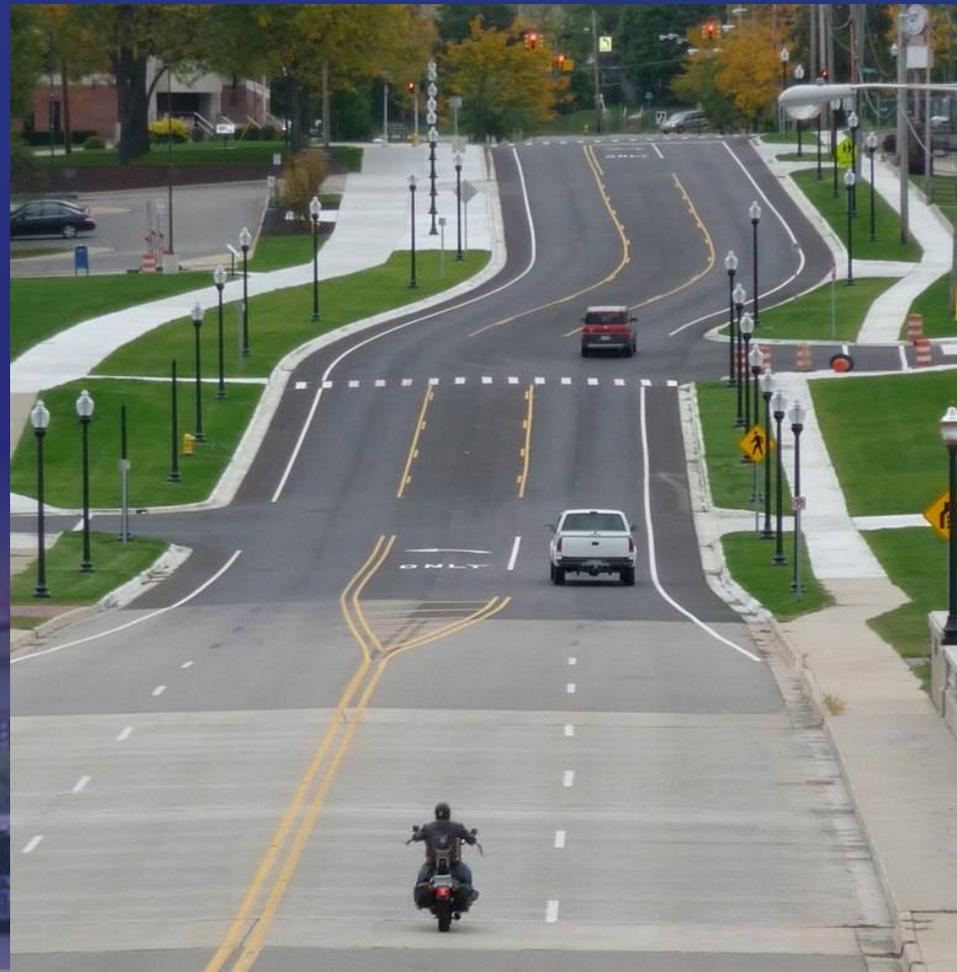
# Broad Spectrum of Solutions

- Mid-Range Options (“Big 3”)
  - Count-down Signals c. \$20,000 - \$40,000



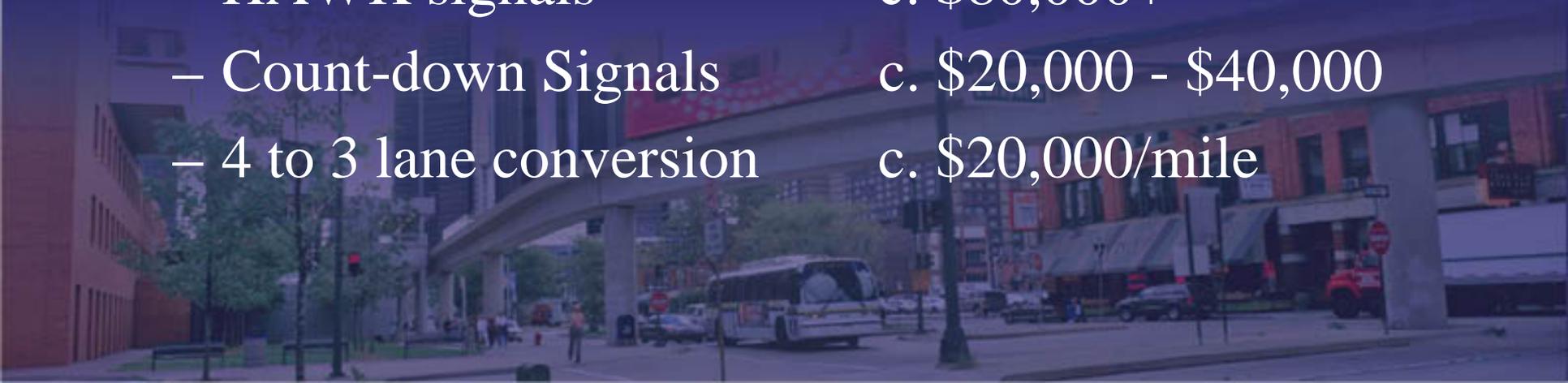
# Broad Spectrum of Solutions

- Mid-Range Options (“Big 3”)
  - 4 to 3 lane conversion
  - c. \$20,000/mile



# Broad Spectrum of Solutions

- Mid-Range Options (“Big 3”)
  - Sidewalk Installation c. \$185,000/mile
  - Paved Rail-trail c. \$100,000/mile
  - Bicycle Boulevard c. \$100k per mile
  - Paved 4’ Shoulders c. \$80k - \$100k/mile
  - HAWK signals c. \$80,000+
  - Count-down Signals c. \$20,000 - \$40,000
  - 4 to 3 lane conversion c. \$20,000/mile



# Broad Spectrum of Solutions

- Effective Penny-pincher options (a la Kia)
  - Shared Lane marking c. \$5,250/mile



# Broad Spectrum of Solutions

- Effective Penny-pincher options (a la Kia)
  - Road Diet striping c. \$4k - \$8,000/mile



# Broad Spectrum of Solutions

- Effective Penny-pincher options (a la Kia)
  - Bike Lane striping c. \$4,500/mile



Detroit  
Photo: Michigan Department of Transportation

# Broad Spectrum of Solutions

- Effective Penny-pincher options (a la Kia)
  - RRF Beacon c. \$5,000



# Broad Spectrum of Solutions

- Effective Penny-pincher options (a la Kia)
  - Bus Pull-Out c. \$5,000 – \$20,000



# Broad Spectrum of Solutions

- Effective Penny-pincher options (a la Kia)
  - Mid-block crossings c. \$15,000 - \$30,000



# Broad Spectrum of Solutions

- Effective Penny-pincher options (a la Kia)
  - Shared Lane marking c. \$5,250/mile
  - Road Diet striping c. \$4k - \$8,000/mile
  - Bike Lane striping c. \$4,500/mile
  - RRF Beacon c. \$5,000
  - Bus Pull-Out c. \$5,000 – \$20,000
  - Mid-block crossings c. \$15,000 - \$30,000

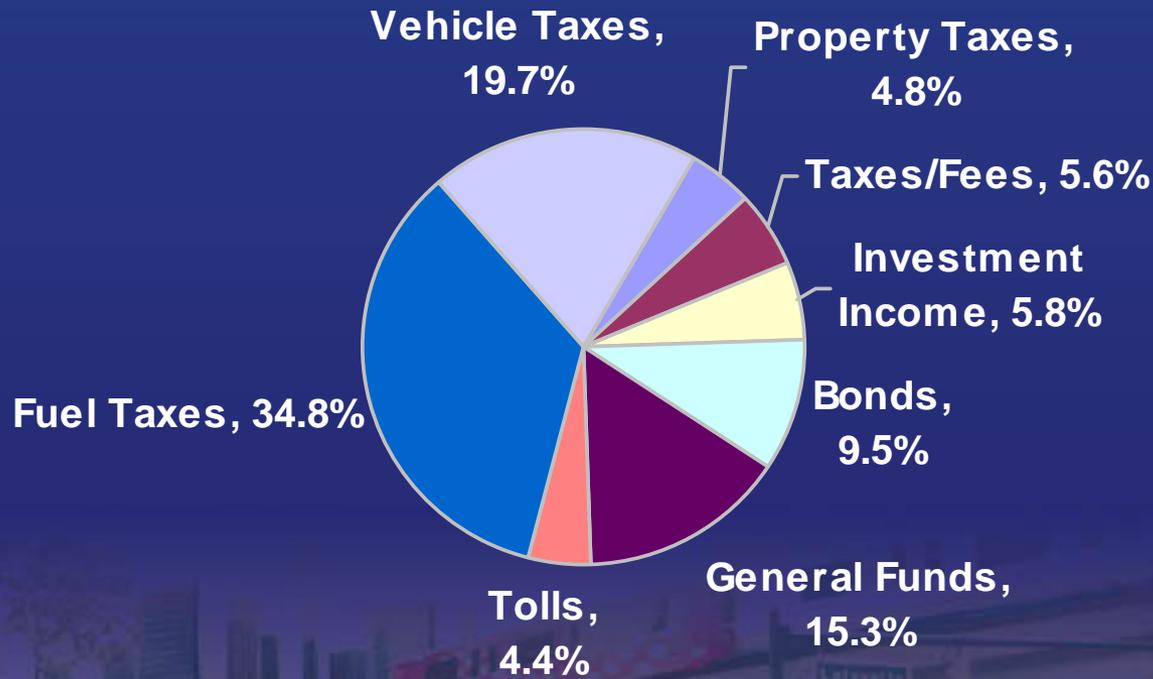


# Transportation Funding Options

- Most Federal-Aid programs eligible but competition for limited dollars is fierce
- Transportation Enhancements
- Safety Funds
- SR2S – limited zone, small pot of funding
- CMAQ – highly successful for Chicago
- TIGER/Livability grants – very competitive



# Transportation Funding Sources



*About 40% of highway funding is from general taxes and bonds.*

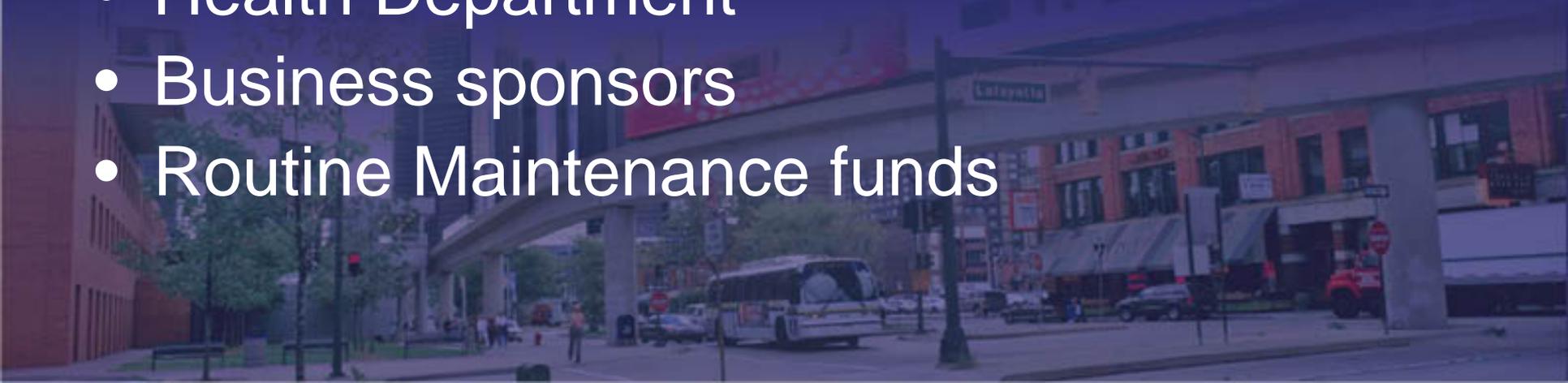
# State-Level Programs

- Transportation funding & coordination
- Healthy Living grants
- Economic Development
- Housing initiatives - TOD
- Parks & Recreation funding options
- Leveraging Safe Routes to Schools
- Main Street; CDBG; other



# County-Level Options

- Economic Development
- Planning & Operations functions
- Tourism Initiatives
- Road Commission
- Regional Partnerships
- Health Department
- Business sponsors
- Routine Maintenance funds



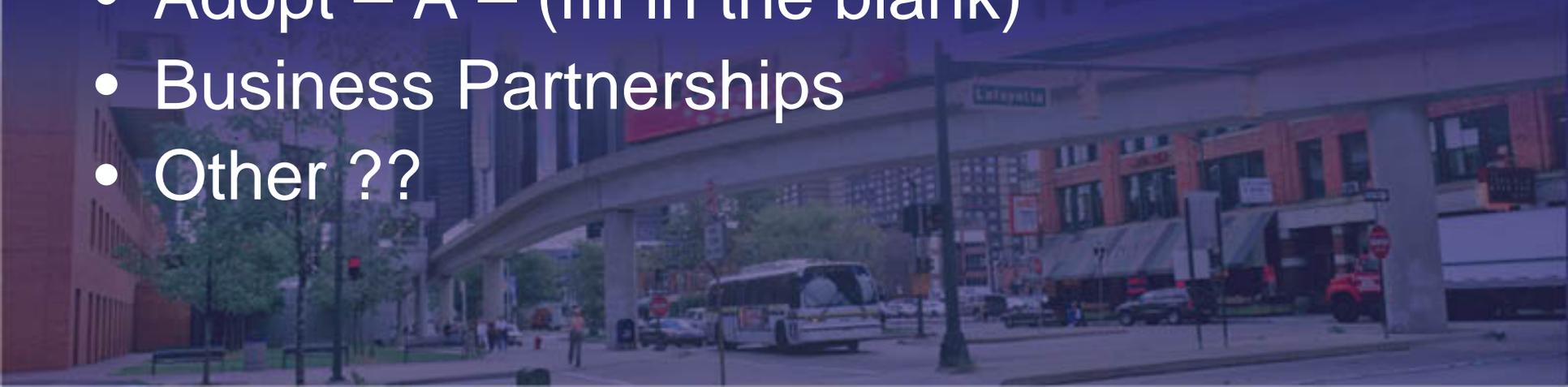
# Municipal Options

- Area-wide assessment
- Filling Sidewalk gaps
- Local Referendum
- Transit Districts
- Capital Improvement Program
- Special Districts – DDA, TIFA
- Partnerships, Grants or Incentives
- Site Plan review or development initiatives
- Planning & Zoning Tools



# Private or Non-Profit Sources

- Foundations
- Community Reinvestment
- Naming rights
- Advocacy Organizations
- Friends groups
- Adopt – A – (fill in the blank)
- Business Partnerships
- Other ??



# Innovative Solutions

- Pavement Mgm't program expanded to include pedestrian and trail infrastructure
- Congestion Mgm't Toolbox
- Climate Action Plan
- Transportation network tax



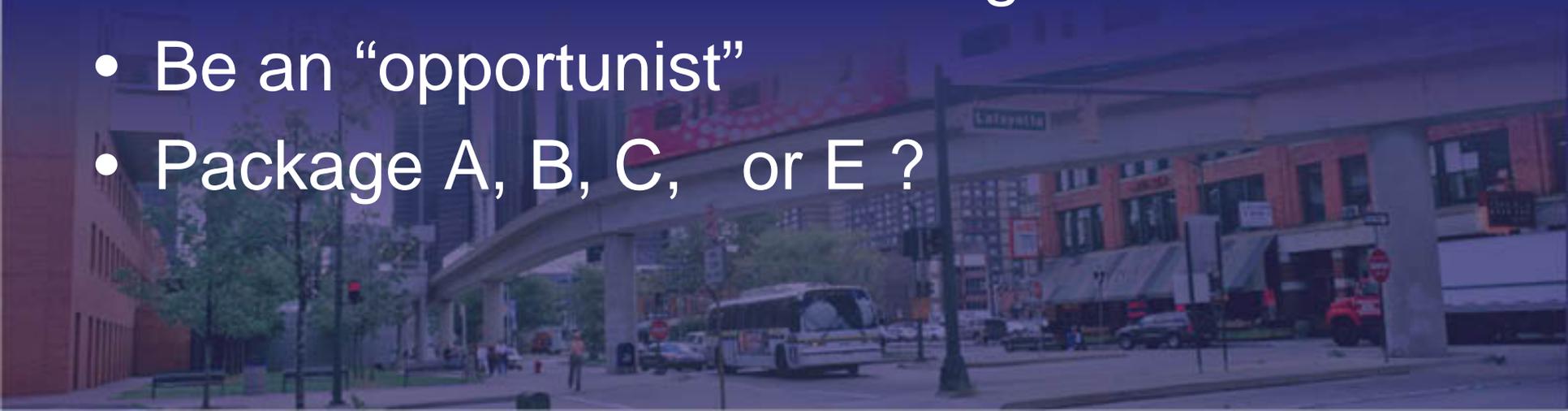
# Innovative Solutions

- City-wide transportation levy
- Property assessments
- Utility billing
- Capital Improvement Bonds
- Storm water funding



# Finding Your Mix

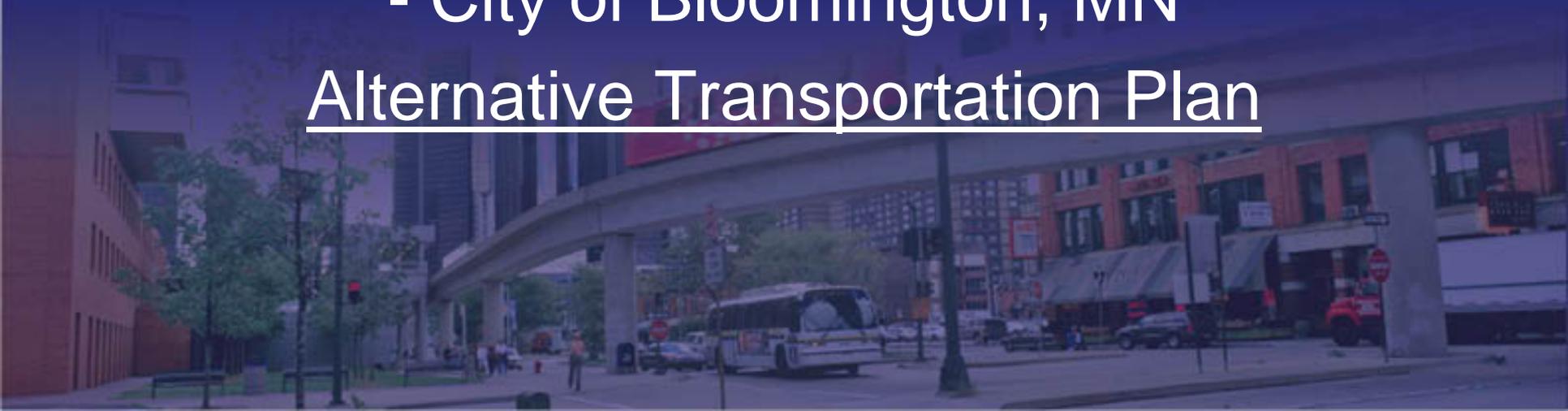
- Build Consensus
- Evaluate/update existing Plans
- Identify opportunities & obstacles
- Contextual Solutions
- Prioritize needs —————> Target \$
- Be an “opportunist”
- Package A, B, C, or E ?



# Reaching the Goal

*“Success in implementing the plan will require insightful leadership and a willingness to use a variety of strategies to manage change and leverage financial resources to full advantage.”*

- City of Bloomington, MN  
Alternative Transportation Plan



# THANK YOU !

For more information  
Contact:

Debra Alfonso, MDOT

517-373-2274

[AlfonsoD@michigan.gov](mailto:AlfonsoD@michigan.gov)





# Public Comment

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# Wrap Up

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# Next Meeting

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September 29, 2011

Capitol Commons Conference Rooms

2 p.m. to 5 p.m.



See you next time!

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