Officers

Suzanne Schulz
Chairperson
Michigan Municipal League

John Niemela
Vice Chairperson
County Road Association of Michigan

Andrea Brown
Secretary
Michigan Association of Planning

Members

Steve DeBrabander
Michigan Department of Natural Resources

Ken Fletcher
Michigan Township Association Delta Township

Gary Heidel
Michigan State Housing Development Authority

Rochelle Hurst
Michigan Department of Community Health

Karen Kafantaris
AARP Michigan

Kelli Kavanaugh
Wheelhouse Detroit

Lt. Gary Megge
Michigan State Police

Carolyn L. Grawi
Michigan Disability Network

Linda Miller-Atkinson
State Transportation Commission

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

Christopher White
Ann Arbor Transportation Authority

Complete Streets Advisory Council Report

December 31, 2011

Officers

Suzanne Schulz
Chairperson
Michigan Municipal League

John Niemela
Vice Chairperson
County Road Association of Michigan

Andrea Brown
Secretary
Michigan Association of Planning

Members

Steve DeBrabander
Michigan Department of Natural Resources

Ken Fletcher
Michigan Township Association Delta Township

Gary Heidel
Michigan State Housing Development Authority

Rochelle Hurst
Michigan Department of Community Health

Karen Kafantaris
AARP Michigan

Kelli Kavanaugh
Wheelhouse Detroit

Lt. Gary Megge
Michigan State Police

Carolyn L. Grawi
Michigan Disability Network

Linda Miller-Atkinson
State Transportation Commission

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

Christopher White
Ann Arbor Transportation Authority

November 17, 2011

The Honorable Rick Snyder
Governor
State of Michigan
PO Box 30013
Lansing, Michigan 48909

The Honorable Randy Richardville
Senate Majority Leader
State Capitol
PO Box 30036
Lansing, Michigan 48909

The Honorable Jase Bolger
Speaker of the House
State Capitol
PO Box 30014
Lansing, Michigan 48909

Chairman Jerrold M. Jung
Michigan State Transportation Commission
PO Box 30050
Lansing, Michigan 48909

Dear Governor Snyder, Majority Leader Richardville, Speaker Bolger, and Chairman Jung:

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

As directed by the law, the charge of the Advisory Council is to "*...provide education and advice to the state transportation commission, county road commissions, municipalities, interest groups, and the public on the development, implementation, and coordination of complete streets policy.*" Complete streets are those that safely serve all legal users of the roadway, from trucks, cars and buses to bicyclists and pedestrians, regardless of their age or ability.

Over the last year, the Council has worked together to develop a vision statement for complete streets in Michigan and sample policy language for the Michigan State Transportation Commission to consider in writing a state Complete Streets policy. I am happy to report that Michigan is first in the nation for the number of communities with complete streets policies in place.

Considered against the greater backdrop of the current crisis in funding for transportation both at the state and federal level, implementing a complete streets policy may seem like a minor change. But I believe this is the ideal time to make such a change. Construction of complete streets will further placemaking efforts, increase property values, encourage tourism, promote retail activity and help boost the overall economy. Complete streets can also reduce medical costs and further health and wellness by encouraging a more active lifestyle among Michigan residents. I believe that now is precisely the time for Michigan to get serious about constructing complete streets, in conjunction with the Governor's new effort to increase investment in transportation infrastructure.

On behalf of the Complete Streets Advisory Council, I offer our assistance to the State Transportation Commission as they begin the process of developing a Complete Streets policy in 2012. Thank you for the opportunity to take on this important responsibility. I believe it can have a tremendous impact on our economy and our communities, by changing the way our transportation systems are planned, designed, and constructed in the future.

Sincerely,

Suzanne Schulz, Chair
Complete Street Advisory Council

Complete Streets Advisory Council

Officers

Suzanne Schulz
Chairperson
Michigan Municipal League

John Niemela
Vice Chairperson
County Road Association of Michigan

Andrea Brown
Secretary
Michigan Association of Planning

Members

Steve DeBrabander
Michigan Department of Natural Resources

Ken Fletcher
Michigan Township Association Delta Township

Gary Heidel
Michigan State Housing Development Authority

Rochelle Hurst
Michigan Department of Community Health

Karen Kafantaris
AARP Michigan

Kelli Kavanaugh
Wheelhouse Detroit

Lt. Gary Megge
Michigan State Police

Carolyn L. Grawi
Michigan Disability Network

Linda Miller-Atkinson
State Transportation Commission

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

Christopher White
Ann Arbor Transportation Authority

CSAC Vision Statement

A transportation network that is accessible, interconnected, and multi-modal and that safely and efficiently moves goods and people of all ages and abilities.

A process that empowers partnerships to plan, fund, design, construct, maintain and operate complete streets that respect context and community values.

Outcomes that will improve economic prosperity, equity, and environmental quality.

Complete Streets Advisory Council

Officers

Suzanne Schulz
Chairperson
Michigan Municipal League

John Niemela
Vice Chairperson
County Road Association of Michigan

Andrea Brown
Secretary
Michigan Association of Planning

Members

Steve DeBrabander
Michigan Department of Natural Resources

Ken Fletcher
Michigan Township Association Delta Township

Gary Heidel
Michigan State Housing Development Authority

Rochelle Hurst
Michigan Department of Community Health

Karen Kafantaris
AARP Michigan

Kelli Kavanaugh
Wheelhouse Detroit

Lt. Gary Megge
Michigan State Police

Carolyn L. Grawi
Michigan Disability Network

Linda Miller-Atkinson
State Transportation Commission

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

Christopher White
Ann Arbor Transportation Authority

Table of Contents

Status of Complete Streets Policies in Michigan……. 6

Summary of Complete Streets Advisory Council Proceedings..……. 10

MDOT Collaboration with Complete Streets Communities…… 24

Sample Policy Language (Preliminary)...…… 27

Appendix……. 39

A- Additional Resources……. 40

B - Presentations……. 42

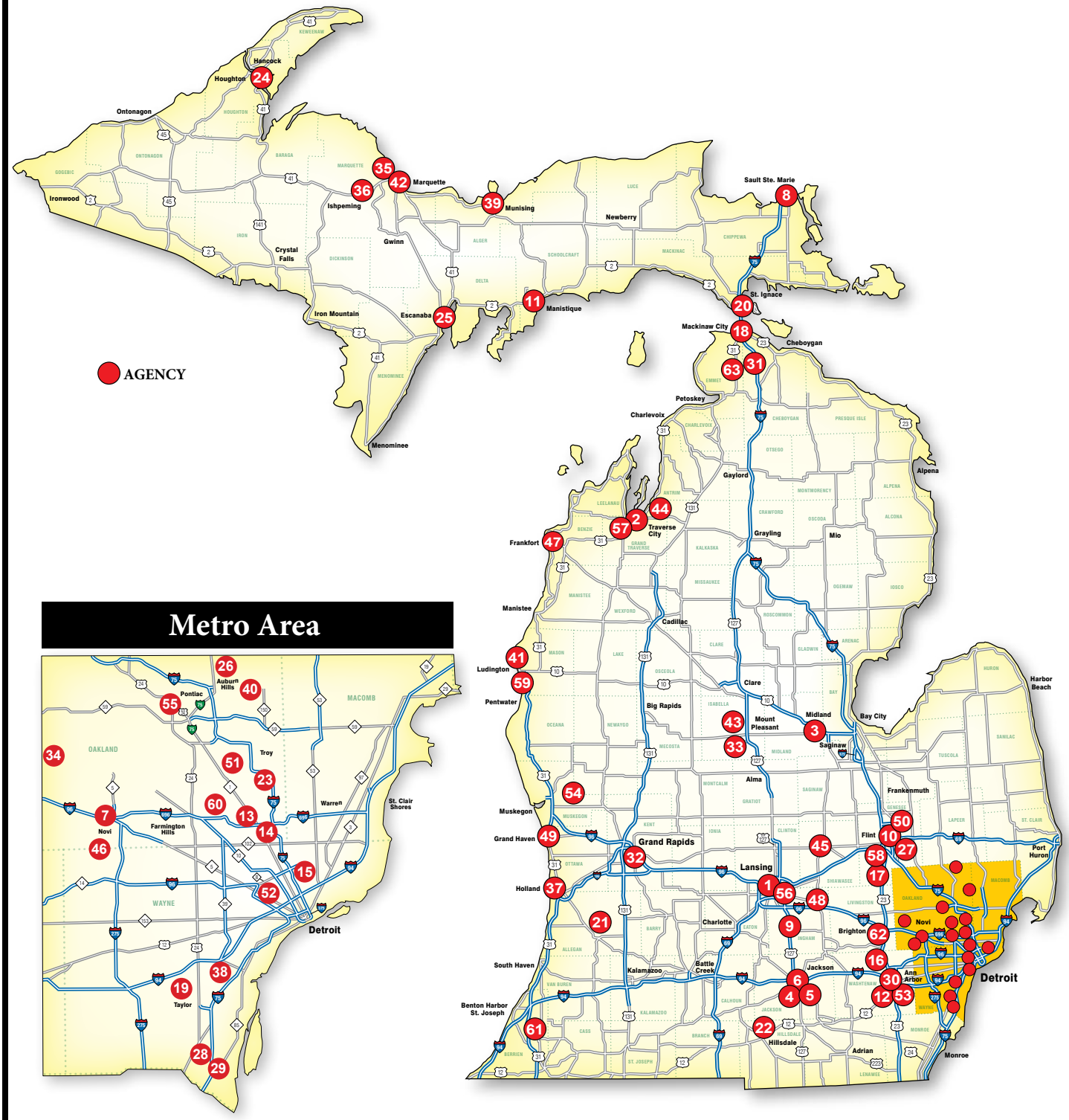
C- Public Comments…… 88

D - Correspondence……..…… 90

E - MDOT's Collaboration with Complete Streets Communities (by Region)…… 96

Status of Complete Streets in Michigan

Michigan Communities with Complete Streets Policies



Communities with Complete Streets Policies As of Novermber 4, 2011

	Agency	*MDOT Region*	*MDOT TSC*	*Policy Type*	*Date of Adoption*
1	Lansing	University	Lansing	Ordinance	August 1, 2009
2	Traverse City	North	Traverse City	Internal Infrastructure Strategy Policy	September 1, 2009
3	Midland	Bay	Mt. Pleasant	Planning Commission Policy	May 1, 2010
4	Jackson, County	University	Jackson	Resolution	2006
5	Jackson MPO	University	Jackson	Resolution	2006
6	Jackson, City	University	Jackson	Resolution	2006
7	Novi	Metro	Oakland	Resolution	August 1, 2010
8	Sault Ste. Marie	Superior	Newberry	Resolution	August 1, 2010
9	Ingham County Road Commission	University	Lansing	Resolution	August 2, 2010
10	Flint	Bay	Davison	Resolution	September 1, 2010
11	Manistique	Superior	Crystal Falls	Resolution	September 13, 2010
12	Saline	University	Brighton	Ordinance	September 23, 2010
13	Berkley	Metro	Oakland	Resolution	October 4, 2010
14	Ferndale	Metro	Oakland	Ordinance	October 25, 2010
15	Hamtramck	Metro	Detroit	Resolution	November 9, 2010
16	Dexter	University	Brighton	Ordinance	November 22, 2010
17	Linden	Bay	Davison	Resolution	November 22, 2010
18	Mackinaw City	North	Grayling	Resolution	December 2, 2010
19	Taylor	Metro	Taylor	Ordinance	December 7, 2010
20	St. Ignace	North	Newberry	Resolution	December 6, 2010
21	Allegan	Southwest	Kalamazoo	Resolution	December 13, 2010
22	Jonesville	University	Jackson	Policy Statement	October 20, 2010
23	Clawson	Metro	Oakland	Resolution	December 7, 2010
24	Houghton	Superior	Ishpeming	Ordinance	December 22, 2010
25	Escanaba	Superior	Escanaba	Resolution	January 2011
26	Oxford	Metro	Oakland	Resolution	January 25, 2011
27	Atlas Township - Genesee Co	Bay	Davison	Resolution	January 17, 2011
28	Woodhaven	Metro	Detroit	Resolution	February 15, 2011
29	Gibralter	Metro	Taylor	Resolution	January 24, 2011
30	Ann Arbor	University	Brighton	Resolution	March 7, 2010
31	Burt Township - Cheboygan Co	North	Grayling	Resolution	March 3, 2011
32	Grand Rapids	Grand	Grand Rapids	Resolution	March 23, 2011
33	Union Township - Isabella Co	Bay	Mount Pleasant	Resolution	March 23, 2011
34	Milford Township - Oakland Co	Metro	Oakland	Resolution	February 16, 2011
35	Marquette Township - Marquette Co	Superior	Ishpeming	Resolution	April 4, 2011

Communities with Complete Streets Policies As of Novermber 4, 2011					
	Agency	***MDOT Region***	***MDOT TSC***	***Policy Type***	***Date of Adoption***
36	Ispheming	Superior	Ishpeming	Resolution	April 6, 2011
37	Holland	Grand / Southwest	Kalamazoo / Grand Rapids	Resolution	April 21, 2011
38	Allen Park	Metro	Taylor	Resolution	December 14, 2010
39	Munising	Superior	Escanaba	Resolution	February 23, 2011
40	Oakland Township - Oakland Co	Metro	Oakland	Resolution	April 12, 2011
41	Ludington	North	Cadillac	Resolution	May 9, 2011
42	Marquette	Superior	Ishpeming	Resolution	May 9, 2011
43	Lake Isabella	Bay	Mt. Pleasant	Resolution	May 18, 2011
44	Acme Township - Grand Traverse Co	North	Traverse City	Resolution	June 7, 2011
45	Owosso	University	Lansing	Resolution	June 6, 2011
46	Northville	Metro	Oakland	Resolution	June 20, 2011
47	Frankfort	North	Traverse City	Resolution	June 2011
48	Williamston	University	Lansing	Ordinance	June 13, 2011
49	Grand Haven	Grand	Grand Rapids	Resolution	July 18, 2011
50	Genesee Township - Genesee Co	Bay	Davison	Resolution	June 14, 2011
51	Birmingham	Metro	Oakland	Resolution	July 11, 2011
52	Otsego	Southwest	Kalamazoo	Resolution	August 1, 2011
53	Ypsilanti	University	Brighton	Ordinance	August 2011
54	Fremont	Grand	Muskegon	Resolution	May 16, 2011
55	Oakland County Board of Commissioners	Metro	Oakland	Resolution	August 16, 2011
56	Lansing Township - Ingham Co	University	Lansing	Ordinance	September 13, 2011
57	Traverse City	North	Cadillac	Resolution	October 3, 2011
58	Mundy Township - Genesee Co	Bay	Davison	Resolution	October 11, 2010
59	Pere Marquette Township - Mason Co	North	Cadillac	Resolution	August 9, 2011
60	Lathrup Village	Metro	Oakland	Ordinance	September 19, 2011
61	Berrien Springs	Southwest	Coloma		
62	Hamburg Township	University	Brighton	Resolution	
63	Pellston	North	Grayling	Resolution	November 14, 2011

Summary of Complete Streets Advisory Council Proceedings

Complete Streets Advisory Council
Summary of Proceedings for Calendar 2011

The Complete Streets Advisory Council includes 16 voting and two non-voting members, appointed in 2010 according to the requirements of P.A. 135 of 2010. The Council's members represent a broad cross-section of interest groups concerned about issues including the environment, health, housing, aging, safety, local government, planning and modes of transportation including walking, bicycling, roads, and transit.

The council's charge, according to the law, is to "provide education and advice to the state transportation commission, county road commissions, municipalities, interest groups, and the public on the development, implementation, and coordination of complete streets policy."

The group held its initial meeting in April 2011. At that meeting the members reviewed the requirements of P.A. 135, elected officers, identified topics for discussion at future meetings, and took public comment. The group met three more times, in July, September and November 2011. All meetings were conducted as open meetings. Minutes of the meetings follow this summary.

Because of the wide variety of knowledge among the council members, initial meetings focused on presentations intended to help the entire group form a common understanding of the issues surrounding the development of complete streets. Presentations included information on complete streets policy, best practices, funding, and safety. Additional presentations on legal liability, MDOT's context sensitive approach to project development, and Governor Snyder's special message to the legislature – "Better Roads Drive Better Jobs" – were also provided. Copies of the presentations are included in Appendix B.

The Council members worked together to develop a vision for complete streets in Michigan that would help inform future policy development by the State Transportation Commission (STC). They also researched complete streets policies in other states and submitted sample language for consideration by the STC. The sample language reflects four aspects of complete streets policy as detailed in P.A. 135, including safety, cost, context and functional classification of the roadway. The sample policy language compiled by the Council is included in a later section of this annual report.

Council members have identified future meeting dates for 2012, anticipating the opportunity to provide additional information as needed as the STC develops a state policy on complete streets by the August 2012 deadline in the law.

Complete Streets Advisory Council
Organizational Meeting
Meeting Minutes- FINAL

April 27, 2011
1:30 - 3:30 p.m.
Lakeshore Learning Center, Van Wagoner Building

Present:
Andrea Brown, Steve DeBrabander (for Rodney Stokes), Ken Fletcher, Gary Heidel, Rochelle Hurst, Kelli Kavanaugh, Gary Megge, Linda Miller-Atkinson, Rory Neuner, John Niemela, Megan Olds, Gary Piotrowicz, Barbara Schmid, Suzanne Schulz, Kirk Steudle, Christopher White.

Welcome - Director Steudle
Director Steudle stated there would be a public comment period at the end of the meeting. Those wishing to speak should fill out a public comment card and return it to a staff member. Director Steudle also stated there was a conference line available for those who want to listen to the proceedings. Callers can submit their public comments in writing.

Director Steudle reviewed the documents that were included in the Council's packets. They included the following items:

- Agenda.
- Copies of the two complete streets laws.
- Copy of the Open Meetings Act and Freedom of Information Act (FOIA) requirements, which the council is subject to per the law.
- Copy of today's presentation.
- List of things that are already being done to support complete streets.

Introductions
Director Steudle introduced MDOT staff supporting the council: Deb Alfonso, Michelle Myers, Keri Haidamous. He also noted the presence of Frank Raha, Advisor to the State Transportation Commission.

Each council member was asked to speak for a moment about what he/she would like to see the council accomplish over the course of the year:

Suzanne Schulz (The Michigan Municipal League): Provide guidelines and framework to know when and where Complete Streets is appropriate and how funding mechanisms work to facilitate Complete Streets design. Every community is going to be different. Would like to provide guidance to the communities for Complete Streets.

Ken Fletcher (The Michigan Township Association): Would like to see more walkable and rideable communities, help to spread the word on why it is important to have Complete Streets, and help to convince the public on how important Complete Streets are.

Rory Neuner (Pedestrian Organization): Would like to create a vibrant, attractive, and economically viable Michigan, would like a good state policy that works for everybody and can be implemented whether they are in a township or city.

Kelli Kavanaugh (Public Transit Users Organization): Would like to see more education on how Complete Streets is a win for everybody. Looking forward to working together to create safe streets and learn about the different kinds of Complete Streets and how they work in context.

John Niemela (County Road Association of Michigan): Would like to provide a good source of information to share with members in order to develop programs which can then be used in an urban or rural setting. Would also like to educate members and in the process help educate all the participants on the relationship that the road commission has with non-motorized activities.

Gary Heidel (Michigan State Housing Development Authority): Would like to see more walkable communities and Complete Streets will help us achieve that. Complete Streets is one of those policies that works to design and really make communities more walkable. This helps because it improves housing values and creates a better community.

Barbara Schmid (League of Michigan Bicyclists): Would like to bring a Westside perspective to the Complete Streets development. Would like to bring Complete Streets forward and educate people on this and then take that education piece and turn it into actual "on the ground work."

Chris White (Michigan Public Transit Association): Access to transit is essential to provide safe public transit to all.

Megan Olds (Grand Traverse Regional Land Conservancy): Would like to provide constructive guidance for communities that are hoping to balance transportation needs with air/water quality needs. Would also like to create whole communities that are great places for people to work, live, and play and make it easy for people to get to places they want to visit.

Andrea Brown (Michigan Association of Planning): Would like to deliver information, education, and advocacy to local government planners. Educate them by providing the right tools and resources to advocate Complete Streets.

Rochelle Hurst (Department of Community Health): Would like to create a local policy on Complete Streets to support this effort, with a focus of increasing physical activity to promote a healthy community.

Steve DeBrabander (Michigan Department of Natural Resources): Would like to learn more about the Complete Streets initiative and how DNR can mesh this into its existing recreation trail system to make a more complete system.

Gary Piotrowicz (Oakland County Road Commission): Education is the key aspect of what the communities need. The misinformation that is out there should be cleared up to be sure we are all on the same page.

Gary Megge (Michigan State Police): Every street is different. Some streets are ideal for Complete Streets and some are not depending on where they are and how much traffic there is.

Linda Miller-Atkinson (State Transportation Commission): Concerned with funding. Without funding we are not going to have good shoulder or bike paths for people to get around on. Would like to see the council figure out a way for those that are non-motorized users to bear their portion of the cost to providing Complete Streets. Would also like to see designs for all types of users, such as 4-wheelers and snowmobiles, as well as pedestrians, bicyclists, and handicapped persons.

Director Steudle reviewed a presentation that covered some basic information for the council. The Advisory Council's charge is to provide education and advice to the State Transportation Council, county road commissions, municipalities, interest groups, and the public on the development, implementation, and coordination of Complete Street's policies. The Advisory Council must also advise the State Transportation Commission on adoption of model policies.

Conduct of Council Meetings
Open Meetings Act

- Meetings posted in advance.
- Minutes required and posted within 8 days of the meeting.
- Public comment included at end of meeting.
- No business conducted outside the meeting.

Statutory Overview
Signed into law in August 2010
The Advisory Council shall meet at least quarterly and report annually to the Governor, Legislature, and State Transportation Commission. The first report is due on December 30, 2011 and should contain the following:

- Summary of council's proceedings.
- Statement of instances where the department and municipality were unable to agree on a department project.

Election of Officers
The council shall elect a chairperson, vice-chairperson, and secretary.

Chairperson, Suzanne Schulz was nominated by Andrea Brown, and seconded by John Niemela. Suzanne was willing to serve and was supported. All in favor – none opposed.

Vice-Chairperson, Suzanne Schulz nominated John Niemela. John was willing to serve and was supported. All in favor – none opposed.

Secretary, Director Steudle nominated Andrea Brown. Andrea was willing to serve and was supported. All in favor – none opposed.

Discussion
The council discussed the issues/topics that the council would like to see or discuss in future meetings, then identified the topics of greatest interest through "dot" voting.

- **Funding – innovative – not just in Michigan (6 votes)**
- **Education on types of roads and differing procedures (5 votes)**
- What controversies exist with existing policies in communities (4 votes)
- Community policies vs. ordinances vs. resolutions (3 votes)
- How Complete Streets contributes to economic development in the state and regions (3 votes)
- What liability issues exist (2 votes)
- Education communities need, how can we learn from other community efforts (2 votes)
- Applications that do not require a lot of funding – 1st steps (1 vote)
- Getting permission for pilot projects (1 vote)
- Establish goals (1 vote)
- What educational materials already exist
- What misinformation is out there
- Identify who the players are
- Integrated approach that may offer incentives
- Layer of rules – Matrix needed for differing regulations to offer guidance on where to begin
- What are priorities – what's most important for user groups
- Maintenance and operations

- Reach outside of state for other ideas

- Stock presentation – statewide view of Complete Streets

Suggested Agenda Topics for Next Meeting
Based on the dot voting exercise, the next agenda will include information on:
- Funding options.
- Different roads and procedures.

MDOT staff will work to include information on other topics as time allows.

2011 Meeting Schedule
Council will need to meet at least quarterly, so the next meeting will be in July, probably the last week in July. MDOT staff will look into the video conference option for future meetings as suggested by council members. It was suggested that this meeting be scheduled for either before, after, or on the day of a Commission meeting to aid in Commissioner Atkinson's traveling schedule.

Public Comment
Todd Scott (Michigan Trails and Greenways Alliance) – Improve access to fresh food and encourage people to live a healthy lifestyle. Educate people on the need for Complete Streets and encourage people to live a more active lifestyle. Some people have a different idea on what Complete Streets actually is and some clarification on the American Association of State Highway and Transportation Official's guidelines might be very helpful to others. Todd also suggested the council look toward urban funding as a possible funding source.

Paul Palmer (The Developmental Disability Council) - People should be trained on Complete Streets so they have all the access they need, even in rural areas. Paul is from Marquette and he would like to be able to go to the U.P. Not just people with disabilities need access, all people need to have access to where they want to go.

Charlene Lizotte (The Developmental Disability Council) - The facilities that these meetings are held at need to have handicapped accessible bathrooms readily available and, an aisle wide enough for a wheelchair to fit through. If the council is going to do video conference, it needs to have closed caption as a video source for the people that are deaf.

Sue Weckerle (City of Birmingham) – Suggested topic would be to review the funding sources that we are legally able to use for funding and make sure we are making good use of those monies. Check into the Act 51 money and make sure that it is being used to the fullest.

Adjournment- The meeting was adjourned at 3:18 p.m.

Complete Streets Advisory Council
Organizational Meeting
Meeting Minutes- FINAL

July 28, 2011
2:00 – 5:00 p.m.
Capitol Commons Building

Present:
Andrea Brown, Steve DeBrabander, Ken Fletcher, Gary Heidel, Rochelle Hurst, Captain Harold Love, Linda Miller-Atkinson, Rory Neuner, John Niemela, Megan Olds, Gary Piotrowicz, Barbara Schmid, Suzanne Schulz, Kirk Steudle.

Not Present: Karen Kafantaris, Kelli Kavanaugh, Jim Magyar, Christopher White

Welcome – Suzanne Schulz
Suzanne welcomed everyone to the second Complete Streets Advisory Council meeting. She informed the group that there would be a public comment period at the beginning as well as at the end of the meeting. Those wishing to speak were asked to fill out a public comment card and return it to a staff member. Suzanne also stated that there was a conference line available for those who want to listen to the proceedings. Public comments can also be received in writing or by email at CompleteStreetsAC@michigan.gov .

Approval of Minutes
The draft April 27, 2011 minutes were approved unanimously.

Public Comment
None at this time

CSAC Timeline and Deliverables for 2011
Polly Kent outlined the CSAC timeline and deliverables for 2011. The timeline and deliverables are as follows:

CSAC Timeline for 2011:
- Required by law:
  - Annual report due 12/30/2011
  - State Transportation Commission (STC) policy due 7/31/2012
  - STC model local policy due 7/31/2012

CSAC Deliverables for 2011:
- Annual report, required
- Educational Information
  - Model local policies for STC
  - Information to inform statewide policy development

Presentations

Andrea Brown (Michigan Association of Planning) – Andrea gave a presentation explaining the differences between policies, ordinances and resolutions.

After discussion, key considerations of a policy determined by the council were as follows:

- Safety and mobility needs for all legal users
- Measurable results
    - Quantitative and qualitative
- Breakdown by user groups
- Criteria for each mode – context
- Integrated into various processes
- Community driven
- High level
- Flexibility
- Regional connectivity
- Funding
- Incentives
- Cost
- Functional class of road
    - Planning
    - Design
    - Construction

Gary Megge (Michigan State Police) – Gary gave a presentation on road types and procedures and outlined the process for establishing speed limits. Gary also discussed the public perception and reality of higher/lower speed limits and roadway safety.

Deb Alfonso (Michigan Department of Transportation) – Deb gave a presentation on Complete Streets funding options and outlined a broad spectrum of possible solutions. Deb provided some examples of options at the state, county and municipal levels as well as some innovative solutions other communities have adopted.

Wrap up- Suzanne Schultz

Council Members volunteered to research sample policy language covering sections that were outlined in the legislation (Act No. 135). Those sections included safety, context, cost and functional class (see chart below). Each council member was asked to email the policy pieces that they liked best to MDOT staff by August 31, 2011. MDOT staff will send out a follow-up email next week with further details.

Complete Streets Advisory Council
Organizational Meeting
Meeting Minutes- Final

September 29th, 2011
2:00 – 5:00 p.m.
Capitol Commons Building

Present:
Andrea Brown, Steve DeBrabander, Rochelle Hurst, Kelli Kavanaugh, Captain Harold Love (Gary Megge), Linda Miller-Atkinson, Rory Neuner, Megan Olds, Gary Piotrowicz, Barbara Schmid, Suzanne Schulz, Kirk Steudle, Christopher White.

Not Present:
Ken Fletcher, Gary Heidel, Karen Kafantaris, Jim Magyar, John Niemela

Welcome – Suzanne Schulz
Chairwoman Suzanne Schulz welcomed everyone to the third Complete Streets Advisory Council meeting. She informed the group that there would be a public comment period at the beginning as well as at the end of the meeting. Those wishing to speak were asked to fill out a public comment card and return it to a staff member. Suzanne also stated that there was a conference line available for those who want to listen to the proceedings. Public comments can also be received in writing or by email at CompleteStreetsAC@michigan.gov .

Suzanne also informed the group of the resignation of Jim Magyar, representative for the (Disabled Persons Organization), from the Advisory Council due to work-related conflicts.

Approval of Minutes
The draft July 28, 2011 minutes were approved unanimously.

Public Comment
None at this time

Presentations

Josh DeBruyn & Kathleen Gleeson (MDOT/Attorney General) – Josh and Kathleen gave a presentation on Torts and Liability.

> Summary: The presentation began by outlining four design treatments' that promote bicycle and pedestrian safety. It then presented a series Michigan State Supreme Court cases that are the basis for determining that these facilities are defensible should a claim be made as a result of the facility.

Mark Van Port Fleet (MDOT) – Mark gave a presentation discussion Context Sensitive Solutions.

Summary: Mark described in detail the Context Sensitive Solutions process used by MDOT in road and bridge project development, and demonstrated how that can contribute to the development of complete streets, sharing some actual project examples.

Discussion

Polly Kent (MDOT) - Polly reviewed the sample policy items that were submitted by the council members. Polly also reviewed the Preliminary Draft Report that was distributed to each member. Polly asked the council if there was anything that they did not see that they would like included the report, the council stated that they would like to include the sample policy items that the council developed and that they would also like to include the record of public comment.

Wrap up- Suzanne Schulz

Suzanne briefly reviewed each of the presentations and asked the council members what topics they would like on the agenda for the November meeting. The council expressed that they would like to have a working group session to clarify for the State Transportation Commission their priorities for a statewide complete streets policy. Each council member was asked to come to the November meeting having reviewed the complied policy language and be ready to approve or object and to also bring with them one educational resource (link or hard copy).

Public Comment

Joe Manzella – Joe would like to see an improved process for 2-way communication while implementing complete streets. He mentioned a way for locals to request an MDOT, an opportunity for MDOT to weigh in on local projects. MSP responded that identifying a safety need is the fastest way to get MDOT action on local priorities.

Next Meeting

The next CSAC meeting is scheduled for November 17th, 2011 from 2:00 – 5:00 p.m. at the Capitol Commons Building.

Adjournment

The meeting was adjourned at 4:30 p.m.

Complete Streets Advisory Council
Organizational Meeting
Meeting Minutes- DRAFT

November 17, 2011
2:00 – 5:00 p.m.
Capitol Commons Building

Present:
Andrea Brown, Steve DeBrabander, Ken Fletcher, Carolyn Grawi (listening by phone), Gary Heidel, Rochelle Hurst, Karen Kafantaris, Linda Miller-Atkinson (represented by Frank Raha), Rory Neuner (represented by Sarah Panken), John Niemela, Megan Olds, Gary Piotrowicz, Barbara Schmid, Suzanne Schulz, and Kirk Steudle

Not Present:
Kelli Kavanaugh, Jim Magyar, Lt. Gary Megge, and Christopher White

Welcome – Suzanne Schulz
Chairwoman Suzanne Schulz welcomed everyone to the fourth Complete Streets Advisory Council (CSAC) meeting. She informed the group that there would be a public comment period at the beginning as well as at the end of the meeting. Those wishing to speak were asked to fill out a public comment card and return it to a staff member. Suzanne also stated that there was a conference line available for those who would like to listen to the proceedings. Public comments can be received by email at MDOT-CompletestreetsAC@michigan.gov. She explained that there were some technical difficulties with the email address. Those issues have been addressed and the email is now up and running again.

Ms. Schulz introduced Carolyn L. Grawi, who was listening in on the conference line. She is now the representative for the Michigan Disability Network, replacing former representative, Jim Magyar. She then asked the council members and/or their representatives to introduce themselves. She reminded everyone that, although representatives are welcome, it was agreed that only actual council members are allowed to vote.

Approval of Minutes
The September 29, 2011, draft meeting minutes were approved unanimously.

Correspondence
Ms. Schulz introduced Andrea Brown who presented two pieces of correspondence that had been submitted to the CSAC. One was from Mr. John Lindenmayer of the Michigan Complete Streets Coalition. He shared his observations about available information regarding Michigan's number of complete street policies being more in comparison to California.

The second correspondence received was a four page document submitted by Rory Neuner, representing Transportation for America, that contained policy recommendations for the CSAC to consider. The group suggested the possibility of discussing this document at a future meeting. It was reiterated that the CSAC

DRAFT

is only presenting recommendations and not policies to the State Transportation Committee (STC).

Public Comment

None at this time.

Presentations

Director Kirk Steudle - Michigan Department of Transportation (MDOT) - Director Steudle made a presentation on Governor Snyder's Special Message on Infrastructure: Better Roads Drive Better Jobs.

Summary:

He began with some brief information on Michigan's current transportation funding crisis. Proposals in the Governor's message are intended to help address the need for an additional $1.4 billion in transportation investment that will help boost the Michigan economy. The proposals in the message included:

- Reforms to maximize the impact of current transportation investment – such as consolidating local transportation agencies, and encouraging best practices, accountability, and competitive bidding.
- Ideas intended to begin a dialog with the Legislature on how to raise $1.4 billion in additional revenue for investment in transportation, for example by updating and increasing transportation user fees such as the registration fee
- Recommendations to focus new state investment where it will have the most impact for the economy, to provide a regional registration fee that will enable local governments to raise for local and regional priorities like transit and complete streets, to create a regional transit authority in Southeast Michigan that can improve regional transit in Michigan's most populated urban area, and to encourage global and international trade by constructing a new bridge at the border crossing in Detroit.
- Other recommendations on improving rural infrastructure, marine transportation, water and sewer systems, small dams, and broadband internet infrastructure.

Work Session

The CSAC was divided into three groups to work on a vision statement for the council. The CSAC members reconvened to discuss the various vision statements from the groups. After much discussion, the following was voted on and approved as the vision statement for Complete Streets in Michigan:

Complete Streets Advisory Council Vision

- A transportation network that is accessible, interconnected, and multi-modal and that safely and efficiently moves goods and people of all ages and abilities
- A process that empowers partnerships to plan, fund, design, construct, maintain and operate complete streets that respect context and community values
- Outcomes that will improve economic prosperity, equity, and environmental quality

Approve Final Report

DRAFT

Ms. Kent discussed the progress of the final report and its proposed contents. After some discussion, a vote was taken and the preliminary report was approved.

Approve 2012 Meeting Schedule

The schedule was voted on and approved.

Public Comment

By way of a public comment card, Mr. Chapman shared his desire for a more collaborative approach to lane usage. He prefers a "green line" approach to establish priority lanes for cyclists. Stating he would rather be welcomed than tolerated where road rights are concerned.

Wrap up – Suzanne Schulz

Ms. Schulz asked each member to review all materials and be ready for discussion at next meeting. There were no more items to discuss and the meeting was adjourned.

Next Meeting

The next meeting is scheduled for January 25, 2012, from 2:00 – 5:00 p.m. at the Capitol Commons Building.

Adjournment

The meeting was adjourned at 4:30 p.m.

DRAFT

MDOT Collaboration With Complete Streets Communities

MDOT Collaboration with Complete Streets Communities

MDOT's first year seeking resolution on projects in communities that have adopted Complete Streets policies, resolutions, or ordinances was successful. That is largely because MDOT had already adopted a process in 2003 to invite community dialogue, adapt projects to local context, and address concerns early in project development. This process, known as Context Sensitive Solutions, is now a routine part of MDOT's project development. Several years experience with context sensitive solutions helped prepare MDOT for the new requirements and expectations of the Complete Streets legislation.

The new law required MDOT to consult on projects new to the Five-Year Program in communities with complete streets policies in place, and to document any "instances of disagreement."

Consultation took place in 100 percent of the communities identified as having some form of complete streets policy where MDOT had an active project in 2011. Given the rapid adoption of complete streets policies by Michigan communities, this in itself is quite an accomplishment. From only one community at the beginning of 2010 to nearly 60 by the end of 2011, Michigan now outranks California for the number of places adopting some form of complete streets.

Out of some 70 projects in MDOT's Five-Year Program that were subject to the consultation requirements described in law, there were two instances where the expectations of the community could not be met completely. For two projects in Mt. Pleasant, bus turnouts were requested but could not be incorporated due to cost and right-of-way issues. Compromise on the projects was reached by MDOT and the city, and the projects were allowed to proceed while discussions for a possible future solution continue.

A third project was a capital preventive maintenance project in Traverse City. It was not specifically listed in the Five-Year Program, due to the nature of the work, but consultation with the stakeholders was conducted throughout project development. Although enhanced pedestrian crosswalk markings and Americans with Disability Act (ADA) sidewalk ramps were added to the project, MDOT could not meet the community request for a "road diet" due to excessive traffic. The city ultimately agreed with MDOT's action.

Resolution was therefore reached on all MDOT projects new to the Five-Year Program in communities with complete streets policies.

The 2011 construction season saw MDOT make improvements for pedestrians on numerous projects. These projects included items like enhanced crosswalk markings, improved pedestrian signals or timing, filling sidewalk gaps and widening existing sidewalks in a few locations. Other improvements included paving shoulders for bicycle

use, facilitating trail crossings, “road diets,” ADA ramp upgrades and improvements, and helping facilitate transit, including bus turn-outs where applicable.

There are many examples of projects that went well. For example, in the Grand Region, a portion of the business route was converted to 3 lanes, allowing the addition of bike lanes in each direction on a pilot basis. Several MDOT regions reported highway bridge replacement projects where new or enhanced sidewalks were added to the projects. The Superior Region widened a bridge over I-75 at the request of the city to provide bike access and connection to a non-motorized pathway. Details on these and other projects can be found in Appendix E.

Once the State Transportation Commission adopts a complete streets policy, all MDOT projects not previously included in a five-year capital program will be subject to the community consultation process. The good news is that because of the context sensitive solutions process MDOT has adopted, community consultation on all projects is already taking place.

Sample Policy Language (Preliminary)

Members of the Complete Streets Advisory Council were asked to provide sample language from complete streets policies around the nation that could be helpful to the State Transportation Commission as it develops such a policy for Michigan. The effort focused on four areas specified in the complete streets legislation: context, safety, functional classification of the roadway, and cost. The language that follows includes preliminary sample language that could be used by the Commission in the development of Michigan's complete streets policy.

NATIONAL COMPLETE STREETS COALITION
1707 L ST NW, SUITE 250 • WASHINGTON DC 20036

www.completestreets.org • p: 202-955-5543 • f: 202-955-5592 • e: info@completestreets.org

ELEMENTS OF AN IDEAL COMPLETE STREETS POLICY

Regardless of a policy's form, the National Complete Streets Coalition has identified ten elements of a comprehensive Complete Streets policy, as discussed below. For examples of strong policy language, see our current Policy Analysis report: http://www.completestreets.org/policyanalysis

- Includes a vision for how and why the community wants to complete its streets
- Specifies that 'all users' includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses, emergency vehicles, and automobiles.
- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.
- Is understood by all agencies to cover all roads.
- Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way.
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
- Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs.
- Directs that Complete Streets solutions will complement the context of the community.
- Establishes performance standards with measurable outcomes.
- Includes specific next steps for implementation of the policy

Sets a vision

A strong vision can inspire a community to follow through on its Complete Streets policy. Just as no two policies are alike, visions are not one-size-fits-all either. In the small town of Decatur, GA, the Community Transportation Plan defines their vision as promoting health through physical activity and active transportation. In the City of Chicago, the Department of Transportation focuses on creating streets safe for travel by even the most vulnerable - children, older adults, and those with disabilities.

Specifies all users

A true Complete Streets policy must apply to everyone traveling along the road. A sidewalk without curb ramps is useless to someone using a wheelchair. A street with an awkwardly placed public transportation stop without safe crossings is dangerous for riders. A fast-moving road with no safe space for cyclists will discourage those who depend on bicycles for transportation. A road with heavy freight traffic must be planned with those vehicles in mind. Older adults and children face particular challenges as they are more likely to be seriously injured or killed along a roadway.

Automobiles are an important part of a complete street as well, as any change made to better accommodate other modes will have an effect on personal vehicles too. In some cases, like the installation of curb bulb-outs, these changes can improve traffic flow and the driving experience.

Creates a network

Complete Streets policies should result in the creation of a complete transportation network for all modes of travel. A network approach helps to balance the needs of all users. Instead of trying to make each street perfect for every traveler, communities can create an interwoven array of streets that emphasize different modes and provide quality accessibility for everyone. This can mean creating bicycle boulevards to speed along bicycle travel on certain low-traffic routes; dedicating more travel lanes to bus travel only; or pedestrianizing segments of routes that are already overflowing with people on foot. It is important to provide basic safe access for all users regardless of design strategy and networks should not require some users to take long detours.

All agencies and all roads

Creating street networks that are safe and accessible for all users is difficult because many agencies control our streets. They are built and maintained by state, county, and local agencies, and private developers often build new roads. Typical Complete Streets policies cover only one jurisdiction's roadways, which can cause network problems: a bike lane on one side of a bridge disappears on the other because the road is no longer controlled by the agency that built the lane. Policies should address how to work with other agencies and jurisdictions. Another common issue to resolve how to include elements of your Complete Streets policy in subdivision regulations, which govern how private developers build new streets.

All projects

For many years, multi-modal streets have been treated as 'special projects' requiring extra planning, funding, and effort. The Complete Streets approach is different. Its intent is to view all transportation improvements as opportunities to create safer, more accessible streets for all users, including pedestrians, cyclists, and public transportation passengers. Under this approach, even small projects can be an opportunity to make meaningful improvements. In repaving projects, for example, an edge stripe can be shifted to create more room for cyclists. In routine work on traffic lights, the timing can be changed to better accommodate pedestrians walking at a slower speed. A strong Complete Streets policy will integrate Complete Streets planning into all types of projects, including new construction, reconstruction, rehabilitation, repair, and maintenance.

Exceptions

Making a policy work in the real world requires developing a process to handle exceptions to providing for all modes in each project. The Federal Highway Administration's guidance on accommodating bicycle and pedestrian travel named three exceptions that have become commonly used in Complete Streets policies: 1) accommodation is not necessary on corridors where non-motorized use is prohibited, such as interstate freeways; 2) cost of accommodation is excessively disproportionate to the need or probable use; 3) a documented absence of current or future need. Many communities have included their own exceptions, such as severe topological constraints. In addition to defining exceptions, there must be a clear process for granting them, where a senior-level department head must approve them. Any exceptions should be kept on record and publicly-available.

Design criteria

Communities adopting a Complete Streets policy should review their design policies to ensure their ability to accommodate all modes of travel, while still providing flexibility to allow designers to tailor the project to unique circumstances. Some communities will opt to re-write their design manual. Others will refer to existing design guides, such as those issued by AASHTO, state design standards, and the Americans with Disabilities Act Accessibility Guidelines.

Context-sensitive

An effective Complete Streets policy must be sensitive to the community context. Being clear about this in the initial policy statement can allay fears that the policy will require inappropriately wide roads in quiet neighborhoods or miles of little-used sidewalks in rural areas. A strong statement about context can help align transportation and land use planning goals, creating livable, strong neighborhoods.

Performance measures

The traditional performance measure for transportation planning has been vehicular Level of Service (LOS) – a measure of automobile congestion. Complete Streets planning requires taking a broader look at how the system is serving all users. Communities with Complete Streets policies can measure success through a number of ways: the miles of on-street bicycle routes created; new linear feet of pedestrian accommodation; changes in the number of people using public transportation, bicycling, or walking (mode shift); number of new street trees; and/or the creation or adoption of a new multi-modal Level of Service standard that better measures the quality of travel experience. The fifth edition of Highway Capacity Manual will include this new way of measuring LOS. Cities like San Francisco and Charlotte have already begun to develop their own.

Implementation

Taking a Complete Streets policy from paper into practice is not easy, but providing some momentum with specific implementation steps can help. Some policies establish a task force or commission to work toward policy implementation. There are four key steps for successful implementation: 1) Restructure procedures to accommodate all users on every project; 2) Develop new design policies and guides; 3) Offer workshops and other training opportunities to planners and engineers; and 4) Institute better ways to measure performance and collect data on how well the streets are serving all users.

COMPLETE STREETS POLICY LANGUAGE

State	Subject	Policy / Legislation	Policy - Key Language	Source
NC	Context	NC DOT	**General Policy Statement** "The North Carolina Department of Transportation, in its role as stewards over the transportation infrastructure, is committed to: • providing an efficient multi-modal transportation network in North Carolina such that the access, mobility, and safety needs of motorists, transit users, bicyclists, and pedestrians of all ages and abilities are safely accommodated; • caring for the built and natural environments by promoting sustainable development practices that minimize impacts on natural resources, historic, businesses, residents, scenic and other community values, while also recognizing that transportation improvements have significant potential to contribute to local, regional, and statewide quality of life and economic development objectives; • working in partnership with local government agencies, interest groups, and the public to plan, fund, design, construct, and manage complete street networks that sustain mobility while accommodating walking, biking, and transit opportunities safely. This policy requires that NCDOT's planners and designers will consider and incorporate multimodal alternatives in the design and improvement of all appropriate transportation projects within a growth area of a town or city unless exceptional circumstances exist. Routine maintenance projects may be excluded from this requirement; if an appropriate source of funding is not available."	http://www.ncdot.org/doh/preconstruct/highway/roadway/policymemos/Design%5CCompleteStreetsPolicy.pdf
NC	Context	NC DOT	**Exceptions** "It is the Department's expectation that suitable multimodal alternatives will be incorporated in all appropriate new and improved infrastructure projects. However, exceptions to this policy will be considered where exceptional circumstances that prohibit adherence to this policy exist. Such exceptions include, but are not limited to: • facilities that prohibit specific users by law from using them, • areas in which the population and employment densities or level of transit service around the facility does not justify the incorporation of multimodal alternatives. It is the Department's expectation that suitable multimodal alternatives will be incorporated as appropriate in all new and improved infrastructure projects within a growth area of a town or city. As exceptions to policy requests are unique in nature, each will be considered on a case-by-case basis. Each exception must be approved by the Chief Deputy Secretary. Routine maintenance projects may be excluded from this requirement; if an appropriate source of funding is not available."	http://www.ncdot.org/doh/preconstruct/highway/roadway/policymemos/Design%5CCompleteStreetsPolicy.pdf

State	Subject	Policy / Legislation	Policy - Key Language	Source
NC	Context	NC DOT	**Language That May Encourage MPO to Follow State Policy** "Notwithstanding the exceptions stated herein, all transportation facilities within a growth area of a town or city funded by or through NCDOT, and planned, designed, or constructed on state maintained facilities, must adhere to this policy." (North Carolina)	http://www.ncdot.org/doh/preconstruct/highway/roadway/policymemos/Design%5CCompleteStreetsPolicy.pdf
NC	Context	NC DOT	**Collaboration with Local Governments** "It is the Department's commitment to collaborate with cities, towns, and communities* to ensure pedestrian, bicycle, and transit options are included as an integral part of their total transportation vision. As a partner in the development and realization of their visions, the Department desires to assist localities, through the facilitation of long-range planning, to optimize connectivity, network interdependence, context sensitive options, and multimodal alternatives." *Terminology in first sentence obviously should be changed to reflect Michigan's government structure	http://www.ncdot.org/doh/preconstruct/highway/roadway/policymemos/Design%5CCompleteStreetsPolicy.pdf
NJ	Context	NJ DOT	**Incentives** New Jersey's policy directs DOT to "Establish an incentive within the Local Aid Program for municipalities and counties to develop and implement a Complete Streets policy." - DOT shall implement a CS policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities. - Encourages the adoption of similar policies by regional and local jurisdictions who apply for funding through Local Aid programs. - Establish a procedure to evaluate resurfacing projects for complete streets inclusion according to length of project, local support, environmental constraints, right-of-way limitations, funding resources and bicycle and/or pedestrian compatibility. Language should be tweaked to reflect appropriate MDOT programs and could be made even more explicit in MI's policy.	http://www.completestreets.org/webdocs/policy/cs-nj-dotpolicy.pdf
WI	Context	Pedestrian and Bike Accommodation Law SS 84.01 (35)	"(b) Except as provided in par. (c), and notwithstanding any other provision of this chapter or ch. 82, 83, or 85, the department shall ensure that bikeways and pedestrian ways are established in all new highway construction and reconstruction projects funded in whole or in part from state funds or federal funds appropriated under s. 20.395 or 20.866."	http://www.dot.wisconsin.gov/projects/state/docs/complete-streets-rules.pdf

State	Subject	Policy / Legislation	Policy - Key Language	Source
LA	Context, Safety	Complete Streets Workgroup Final Report July 2010	- The Louisiana DDOT aims to "create a comprehensive, integrated, connected transportation network for Louisiana that balances access, mobility, health and safety needs of motorists, transit users, bicyclists, and pedestrians of all ages and abilities, which includes users of wheelchairs and mobility aides." - LDOTD recognizes that a well-planned and designed transportation system that is responsive to its context and meets the needs of its users is the result of thoughtful planning and engineering.	http://www.dotd.louisiana.gov/planning/highway_safety/documents/Complete%20Streets%20Final%20Report%2007-29-2010.pdf
MN	Context, Cost	Dec. 2009 Report to State Legislature (Laws 2008, Ch 350, Article 1, Section 94) Legislation 2010 c 351 Sec. 13. Minnesota Statutes 2008, section 165.14	Adopting a Complete Streets policy would complement Mn/DOT's existing Context Sensitive Design policy and would further reinforce its principles. Cities and counties understand that they have to share in costs to include Complete Streets elements in their transportation system. - All bridge projects funded under this section in fiscal year 2012 or later must include bicycle and pedestrian accommodations if both sides of the bridge are located in a city or the bridge links a pedestrian way, shared-use path, trail, or scenic bikeway (with exceptions).	http://www.dot.state.mn.us/planning/completestreets/legislation.html
TN	Cost, Safety	DOT Bicycle and Pedestrian Policy (Policy Number: 530-01. December 1, 2010).	-The policy of the DOT is to routinely integrate bicycling and walking facilities into the transportation system as a means to improve mobility, access, and safety of non-motorized traffic. -TDOT will coordinate through established transportation planning processes with local government agencies and regional planning agencies to assure that bicycle and pedestrian accommodations are addressed on a multimodal planning level through the Long Range Planning Process and within the project development planning process. Includes a provision that bridge replacement and rehabilitation projects using federal funds will include bicycle and pedestrian accommodations. -This policy now applies not only to TDOT and its contractors, but also to local governments using federal funds for their transportation projects.	http://www.tdot.state.tn.us/bikeped/CompleteStreets.pdf http://www.tdot.state.tn.us/bikeped/pdfs/policy.pdf
CA	Cost	Cal Trans Deputy Directive 64-R1 (2008) or the Complete Streets Act (AB 1358)	- Addressing safety and mobility needs of bicyclist, pedestrians and transit users in all projects, regardless of funding, is implicit in these objectives. - Research strategies to increase funding sources.	http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets_files/CompleteStreets_IP03-10-10.pdf
CO	Cost	DOT Policy	- Implementation will have a fiscal impact as part of project and maintenance costs and may lead to reprioritizing work. - It is the intent of this policy to apply funds in the most efficient and effective way possible by integrating full consideration of bicycle and pedestrian needs early in the project development and programming process; by encouraging use of low-cost solutions to increase safety and mobility for all modes; and by focusing on high-priority bicycle corridors for the more costly improvements and maintenance.	http://www.completestreets.org/webdocs/policy/cs-co-dotpolicy.pdf

State	Subject	Policy / Legislation	Policy - Key Language	Source
NC	Cost	DOT Complete Streets Policy (2009)	This policy requires that NCDOT's planners and designers will consider and incorporate multimodal alternatives in the design and improvement of all appropriate transportation projects within a growth area of a town or city unless exceptional circumstances exist. Routine maintenance projects maybe excluded from this requirement; if an appropriate source of funding is not available. Bicycle and Pedestrian Planning Grant Initiative – to encourage municipalities to develop comprehensive bicycle plans and pedestrian plans. Funding for the program comes from an allocation first approved by the North Carolina General Assembly in 2003 in addition to federal funds earmarked specifically for bicycle and pedestrian planning through the Department's Transportation Planning Branch.	http://www.ncdot.org/doh/preconstruct/highway/roadway/policymemos/Design%5CCompleteStreetsPolicy.pdf
SC	Cost	DOT 2003 Bicycle and Walking Resolution	"bicycling and walking accommodations should be a routine part of the department's planning, design, construction and operating activities, and will be included in the everyday operations of our transportation system" On projects that receive state funding. - $2.5Million from the state's Transportation Enhancement fund would be dedicated to providing paved shoulders on sections of the South Carolina Bicycle Tour Route	http://www.scdot.org/getting/bikeped/BP_milestones.shtml
WI	Cost	Pedestrian and Bike Accommodation Law SS 84.01 (35)	- ensures bikeways and pedestrian ways in all new construction or reconstruction projects - standard exceptions apply - allows the Dept to withhold funds where such provisions are not made and do not qualify for exclusion	http://www.dot.wisconsin.gov/projects/state/docs/complete-streets-rules.pdf
HI	Cost	Act 54, Session Laws of Hawaii (SLH) 2009	- Requires Hawaii DOT and all County agencies to "seek to reasonably accommodate convenient access and mobility for all users of the public highways within their respective jurisdictions as described under Section 264-1, including pedestrians, bicyclists, transit users, motorists, and persons of all ages and abilities." - Task Force established to review all existing standards and guidelines. - Funding decisions affect the design and location of transit, streets, sidewalks, bikeways, and other public infrastructure and facilities. Criteria for funding prioritization should include complete streets considerations in Capital Improvement Programs. - Counties can designate community facilities or special improvement districts and assess taxes on property to pay off bonds or fund complete streets projects. Diversified funding sources should be explored, prioritized, and implemented to support independent complete streets projects.	Complete Streets Task Force - Final Complete Streets Legislative Report, November 2010 http://hawaii.gov/dot/administration/library/legislature/2011/ACT54SLH2009REPORT2011COMPLETESTREETSTASKFORCEPart1of2.pdf

State	Subject	Policy / Legislation	Policy - Key Language	Source
OR	Cost	Bike Bill 1971 (ORS 366.514)	ORS 366.514 requires that when an agency receives state highway funds and constructs, reconstructs or relocates highways, roads or streets, it must expend a reasonable amount of those funds, as necessary, on bicycle and pedestrian facilities. Requires the agency to spend no less than 1% per fiscal year on bike/ped facilities with some exceptions. - Applies to all roads where funding comes directly from ODOT or from the State Highway fund for construction. - Not required if contrary to public safety, if the cost would be disproportionate to use, where sparse population or other factors indicate absence of need.	http://www.oregon.gov/ODOT/HWY/BIKEPED/bike_bill.shtml http://www.oregon.gov/ODOT/HWY/BIKEPED/planproc.shtml
NC	Functional Class		This policy generally applies to facilities that exist in urban or suburban areas, however it does not necessarily exclude rural settings; and is viewed as a network that functions in an interdependent manner. There are many factors that must be considered when defining the facility and the degree to which this policy applies, e.g., number of lanes, design speeds, intersection spacing, medians, curb parking, etc. Therefore, the applicability of this policy, as stated, should be construed as neither comprehensive nor conclusive. Each facility must be evaluated for proper applicability. Notwithstanding the exceptions stated herein, all transportation facilities within a growth area of a town or city funded by or through NCDOT, and planned, designed, or constructed on state maintained facilities, must adhere to this policy.	http://www.completestreets.org/webdocs/policy/cs-nc-dotpolicy.pdf
NJ	Functional Class		-Additionally, in rural areas, paved shoulders or a multi-use path shall be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. Paved shoulders provide safety and operational advantages for all road users. Shoulder rumble strips are not recommended when used by bicyclists, unless there is a minimum clear path of four feet in which a bicycle may safely operate. If there is evidence of heavy pedestrian usage then sidewalks shall be considered in the project. -Establish a procedure to evaluate resurfacing projects for complete streets inclusion according to length of project, local support, environmental constraints, right-of-way limitations, funding resources and bicycle and/or pedestrian compatibility. -Transportation facilities are long-term investments that shall anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements. -Address the need for bicyclists and pedestrians to cross corridors as well as travel along them. Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections, interchanges and bridges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.	http://www.completestreets.org/webdocs/policy/cs-nj-dotpolicy.pdf

State	Subject	Policy / Legislation	Policy - Key Language	Source
CO	Safety	DOT Complete Streets Policy	"It is the policy of the Colorado Transportation Commission to provide transportation infrastructure that accommodates bicycle and pedestrian use of the highways in a manner that is safe and reliable for all highway users. The needs of bicyclists and pedestrians shall be included in the planning, design, and operation of transportation facilities, as a matter of routine. A decision to not accommodate them shall be documented based on the exemption criteria in the procedural directive." "…..full consideration for their (bicyclists and pedestrian) safety and mobility on the roadway system needs to be an integral part of the project development process." "….consider safety for each mode of travel."	http://www.completestreets.org/webdocs/policy/cs-co-dotpolicy.pdf
LA	Safety, Context	DOT Complete Streets Policy	"….encouraging and safetly accommodating pedestrians, bicyclists, and transit users." "On all new and reconstruction roadway projects, DOTD will provide bicycle accommodations appropriate to the context of the roadway – in urban and suburban areas, bicycle lanes are the preferred bikeway facility type on arterials and collectors. The provision of a paved shoulder of sufficient width, a shared use trail, or a marked shared land may also suffice, depending on context." "All projects shall consider the impact improvements will have on the safety for all users and make all reasonable attempts to mitigate negative impacts on non-motorized modes." "Maintenance for sidewalks and bicycle paths outside the limits of the curb or shoulder will be the responsibility of the local jurisdiction."	http://www.completestreets.org/webdocs/policy/cs-la-dotpolicy.pdf
NJ	Safety	DOT Policy No. 703	"The NJDOT shall implement a CS policy ……enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities." "….provide safe and accessible accommodations for existing and future pedestrian, bicycle and transit facilties." "Address the need for bicyclists and pedestrians to cross corridors as well as travel along them. Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections, interchanges and bridges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient."	http://www.completestreets.org/webdocs/policy/cs-nj-dotpolicy.pdf

State	Subject	Policy / Legislation	Policy - Key Language	Source
N/A*	Safety	Unavailable	Complete Streets shall be designed and constructed to provide a safe and accessible transportation corridor for all existing and future users of all skill levels including pedestrian, bicycle, and motor vehicle users and other users as appropriate for that geographic area. Complete streets shall provide for continuous routes which do not end in an unsafe manner/location and provide for safe crossing of other transportation corridors. Provisions shall be made for safe rerouting of complete street users at times of road closings.	Combination of various existing policies both in Michigan and out-of-state.
OH	Safety	Mid-Ohio Complete Streets Policy	"This Complete Streets policy builds upon these efforts and promotes a multimodal transportation system that is integrated with sustainable land use developments. Its main objective is to design and build roads that safely and comfortably accommodate all users of roadways, including motorists, cyclists, pedestrians, transit and school bus riders, delivery and service personnel, freight haulers, and emergency responders. It includes people of all ages and abilities." "Designs shall include accommodation of all users and be sensitive to the context of the project setting. It is important to note that Complete Streets may look different for every project and road type. For example, wide lanes or paved shoulders may be sufficient in a rural area, whereas sidewalks and/or bike lanes are needed in an urban setting. Also, when re-striping projects are considered, where the right-of-way will not change, options such as bike lanes, sharrows, and pedestrian crosswalks could still be implemented." "If the project serves a destination point, such as a school, recreational facility, shopping center, hospital, or office complex, the project shall provide the opportunity for the destination to have access to the project's pedestrian and bicycle facilities. • Every project shall involve the local transit agency in the design process to ensure that sufficient accommodation of transit vehicles and access to transit facilities is provided. The project sponsor shall provide the local transit agency during Step 1 of the Project Development Process the opportunity to participate throughout the entire process. -Public transit facilities shall be designed with the goals of Complete Streets in mind, by including sidewalks, bicycle connections, or secure bicycle parking, among others. -Every project shall ensure that the provision of accommodations for one mode does not prevent safe use by another mode (e.g., a bus shelter should not block the clear walking zone on the sidewalk)."	http://www.morpc.org/trans/CompleteStreets_MORPC_CS_PolicyFINAL2010-03-31.pdf

State	Subject	Policy / Legislation	Policy - Key Language	Source
MN	Safety	Complete Streets Policy for Hennepin County	"Complete Streets are designed and operated to assure safety and accessibility for all the users of our roads, trails and transit systems, including pedestrians, bicyclists, transit riders, motorists, commercial and emergency vehicles and for people of all ages and of all abilities…" "…..demonstrates the county's commitment to develop and maintain a safe, efficient, balanced and environmentally sound county transportation system." "Hennepin County will enhance safety, mobility, accessibility and convenience for all corridor users including pedestrians, bicyclists, transit riders, motorists, commercial and emergency vehicles, and for people of all ages and abilities by planning, designing, operating, and maintaining a network of Complete Streets."	http://www.completestreets.org/webdocs/policy/cs-mn-hennepincounty-policy.pdf
NC	General Comments	NC DOT	The state's policy needs to start with a vision. The legislation describes a definition of Complete Streets, but not a vision for outcomes for the state or its communities or a policy vision for the agencies implementing it. A helpful vision provides context at the highest level. Here is the Policy Statement from North Carolina DOT: "Transportation, quality of life, and economic development are all undeniably connected through well-planned, well-designed, and context sensitive transportation solutions." To NCDOT, the designations "well-planned', "well-designed" and "context-sensitive" imply that transportation is an integral part of a comprehensive network that safely supports the needs of the communities and the traveling public that are served.	http://www.nccompletestreets.org/policy.asp
N/A	General Comments	N/A	Within the context of creating a Complete Streets policy that informs the identification of transportation needs and deficiencies, it is important to include performance measures that take a broader look at how the system is serving all users. Examples: the miles of on-street bicycle routes created; new linear feet of pedestrian accommodation; changes in the number of people using public transportation, bicycling, or walking (mode shift); number of new street trees; and/or the creation or adoption of a new multi-modal Level of Service standard that better measures the quality of travel experience. The fifth edition of Highway Capacity Manual, due out in 2010, will include this new way of measuring LOS. Cities like San Francisco and Charlotte have already begun to develop their own.	http://www.completestreets.org/changing-policy/policy-elements/#context

Complete Streets Advisory Council

Officers

Suzanne Schulz
Chairperson
Michigan Municipal League

John Niemela
Vice Chairperson
County Road Association of Michigan

Andrea Brown
Secretary
Michigan Association of Planning

Members

Steve DeBrabander
Michigan Department of Natural Resources

Ken Fletcher
Michigan Township Association Delta Township

Gary Heidel
Michigan State Housing Development Authority

Rochelle Hurst
Michigan Department of Community Health

Karen Kafantaris
AARP Michigan

Kelli Kavanaugh
Wheelhouse Detroit

Lt. Gary Megge
Michigan State Police

Carolyn L. Grawi
Michigan Disability Network

Linda Miller-Atkinson
State Transportation Commission

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

Christopher White
Ann Arbor Transportation Authority

Appendix

Officers

Suzanne Schulz
Chairperson
Michigan Municipal League

John Niemela
Vice Chairperson
County Road Association of Michigan

Andrea Brown
Secretary
Michigan Association of Planning

Members

Steve DeBrabander
Michigan Department of Natural Resources

Ken Fletcher
Michigan Township Association Delta Township

Gary Heidel
Michigan State Housing Development Authority

Rochelle Hurst
Michigan Department of Community Health

Karen Kafantaris
AARP Michigan

Kelli Kavanaugh
Wheelhouse Detroit

Lt. Gary Megge
Michigan State Police

Carolyn L. Grawi
Michigan Disability Network

Linda Miller-Atkinson
State Transportation Commission

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

Christopher White
Ann Arbor Transportation Authority

Additional Resources

Appendix A

Officers

Suzanne Schulz
Chairperson
Michigan Municipal League

John Niemela
Vice Chairperson
County Road Association of Michigan

Andrea Brown
Secretary
Michigan Association of Planning

Members

Steve DeBrabander
Michigan Department of Natural Resources

Ken Fletcher
Michigan Township Association Delta Township

Gary Heidel
Michigan State Housing Development Authority

Rochelle Hurst
Michigan Department of Community Health

Karen Kafantaris
AARP Michigan

Kelli Kavanaugh
Wheelhouse Detroit

Lt. Gary Megge
Michigan State Police

Carolyn L. Grawi
Michigan Disability Network

Linda Miller-Atkinson
State Transportation Commission

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

Christopher White
Ann Arbor Transportation Authority

Additional Resources:

National Complete Streets Coalition
www.completestreets.org

www.completestreets.org/webdocs/resources/cs-policyanalysis.pdf

Michigan Department of Community Health:
www.mihealthtools.org/mihc/CompleteStreets.asp
(includes Five Part Module webinar series on Complete Streets) Michigan Complete Streets

Coalition: www.michigancompletestreets.org

N-Plan: www.nplanonline.org

Michigan Department of Transportation Complete Streets Advisory Council:
www.michigan.gov/completestreets

The Greenway Collaborative Complete Streets page:
http://www.greenwaycollab.com/completestreets (includes five part module webinar series on Complete Streets)

Building Healthy Communities Completer Streets Resource online:
Http://bit.ly/oJW2Hg

Complete Streets Introductory webinar:
http://youtu.be/8jtLV3xu9IE

Michigan Municipal League's Complete Streets site:
http://www.mml.org/resources/information/complete_streets.html

Complete Streets Advisory Council

Officers

Suzanne Schulz
Chairperson
Michigan Municipal League

John Niemela
Vice Chairperson
County Road Association of Michigan

Andrea Brown
Secretary
Michigan Association of Planning

Members

Steve DeBrabander
Michigan Department of Natural Resources

Ken Fletcher
Michigan Township Association Delta Township

Gary Heidel
Michigan State Housing Development Authority

Rochelle Hurst
Michigan Department of Community Health

Karen Kafantaris
AARP Michigan

Kelli Kavanaugh
Wheelhouse Detroit

Lt. Gary Megge
Michigan State Police

Carolyn L. Grawi
Michigan Disability Network

Linda Miller-Atkinson
State Transportation Commission

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

Christopher White
Ann Arbor Transportation Authority

Presentations

Appendix B

Complete Streets Advisory Council

Organizational Meeting

April 27, 2011

Welcome

Kirk Steudle, Director

Michigan Department of Transportation

Introductions

Housekeeping items

- W-9 Forms & travel vouchers
- Contact List
- Parking

Conduct of Council Meetings

- Open Meetings Act
  - Meetings posted in advance
  - Minutes required
  - Public comment included at end of meeting
  - No business conducted outside the meeting
- Members asked to be present in person
- Other suggestions?

Do you have any questions?

Review Legal Requirements

Excerpts from P.A. 135 of 2010

Complete Streets

- Signed into law August 2010
  - Public Act 135 amends Public Act 51 of 1951 which governs expenditure of state transportation funding
  - Public Act 134 amends Michigan Planning Enabling Act to encourage including transportation in local Master Plans

Public Act 135 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."

What the New Law Does

- Requires STC pass a complete streets policy by 2012
- Creates Advisory Council
- Formalizes collaboration among transportation agencies to address non-motorized and complete streets issues

What it does not do

- Does not provide any additional funding
- Does not require local agencies to adopt a Complete Streets policy

Need "Complete Funding" to gain the most benefit from Complete Streets.

Advisory Council's Charge

- ***Provide education and advice*** *to STC, county road commissions, municipalities, interest groups, and the public* ***on the development, implementation, and coordination of complete streets policies****.*
- *Advise the STC on adoption of model policies*

Advisory Council shall:

- Meet at least quarterly
- Annually report to Governor, Legislature and STC
  - First report due 12/30/11
  - Report shall contain:
    - Summary of council's proceedings
    - Statement of instances where the department and a municipality were unable to agree on a department project

Election of Officers

- The council shall appoint a chairperson, vice-chairperson, and secretary from among its members…
- Nominations?

Discussion

Advisory Council's Charge

- ***Provide education and advice*** *to STC, county road commissions, municipalities, interest groups, and the public* ***on the development, implementation, and coordination of complete streets policies****.*
- *Advise the STC on adoption of model policies*

Suggested Topics for Future Meetings

2011 Meeting Schedule

Public Comment

See you next time!

COMPLETE STREETS ADVISORY COUNCIL

POLICIES, ORDINANCES AND RESOLUTIONS

July 28, 2011

Implementing Complete Streets

- Policies
- Ordinances
- Resolutions

Policy Definition

- 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[1] 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

- 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

- 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?

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* 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

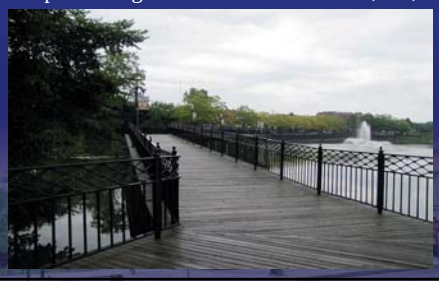
- High-end (Lamborghini) approach
  - Road Reconstruction c. $500k - $1,000k/mile

Broad Spectrum of Solutions

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

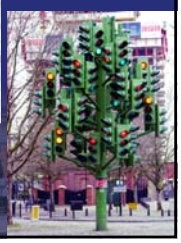
Broad Spectrum of Solutions

- 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

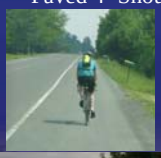
- Mid-Range Options ("Big 3")
  - Paved Rail-trail c. $100,000/mile

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

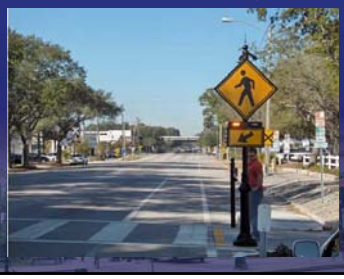
- Effective Penny-pincher options (a la Kia)
  - Road Diet striping c. $4k - $8,000/mile

Broad Spectrum of Solutions

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

Broad Spectrum of Solutions

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

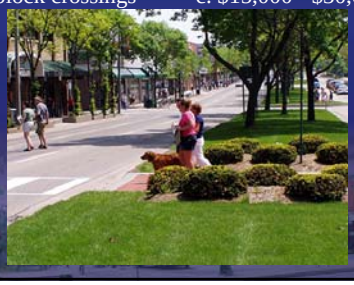


Broad Spectrum of Solutions

- 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



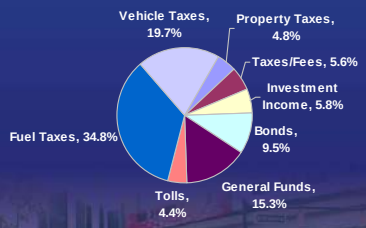
Broad Spectrum of Solutions

- 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

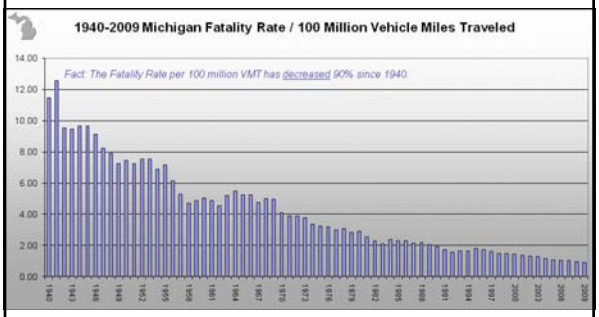
517-373-2274

AlfonsoD@michigan.gov

Speed Management for Complete Streets

Lt. Gary Megge
Michigan State Police
Traffic Services Section
michigan.gov/msp-traffic

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



Crash Involvement vs. Speed

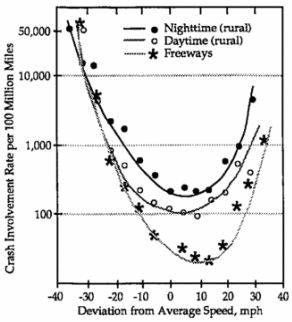
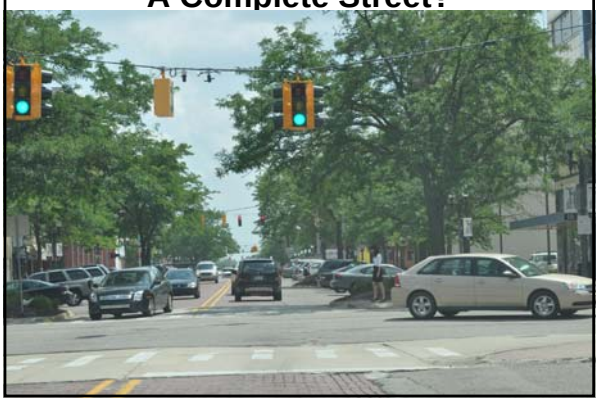
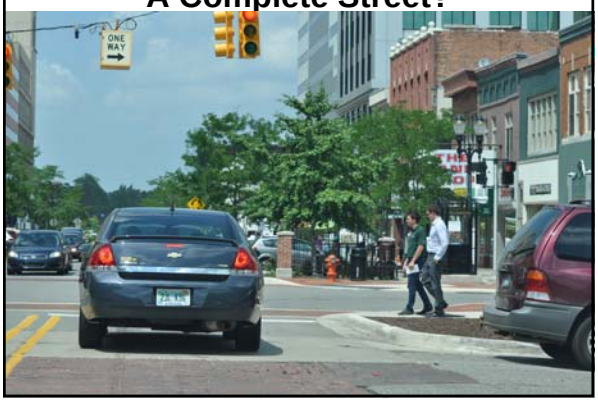


Figure B-2 Crash involvement rate by deviation from average traffic speed (Solomon 1964; Cirillo 1968 in Stuster and Coffman 1997, 4). 1 mph = 1.609 km/h.

A Complete Street?



A Complete Street?

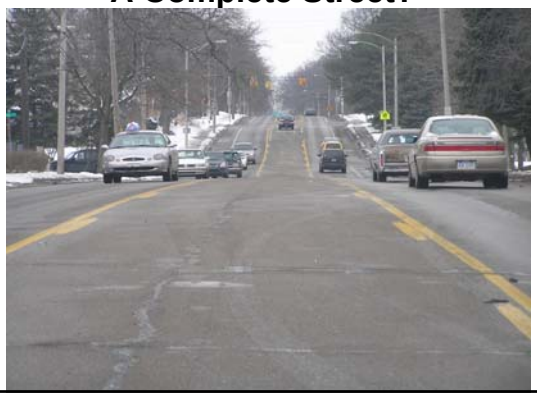


SPEED STUDY
Washington Ave. near Kalamazoo

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

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

A Complete Street?



SPEED STUDY

Speed	Number of Vehicles	Additional
<25		
25	II	
26	I	
27	IIIIII	
28	IIIIIII	
29	IIII	
30	IIIIIIIIIIII	
31	IIIIIIIIIIIIIIII	
32	IIIIIIIIIIIIIIIIIIII	
33	IIIIIIIIIIIIIIIIII	
34	IIIIIIIIIIIIIIIIII	
35	IIIIIIIIII	
36	IIIIIIIIII	
37	IIIIIII	
38	IIIIII	
39	IIII	
40	I	
41		
42	I	
43		
44		
45	I	
46		
47		
48		
49		
50		

155 vehicles, 15 minute study

SPEED STUDY, POSTED 25MPH ROAD

Speed	Number of Vehicles	Additional
<25		
25	II	Speed Limit
26	I	
27	IIIIIII	
28	IIIIIII	
29	IIII	
30	IIIIIIIIIIII	
31	IIIIIIIIIIIIIIII	
32	IIIIIIIIIIIIIIIIIIII	
33	IIIIIIIIIIIIIIIIII	
34	IIIIIIIIIIIIIIIIII	
35	IIIIIIIIII	
36	IIIIIIIIII	
37	IIIIIII	
38	IIIIII	
39	IIII	
40	I	
41		
42	I	
43		
44		
45	I	
46		
47		
48		
49		
50		

155 vehicles, 15 minute study

SPEED STUDY, POSTED 25MPH ROAD

Speed	Number of Vehicles	Additional
<25		
25	II	Speed Limit
26	I	
27	IIIIIII	
28	IIIIIII	
29	IIII	
30	IIIIIIIIIIII	
31	IIIIIIIIIIIIIIII	
32	IIIIIIIIIIIIIIIIIIII	
33	IIIIIIIIIIIIIIIIII	
34	IIIIIIIIIIIIIIIIII	
35	IIIIIIIIIII	+10mph
36	IIIIIIIIIII	85th Percentile
37	IIIIIII	
38	IIIIII	
39	IIII	
40	I	+15mph
41		
42	I	+17mph
43		
44		
45	I	+20mph
46		
47		
48		
49		
50		

155 vehicles, 15 minute study

SPEED STUDY

Speed	Number of Vehicles	Additional
<25	III	
25	I	
26	IIIII	
27	IIIII	
28	II	
29	IIIIIIIIIIII	
30	IIIIIIIIIIII	
31	IIIIIIIIIIIIIIIII	
32	IIIIIIIIIIIIIIIIIIII	
33	IIIIIIIIIIIIIIIIIIII	
34	IIIIIIIIIIIIIIIIII	
35	IIIIIIIIIIIII	
36	IIIIIIIIII	
37	IIIIIIII	
38	II	
39	III	
40	I	
41		
42	I	
43		
44		
45	I	
46		
47		
48		
49		
50		

168 vehicles, 12 minute study

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	II	
11	I	
12	I	
13	II	
14	IIIIIIIIII	
15	IIIIIIIIIIIII	
16	IIIIIIIIIIIIIII	
17	IIIIIIIIIIIIIII	
18	IIIIIIIIIIIIIIIIII	
19	IIIIIIIIIIIIIIIIIIII	
20	IIIIIIIIIIIIIIIII	
21	IIIIIIIII	
22	IIIIIIIIII	
23	IIIIII	
24	III	
25	III	
26	II	
27	II	
28		
29		
30		
31		
32	I	
33		
34		
35		
36		

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

SPEED STUDY, POSTED 35MPH ROAD

Speed	Number of Vehicles	Additional
<25	III	
25	I	
26	IIIII	
27	IIIII	
28	II	
29	IIIIIIIIIII	
30	IIIIIIIIIII	
31	IIIIIIIIIIIIIIIIIII	
32	IIIIIIIIIIIIIIIIIIIIIII	
33	IIIIIIIIIIIIIIIIIIIIIII	
34	IIIIIIIIIIIIIIIIII	
35	IIIIIIIIIIIIIII	Speed Limit
36	IIIIIIIIIII	
37	IIIIIIII	
38	II	
39	III	
40	I	
41		
42	I	
43		
44		
45	I	
46		
47		
48		
49		
50		

168 vehicles, 12 minute study

SPEED STUDY, POSTED 35MPH ROAD

Speed	Number of Vehicles	Additional
<25	III	
25	I	
26	IIIII	
27	IIIII	
28	II	
29	IIIIIIIIIII	
30	IIIIIIIIIII	
31	IIIIIIIIIIIIIIIIIII	
32	IIIIIIIIIIIIIIIIIIIIIII	
33	IIIIIIIIIIIIIIIIIIIIIII	
34	IIIIIIIIIIIIIIIIII	
35	IIIIIIIIIIIIIII	Speed Limit
36	IIIIIIIIIII	85th Percentile
37	IIIIIIII	
38	II	
39	III	
40	I	+5mph
41		
42	I	+7mph
43		
44		
45	I	+10mph
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

SPEED STUDY, POSTED 25MPH ROAD

Speed	Number of Vehicles	Additional
<25		
25	II	Speed Limit
26	I	
27	IIIIII	
28	IIIIII	
29	IIII	
30	IIIIIIIIIIII	
31	IIIIIIIIIIIIIIII	
32	IIIIIIIIIIIIIIIIIIII	
33	IIIIIIIIIIIIIIIIIII	
34	IIIIIIIIIIIIIIIII	
35	IIIIIIIIII	+10mph
36	IIIIIIIIII	85th Percentile
37	IIIIIII	
38	IIIIII	
39	IIII	
40	I	+15mph
41		
42	I	+17mph
43		
44		
45	I	+20mph
46		
47		
48		
49		
50		

155 vehicles, 15 minute study

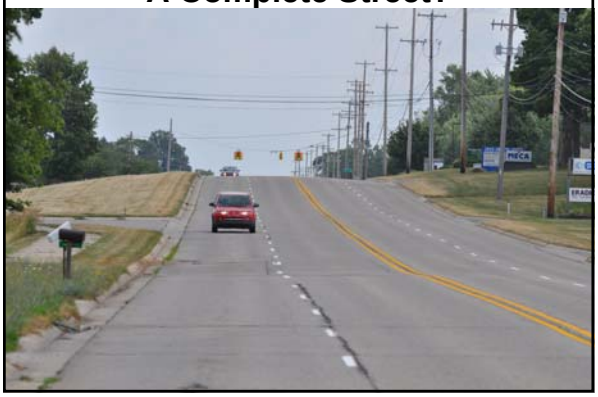
Average = 32.4mph Variance = 11.2

SPEED STUDY, POSTED 35MPH ROAD

Speed	Number of Vehicles	Additional
<25	III	
25	I	
26	IIIII	
27	IIIII	
28	II	
29	IIIIIIIIIII	
30	IIIIIIIIIII	
31	IIIIIIIIIIIIIIIIIII	
32	IIIIIIIIIIIIIIIIIIIIIII	
33	IIIIIIIIIIIIIIIIIIIIIII	
34	IIIIIIIIIIIIIIIIII	
35	IIIIIIIIIIIIIII	Speed Limit
36	IIIIIIIIIII	85th Percentile
37	IIIIIIII	
38	II	
39	III	
40	I	+5mph
41		
42	I	+7mph
43		
44		
45	I	+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	I	
36		
37	I	
38	II	
39	IIIII	
40	IIIIIIIII	
41	IIIIIII	
42	IIIIIIIIIIII	
43	IIIIIIIIIIIIIII	
44	IIIIIIIIIIIIIIIIII	
45	IIIIIIIIIIIIIIII	
46	IIIIIIIIIIIIIIII	
47	IIIIIIIIIIIIIIIIIIIII	
48	IIIIIIIIIIIIIIIIIIIII	
49	IIIIIIIIIIIIIIIIIIIIII	
50	IIIIIIIIIIIIIIIII	
51	IIIIIIIIIIIIIII	
52	IIIIIIIII	85% Patrol Car
53	IIIIIIIIII	
54	IIIIII	
55	IIIIIIII	Speed Limit
56	IIII	
57	IIIII	
58		
59		
60		
61	I	

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	II	
37	II	
38	III	
39	I	
40	IIIIIIII	
41	IIIIIII	
42	IIIIIIIIIIIIIIII	
43	IIIIIIIIIIIIIIIIII	
44	IIIIIIIIIIIIIIIIIIII	
45	IIIIIIIIIIIIIIIIIIIIIIII	Speed Limit
46	IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	
47	IIIIIIIIIIIIIIIIIIIIII	
48	IIIIIIIIIIIIIIIIIIIIIIIIII	
49	IIIIIIIIIIIIIIIIIIIIIIII	
50	IIIIIIIIIIIIIIIII	
51	IIIIIIIIIIIIIIIII	85% Patrol Car
52	IIIIIIIIIII	
53	IIIIIII	
54	IIIIIIIIII	
55	IIIIIII	
56	II	
57	II	
58	I	
59		
60	I	
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	I	
36		
37	I	
38	II	
39	IIIII	
40	IIIIIIIII	
41	IIIIII	
42	IIIIIIIIIIII	
43	IIIIIIIIIIIIII	
44	IIIIIIIIIIIIIIIII	
45	IIIIIIIIIIIIIII	
46	IIIIIIIIIIIIIIII	
47	IIIIIIIIIIIIIIIIIIII	
48	IIIIIIIIIIIIIIIIIIII	
49	IIIIIIIIIIIIIIIIIIIIII	
50	IIIIIIIIIIIIIIIII	
51	IIIIIIIIIIIIII	
52	IIIIIIII	85% Patrol Car
53	IIIIIIIII	
54	IIIIII	
55	IIIIIIII	Speed Limit
56	IIII	
57	IIIII	
58		
59		
60		
61	I	

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	II	
37	II	
38	III	
39	I	
40	IIIIIIII	
41	IIIIIII	
42	IIIIIIIIIIIIIIIIII	
43	IIIIIIIIIIIIIIIIII	
44	IIIIIIIIIIIIIIIIIIIIII	
45	IIIIIIIIIIIIIIIIIIIIIIIIIII	Speed Limit
46	IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	
47	IIIIIIIIIIIIIIIIIIIIII	
48	IIIIIIIIIIIIIIIIIIIIIIIII	
49	IIIIIIIIIIIIIIIIIIIIIII	
50	IIIIIIIIIIIIIIIIII	
51	IIIIIIIIIIIIIIIII	85% Patrol Car
52	IIIIIIIII	
53	IIIIIIII	
54	IIIIIIIII	
55	IIIIII	
56	II	
57	II	
58	I	
59		
60	I	
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 (*85th 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

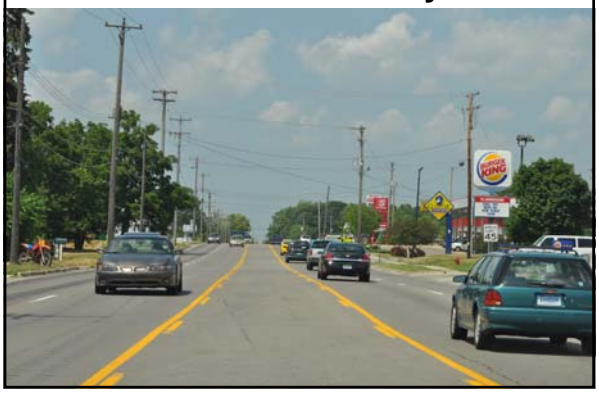
What is “Average Speed”?

- 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	III	
31	IIII	
32	IIIIIIII	
33	IIIIIIIIIII	
34	IIIIIIIIIIIIIII	
35	IIIIIIIIIIIIIIIIIIII	
36	IIIIIIIIIIIIIIIIIIII	
37	IIIIIIIIIIIIIIIIIIIIII	
38	IIIIIIIIIIIIIIIIIIIIIIIIIIIII	
39	IIIIIIIIIIIIIIIIIIIIIII	
40	IIIIIIIIIIIIIIIIIII	
41	IIIIIIIIIIIIIII	
42	IIIIIIIIIIIIIII	
43	IIIIIIIIIIIIII	85th Percentile
44	IIIIIIII	
45	IIIIIII	Speed Limit
46	III	
47	II	
48	III	
49		
50	I	
51	III	
52		
53		
54		
55	I	
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

Enforcement Effect

SPEED STUDY
Saginaw Hwy west of Abbott
Fully Marked Patrol Car

Speed	Number of Vehicles	Additional
30	III	
31		
32		
33	IIIIIII	
34	IIIIIII	
35	IIIIIII	
36	IIIIIIIIIII	
37	IIIIIIIIIIIIII	
38	IIIIIIIIIIIIII	
39	IIIIIIIIIIIIIIII	
40	IIIIIIIIIIII	
41	IIIIIIIIIIIII	
42	IIIIIIIIIIIII	
43	IIIIIII	
44	IIIIII	
45	III	
46		
47	I	
48	I	
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	II	
31	II	
32	III	
33	III	
34	IIIIII	
35	IIIIIIII	
36	IIIIIIIIIIIIIIII	
37	IIIIIIIIIIII	
38	IIIIIIIIIIIIIIII	
39	IIIIIIIIIIIII	
40	IIIIIIIIIII	
41	IIIIIIIIIIIIIIIIIII	
42	IIIIIIIIIII	
43	IIIIIIIII	
44	II	
45	IIIIII	
46	III	
47	III	
48	II	
49	I	
50		
51		
52		
53		
54		
55		
56		

158 vehicles, 13 minute study

Enforcement Effect?

SPEED STUDY
Saginaw Hwy west of Abbott
Fully Marked Patrol Car

Speed	Number of Vehicles	Additional
30	III	
31		
32		
33	IIIIIII	
34	IIIIIII	
35	IIIIIII	Speed Limit
36	IIIIIIIIIII	
37	IIIIIIIIIIIIII	
38	IIIIIIIIIIIIII	
39	IIIIIIIIIIIIIIII	
40	IIIIIIIIIIII	
41	IIIIIIIIIIIII	
42	IIIIIIIIIIIII	85th Percentile
43	IIIIIII	
44	IIIIII	
45	III	
46		
47	I	
48	I	
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	II	
31	II	
32	III	
33	III	
34	IIIIII	
35	IIIIIII	Speed Limit
36	IIIIIIIIIIIIIIII	
37	IIIIIIIIIIII	
38	IIIIIIIIIIIIIIII	
39	IIIIIIIIIIII	
40	IIIIIIIIIII	
41	IIIIIIIIIIIIIIIIIII	
42	IIIIIIIIIII	
43	IIIIIIIII	85th Percentile
44	II	
45	IIIIII	
46	III	
47	III	
48	II	
49	I	
50		
51		
52		
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

Pedestrian & Bicycle Roadway Design – Safe, Smart and Defensible

Josh DeBruyn, AICP
Pedestrian and Bicycle Coordinator
Michigan Department of Transportation

Kathleen Gleeson
Assistant Attorney General, Counsel for MDOT
Department of Attorney General

Part I: 4 – Safe Design Features

a) Bike Lanes in cities and villages
b) 4 lane – 3 lane conversions "Road Diets"
c) Mid-block pedestrian crossings
d) Signing rural road/shoulders as bike routes

Part II: Liability and Case Law

Developed in Response to:

http://www.michigan.gov/documents/Ped-BicycleSafety3-7-06_162714_7.pdf

Developed with input from:

- Federal Highways Administration
- Michigan Department of Transportation
- Michigan Department of Attorney General
- Michigan State Police
- AAA
- The Greenways Collaborative

Safety & Liability

Does pursuit of safety expose an agency to liability?

- **liability for action**
- **liability for inaction**
- **liability for trying something new**

Safety & Liability

Safety - Driven by Profession

Liability - Imposed by Law

Safety

Professional best practice:

- **AASHTO**
  - **e.g. "The Green Book"**
- **ITE / FHWA Guidelines and Research**
- **MDOT Design Manuals**
- **MMUTCD**
- **What has worked elsewhere**

What is a good pedestrian / bicycle design?

- put peds/bikes in logical travel paths
- put peds/bikes where they will be seen by motorists
- makes clear to motorists where to expect peds/bikes
- calms traffic flow

Features that increase motorist expectation of bikes/peds:

- Conspicuous geometry
  - median refuge island
  - curb extensions
- Conspicuous markings/signs
  - crosswalk
  - bike lane
  - route designation

The Greenway Collaborative, Inc. www.greenwaycollab.com

Four GOOD Design Ideas to Enhance Pedestrian and Bicycle Safety

1. BIKE LANES

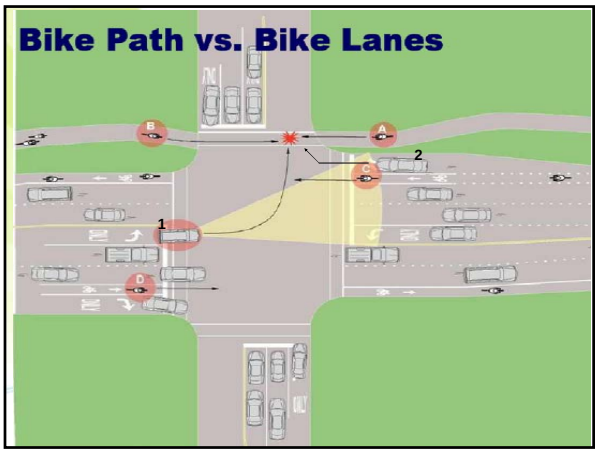
They're safer than sidewalk

Bicyclist Danger Index

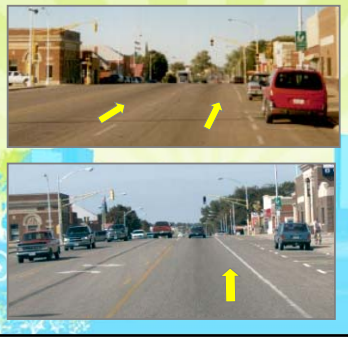
Major Streets w/o Bike Lanes	1.28
Minor Streets w/o Bike Lanes	1.04*
Streets with Bike Lanes	0.50
Sidewalks	5.32
Mixed-use path	0.67

(* = shared roadway) (1.0 = median)

Source: William Moritz, U.W. – "Accident Rates for Various Bicycle Facilities" – based on 2,374 riders, 4.4 million miles



2. 4-to-3 Lane Conversions - "Road Diets"



ALL left turns cross one lane only

Fewer Rear End Crashes

TY Lin International

Fewer Sideswipe Crashes

TY Lin International

Fewer Broadside Crashes

TY Lin International

Benefits of Road Diets for Pedestrians

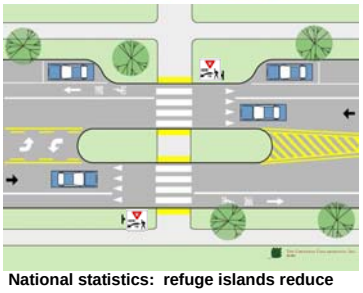
- Fewer travel lanes to cross
- With medians or island: breaks a long crossing into 2 shorter crossings
- Reduce top end travel speeds
- Can buffer sidewalks via bike lanes
- Reduction in all crash types

Injury crashes down 26%
Ped. Injuries down 37%

3. MID-BLOCK CROSSINGS

With refuge island

- People Will Cross Anyway – Make it Safer
- No Turning Movements - No "right-hook"
- Crossing only One Direction of Travel at a Time



National statistics: refuge islands reduce pedestrian crashes by 40%

The Greenway Collaborative, Inc. www.greenwaycollab.com

4. Signing Rural Roads as Bike Routes

New York State Bikeway

Shoulders as Bicycle Facilities

AASHTO: Some rural highways are used by touring bicyclist <u>for intercity and recreational travel</u>.

Paved shoulders can significantly <u>improve the safety and convenience of bicyclists and motorists</u> along such routes.

Bike Routes

- <u>Wayfinding tool</u> - not a facility
  - Guide to specific destinations
  - Use strategically for less obvious routes

Are these legally defensible?

- Bike Lanes - ?
- 4 – 3 Lane Conversions (Road Diet) - ?
- Mid-Block Crossings - ?
- Signing Rural Bike Routes - ?

Road Agency Liability

Highway Exception:

The Highway Exception:

"…each governmental agency shall maintain the highway in reasonable repair so that it is reasonably safe and convenient for public travel."

Governmental Tort Liability Act – MCL 691.1402(1)

Highway Exception:

"The purpose of the highway exception is not … an unrealistic duty to ensure that travel upon the highways will always be safe. … [W]e discern that the true intent of the Legislature is to impose a duty to keep the physical portion of the traveled roadbed *in reasonable repair*."

-Wilson v Alpena Co Rd Comm (2006)

Highway Exception:

"Repair and Maintain" only:

- No general duty to make road "safe"
- Must only "maintain the highway in reasonable repair"
- Repair broken or dilapidated surface
- No requirement to "improve, augment or expand"
- Maintain what was originally built

Nawrocki v Macomb Co Rd Comm (2000)

Highway Exception:

- State and RC's - responsible for portion of highway designed for vehicular travel
- Refers to actual physical structure of the roadbed surface
- Courts have limited this area to the travel lanes (between white lines)

Nawrocki v Macomb Co Rd Comm (2000)

No liability for:

- **Design or redesign defects:**

"The plain language of the highway exception to governmental immunity provides that the road commission has a duty to repair and maintain, not a duty to design or redesign."

- **No legal duty to correct defects arising from org. design.**

Hanson v Board of Rd Commissioners of Mecosta County (2002)

No liability for:

- **Lane width**
- **Shoulder width**
- **Normal cross slope**
- **Horizontal curvature**
- **Super elevation**
- **Transition area**
- **Vertical curvature**
- **Vertical clearance**
- **Stopping sight distance**
- **Bridge width**
- **Horizontal clearance**
- **Structural capacity**

No liability for:

- **Traffic signs and signals:**

"…state or county road commissions have no duty, under the highway exception, to install, maintain, repair, or improve traffic control devices, including traffic signs."

Nawrocki v Macomb Co Rd Comm (2000)

"The highway exception does not impose a duty on municipalities to install, maintain, repair, or improve traffic signals."

Johnson-McIntosh v City of Detroit (2006)

Liability limited to:

Vehicular travel lanes:*

"The duty …extends only to the improved portion of the highway designed for vehicular travel and does not include sidewalks, trail ways, crosswalks, or any other installation outside of the improved portion of the highway designed for vehicular travel."

Grimes v MDOT (2006)

*Applies to state and county roads only

No liability for:

- **Rough or uneven surfaces**

"Nearly all highways have more or less rough and uneven places in them, over which it is unpleasant to ride; but because they have, it does not follow that they are unfit and unsafe for travel."

Wilson v Alpena Co Rd Comm (2006)

Liability limited to:

- Road surface "defects":

Maintenance conditions that "… a reasonable road commission would understand …posed an unreasonable threat to safe public travel…"

Wilson v Alpena Co Rd Comm (2006)

Limited Liability

- **Some road surface conditions**
  - Rutting
  - Manhole covers
  - Traveled (vehicle) lane edge drops
  - Potholes
  - Dilapidated road surface
  - Missing storm sewer grates
- Depends on:
  - Individual situation
  - Defect to the travel lane
  - Agency aware of those defects

No Agency Liability Because:

- No Design liability
- All involve signs, signals, or features outside the traveled portion of the highway
- Recognized as a reasonable measure to address a specific safety problem (design features)
- Empirical evidence it promotes safer travel

Are these legally defensible?

- Bike Lanes - YES
- 4 – 3 Lane Conversions (Road Diet) - YES
- Mid-Block Crossings - YES
- Signing Rural Bike Routes - YES

Thank You

Questions?

MDOT'S MISSION

Providing the highest quality integrated transportation service for economic benefit and improved quality of life.

CSS

Context Sensitive Solutions

Mark Van Port Fleet, PE
Director-Bureau of Highway Development
Michigan Department of Transportation

MDOT

Context Sensitive Solutions

MDOT definition of CSS:

"A collaborative, interdisciplinary approach that **involves stakeholders** to develop a transportation facility that **fits its physical setting** and preserves scenic, aesthetic, historic, and environmental resources, **while maintaining safety and mobility"**

MDOT

Context: a "Sense of Place"

- Physical Boundaries & Land Use
- Urban design characteristics
- Housing
- Parks & Recreation
- Transportation network
- Historic Landmarks
- Social Fabric
- Economy
- Arts & Entertainment

MDOT

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."

MDOT

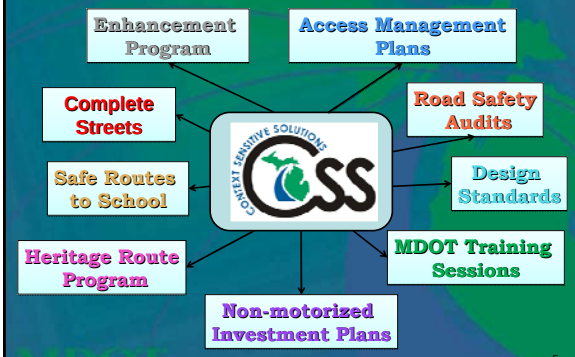
What is a Complete Streets Policy?

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

MDOT

How does MDOT address Complete Streets?



MDOT

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

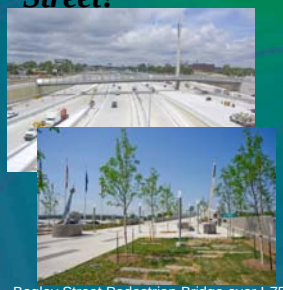
6

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.

7

What elements are in a Complete Street?



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

- Every application is unique as all communities are unique.
- Community needs, road function & *contexts* vary.
- No "one size fits all" approach works for Complete Street elements.

8

Stakeholder Engagement

- Incorporate public involvement <u>consistent with project scope</u>
- Consider activities that:
  - Provide timely and useful information
  - Provide reasonable public access
  - Facilitate participation
  - Identify community needs and values
  - Provide meaningful input at decision points
- Not Just Punching your ticket

Complete Street Project Example

Downtown Houghton, Michigan

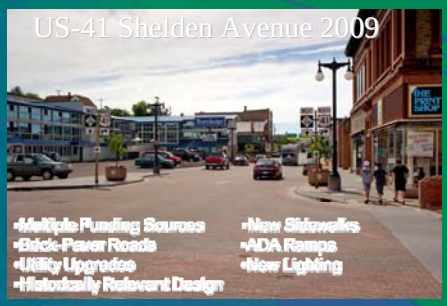
10

Complete Street Project Example

Downtown Houghton, Michigan

11

Complete Street Project Example



Downtown Houghton, Michigan

12

Conclusions…

Complete Streets is…

Multi-modal

Transportation Planning

Linking communities

Flexible to community needs

Developed through Stakeholder Engagement, Effective Decision Making, and Flexibility

Partnerships

For all abilities

Beneficial to health

For all legal users

Funded by multiple methods

Modal choice

Context Sensitive

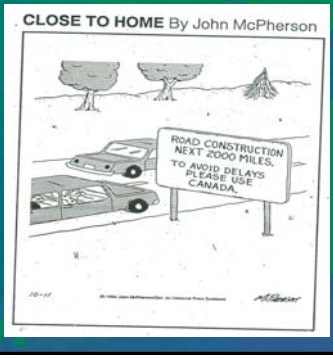
For all ages

Endorsed by many organizations

For all communities large or small rural, suburban, or urban

13

What Does the Customer Think?



DAD Principle

Decide → Announce → Defend

Motivations to Use CSS

Transportation Stakeholders

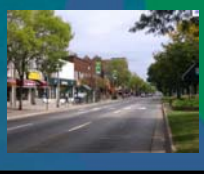
CSS Streamlines program delivery

Community Stakeholders

CSS addresses quality of life issues

Common to all stakeholders

CSS helps to form partnerships

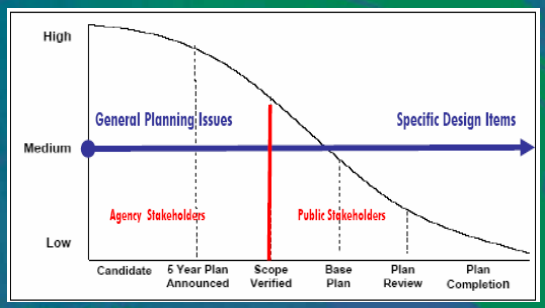


Communication is Key

Stakeholder Engagement

- Identify diverse stakeholder groups
- Early and continuous involvement
- Mutual learning experience
- Partnerships

Stakeholder Engagement



Behind the Scenes at MDOT?

Stakeholders want Input

Stakeholder Engagement Tools

- Informal phone calls, emails, and incidental communication
- Informal project meetings
- MDOT is a presenter at a scheduled stakeholder meeting
- Formal public meeting hosted by MDOT
- Official Public Hearing

Flexibility

- Balancing act
  - Safety and mobility
  - Interdisciplinary Approach
  - Creative Solutions integrating Community Values and Project Context
    - Aesthetics
    - Integrated transportation
    - Economics

Flexibility

- Utilize an interdisciplinary team
- Consider the full range of design criteria
- Look for creative solutions within accepted guidelines and standards
- **Use sound engineering judgment**
- Document safety data, costs and consequences
- Look for solutions that safely integrate the project into the community

MDOT

Effective decision making

- Considers community goals and values
- Follows state and federal regulations
- Promotes environmental stewardship
- Owner makes informed decisions

MDOT

Effective decision making

- Understand the purpose and need of a project
- Understand what decisions will be made and by whom
- Identify community values & concerns
- Provide alternatives
- Provide sound engineering data

MDOT

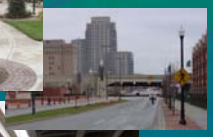
Shared Responsibilities

"A successful CSS program will require mutual commitment on the part of both transportation agencies and stakeholders to identify appropriate opportunities to plan, develop, construct, operate and maintain infrastructure in accordance with CSS principles without undue costs or scheduling burdens."

- MDOT CSS Policy

MDOT

It's the Right Thing to Do!



- Ensures stakeholder involvement and provides opportunities for mutual learning experiences
- Provides opportunities to forge partnerships
- Enhances the quality of transportation and the vitality of the community
- Projects better fit the social and natural environment
- Achieve higher levels of community satisfaction

MDOT

All projects great and small…

CSS principles are in our projects…

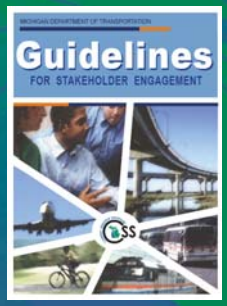
MDOT

CSS Project Case Studies
Kalamazoo

- Kalamazoo County has two significant Frank Lloyd Wright planning efforts and more Frank Lloyd Wright designed *Usonian* homes than any other county in the United States
- I-94 rebuild captures the essence of Frank Lloyd Wright / Arts & Crafts architecture style

How to?

- Online February 2009
- Executive summary and link to the document available on ContextSensitiveSolutions.org and MDOT website
- FHWA - Exemplary Human Environment Initiatives (EHEI) 2009 award in the category of Education and Training Programs



Context Sensitive Solutions Benefits

- Major Project Accomplishments
  - Record of Decision (ROD) for the Detroit River International Crossing (DRIC) and Blue Water Bridge Plaza Study.
  - CSS stakeholder engagement was crucial to maintaining schedule progress and building partnerships as these projects evolved through the study phase.
- Aesthetic Design Guide (ADG)
  - MDOT works with local business groups, governments, and residents to create the "look and fit" of the projects to their cultural and physical environments.
  - The ADG is a critical piece in maintaining a link between the study and design phases.

CSS Benefits

- Investing time early can save time and money in the long run
- Opportunity to forge partnerships
- Higher level of community satisfaction
- Projects that better fit their social and natural environments!

Other Project Examples

- M-15 at Clarkston Road
- M-119 in Emmet County

QUESTIONS???

Complete Streets Advisory Council

September 29, 2011

Policy Language

- Sample policy language requested for:
  - Safety
  - Context
  - Functional Classification
  - Cost
- National Complete Streets Coalition publication "Complete Streets Policy Analysis 2010: a Growing Story of Strength"

Safety - Overall

- Nearly every policy specified the need to provide a safe system for all users, including
  - Pedestrians
  - Bicyclists
  - Transit users
  - All ages and abilities

Safety - Colorado

- "…full consideration for their [bicyclists and pedestrians] safety and mobility on the roadways system needs to be an integral part of the project development process…"

Safety – Louisiana

- "…All projects shall consider the impact improvements will have on the safety for all users and make all reasonable attempts to mitigate negative impacts on non-motorized modes…"

Safety – New Jersey

- "…provide safe and accessible accommodations for existing an future pedestrian, bicycle and transit facilities…"
- "…Address the need for bicyclists and pedestrians to cross corridors as well as travel along them…."

Safety – Mid-Ohio RPC

- Specifically mentions freight haulers and emergency responders among all users
- "…every project shall ensure that the provision of accommodations for one mode does not prevent safe use by another mode…"

Safety - Unspecified

- "…Complete streets shall provide for continuous routes which do not end in an unsafe manner/location and provide for safe crossing of other transportation corridors…"
- "…Provisions shall be made for safe rerouting of complete street users at times of road closings…"

Context – North Carolina

- "…efficient multi-modal transportation network…"
- "…promoting sustainable development practices that minimize impacts…"
- "…working in partnership with local government agencies, interest groups, and the public…"

Context – North Carolina

- "NCDOT's planners and designers will consider and incorporate multimodal alternatives in the design and improvement of all appropriate transportation projects within a growth area of a town or city unless exceptional circumstances exist."

Context – North Carolina

- …"suitable multimodal alternatives will be incorporated in all appropriate new and improved infrastructure projects…"
- Allows & describes exceptions, to be approved by Chief Deputy Secretary
- Collaboration emphasized
- …"optimize connectivity, network interdependence, context sensitive options and multimodal alternatives…"

Context - Louisiana

- …"A well-planned and designed transportation system that is responsive to its context and meets the needs of its users is the result of thoughtful planning and engineering…"

Context – New Jersey

- Establish a procedure to evaluate resurfacing projects for complete streets inclusion according to length of project, local support, environmental constraints, right-of-way limitations, funding resources and bicycle and/or pedestrian compatibility.

Context - Minnesota

- "Adopting a complete streets policy would complement Mn/DOT's existing Context Sensitive Design policy…"
- Specific language requiring bridge projects accommodate bikes & peds, with exceptions, beginning FY 2012

Context – Mid-Ohio RPC

- "…Complete Streets may look different for every project and road type…"
- "…If the project serves a destination point, such as a school, recreational facility, shopping center, hospital or office complex, the project shall provide the opportunity for the destination to have access to the project's pedestrian and bicycle facilities…"

Context – Mid-Ohio RPC

- "…Every project shall involve the local transit agency in the design process to ensure that sufficient accommodation of transit vehicles and access to transit facilities is provided…"
- Public transit facilities shall be designed with the goals of Complete Streets in mind, by including sidewalks, bicycle connections, or secure bicycle parking…"

Functional Classification – Louisiana

- "…in urban and suburban areas, bicycle lanes are the preferred bikeway facility type on arterials and collectors. The provision of a paved shoulder of sufficient width, a shared use trail, or a marked shared lane may also suffice, depending on context…"

Functional Classification – North Carolina

- "…There are many factors that must be considered when defining the facility and the degree to which this policy applies…"
  - Number of lanes
  - Design speeds
  - Intersection spacing
  - Medians
  - Curb parking
- "…The applicability of this policy, as stated, should be construed as neither comprehensive nor conclusive. Each facility must be evaluated for proper applicability…"

Functional Classification – New Jersey

- "…in rural areas, paved shoulders or a multi-use path shall be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. Paved shoulders provide safety and operational advantages for all road users…"
- "…Transportation facilities are long-term investments that shall anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements…"

Cost – New Jersey

- Directs DOT to "establish an incentive within the Local Aid Program…"
- Encourages adoption of similar policies by locals who apply for funding

Cost - Minnesota

- Cities & Counties understand they have to share in costs to include CS elements

Cost - Tennessee

- Bridge replacement and rehabilitation projects using federal funds will include bicycle and pedestrian accommodations
- Applies to TNDOT, its contractors, and local governments using federal funds for their projects

Cost - California

- Addressing safety needs of all users "regardless of funding"
- Directs Caltrans to research strategies to increase funding sources

Cost - Colorado

- "Implementation will have a fiscal impact…and may lead to reprioritizing work…"
- Apply funds efficiently & effectively:
  - Consider bike/ped needs early in process
  - Encourage low cost solutions
  - Focus more costly investments in high priority bicycle corridors

Cost - Wisconsin

- Pedestrian and Bike Accommodation Law
  - Ensures bikeways and pedestrian ways in all new construction or reconstruction
  - Exceptions allowed
  - Allows WisDOT to withhold funds where such provisions are not made, unless excepted

Cost - Hawaii

- Funding decisions affect the design and location of [facilities]…Criteria for funding prioritization should include complete street considerations
- Counties can designate community facilities or special improvement districts and assess taxes on property to pay off bonds or fund complete streets projects.
- Diversified funding sources should be explored, prioritized and implemented

Cost - Louisiana

- "…Maintenance for sidewalks and bicycle paths outside the limits of the curb or shoulder will be the responsibility of the local jurisdiction…"

Cost - North Carolina

- Bicycle and Pedestrian Planning Grant Initiative – funded by state funds matching a federal earmark specifically for bike/ped planning

Cost – South Carolina

- $2.5 million in Enhancement funds dedicated to paved shoulders on South Carolina Bicycle Tour route

Cost - Oregon

- Requires agencies to spend no less than 1% per fiscal year on bike/ped facilities with some exceptions

CSAC Deliverables for 2011

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

CSAC Report

Required by law	Responsible
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	?

Questions?

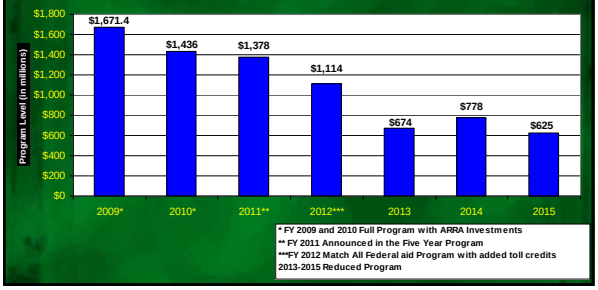
Complete Streets Advisory Council

November 17, 2011

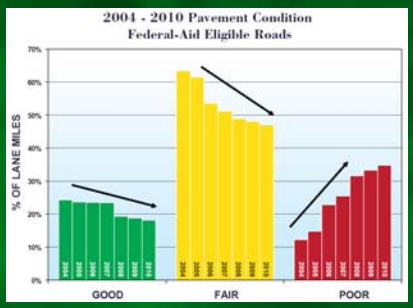
Director Kirk T. Steudle, P.E.
Michigan Department of Transportation

State Transportation Funding

Highway Capital Program Investment

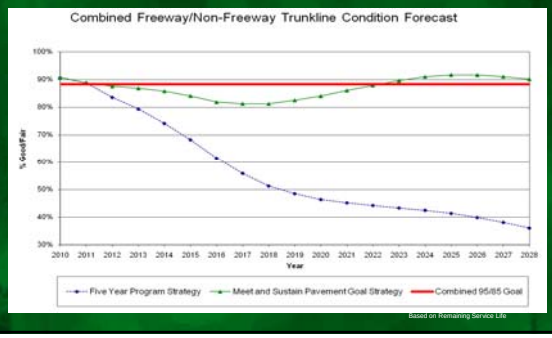


Condition of Federal-Aid Roads



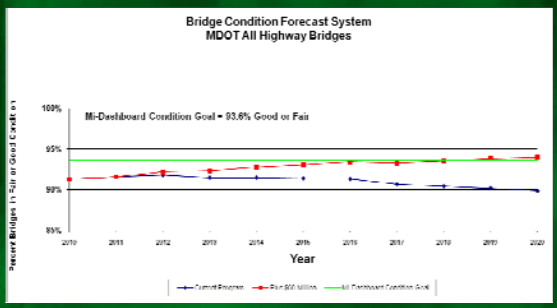
Projected State Trunkline Pavement Condition

With & Without Additional Funding



Projected State Trunkline Bridge Condition

With & Without Added Funding



Reinventing Michigan's Infrastructure: Better Roads Drive Better Jobs

Governor's Special Message on Infrastructure

Key Points

- Modern, efficient transportation is critical
- Better roads *drive* better jobs
- Infrastructure is essential
- $1.4 billion shortfall
- Bold changes are needed to our funding system
- Time to seriously engage in this issue

Transportation Reforms

- Require road agencies to achieve best practices:
  - Competitive bidding for road maintenance and construction by public and private sectors
    - Engineering management and maintenance work for large sections of trunklines
  - Employees contribute 20% of health care premiums
  - New employees on defined contribution retirement plans
  - Asset management plan
  - Safety plan

Transportation Reforms

- Reduce number of road agencies receiving Act 51 funds, particularly smallest cities & villages
- Allow any county to absorb its county road commission
- Allow state to conduct financial audits of local road agencies

Revenue Recommendations

- Identify $1.4 billion needed to adequately maintain infrastructure system
- Eliminate current 19¢/gallon state gas tax and 15¢/gallon diesel tax
- Replace with a percentage wholesale tax on fuel

Revenue Recommendations

- Revise Act 51 formula to link funding to road use and traffic
- Transition from old formula to new formula over 7 years
- Create Regional Registration fee for local road & transit priorities, with voter approval
- Develop Michigan as global trade center and create an authority to build New International Trade Crossing

Aviation, Bus & Rail Transit Recommendations

- Create a Regional Transit Authority for SE Michigan to establish rapid transit along Gratiot, Woodward, Michigan and M-59 corridors
- Increase state investment in freight and passenger rail
- Continue to invest in airport safety and efficiency
- Work with Congress to fund needed harbor dredging and construction of a new Soo Lock
- Other recommendations were identified for water, sewer and broadband

Closing

- Proposals demand innovation
- Reinvention means reinvestment in infrastructure
- Proposals are fundamental priorities
- We owe this to ourselves and our posterity
- Better roads *drive* better jobs

Thank you!

MDOT Mission

Providing the highest quality integrated transportation services for economic benefit and improved quality of life.

Complete Streets Advisory Council

Officers

Suzanne Schulz
Chairperson
Michigan Municipal League

John Niemela
Vice Chairperson
County Road Association of Michigan

Andrea Brown
Secretary
Michigan Association of Planning

Members

Steve DeBrabander
Michigan Department of Natural Resources

Ken Fletcher
Michigan Township Association Delta Township

Gary Heidel
Michigan State Housing Development Authority

Rochelle Hurst
Michigan Department of Community Health

Karen Kafantaris
AARP Michigan

Kelli Kavanaugh
Wheelhouse Detroit

Lt. Gary Megge
Michigan State Police

Carolyn L. Grawi
Michigan Disability Network

Linda Miller-Atkinson
State Transportation Commission

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

Christopher White
Ann Arbor Transportation Authority

Public Comment

Appendix C

Complete Streets Advisory Council – Public Comments

	NAME	REPRESENTING	COMMENT SUMMARY
April	Mr. Paul Palmer	Developmental Disability Council of Michigan	People should be trained on Complete Streets so they have all the access they need, even in rural areas. Paul is from Marquette and he would like to be able to go to the U.P. Not just people with disabilities need access; all people need to have access to where they want to go.
April	Ms. Sue Weckerle	City of Birmingham	Suggested topic would be to review the funding sources that we are legally able to use for funding and make sure we are making good use of those monies. Check into the Act 51 money and make sure that it is being used to the fullest.
April	Mr. Todd Scott	Michigan Trails and Greenways Alliance	Improve access to fresh food and encourage people to live a healthy lifestyle. Educate people on the need for Complete Streets and encourage people to live a more active lifestyle. Some people have a different idea on what Complete Streets actually is and some clarification on the American Assoc. of State Highway & Transportation Official's guidelines might be very helpful to others. Todd also suggested the council look toward urban funding as a possible funding source.
April	Ms. Charlene Lizotte	Developmental Disability Council of Michigan	The facilities that these meetings are held at need to have handicapped accessible bathrooms readily available and, an aisle wide enough for a wheelchair to fit through. If the council is going to do video conference, it needs to have closed caption as a video source for the people that are deaf.
July	Mr. Paul Palmer	Developmental Disability Council of Michigan	Shared support for the Council's efforts in helping shape community awareness for Complete Streets.
July	Mr. John Lindenmayer	Michigan Complete Streets Coalition	Wanted to make sure that everybody was aware of www.michigancompletestreets.org. There is a lot of information, such as policies, ordinances and resolutions compiled on this web site.
September	Mr. Joe Manzella	"Public"	Would like to see an improved process for 2-way communication while implementing complete streets. He mentioned a way for locals to request an MDOT, an opportunity for MDOT to weigh in on local projects. MSP responded that identifying a safety need is the fastest way to get MDOT action on local priorities.
November	Mr. Al Chapman	"Public"	By way of a public comment card, Mr. Chapman shared his desire for a more collaborative approach to lane usage. He prefers a "green line" approach to establish priority lanes for cyclists. Stating he would rather be welcomed than tolerated where road rights are concerned.

Complete Streets Advisory Council

Officers

Suzanne Schulz
Chairperson
Michigan Municipal League

John Niemela
Vice Chairperson
County Road Association of Michigan

Andrea Brown
Secretary
Michigan Association of Planning

Members

Steve DeBrabander
Michigan Department of Natural Resources

Ken Fletcher
Michigan Township Association Delta Township

Gary Heidel
Michigan State Housing Development Authority

Rochelle Hurst
Michigan Department of Community Health

Karen Kafantaris
AARP Michigan

Kelli Kavanaugh
Wheelhouse Detroit

Lt. Gary Megge
Michigan State Police

Carolyn L. Grawi
Michigan Disability Network

Linda Miller-Atkinson
State Transportation Commission

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

Christopher White
Ann Arbor Transportation Authority

Correspondence

Appendix D

At the last Complete Streets Advisory Council meeting it was stated that Michigan is second only to California in the number of Complete Streets ordinances and resolutions that have been adopted. I have noticed that this has since been repeated in some other communications. I didn't think that this was correct when I heard it at the last meeting so I double checked with the National Complete Streets Coalition who confirmed that Michigan is ahead of CA. Please see below.

Michigan has focused mostly on resolutions and ordinances but CA has adopted CS through some other unique mechanisms. In total CA is at 17, while Michigan now has 57. The list on the Michigan Complete Streets Coalition site is updated in more or less real time (or at least as soon as I get notified):

http://michigancompletestreets.wordpress.com/resource/policy-center/

Just wanted to share this in hopes that you could pass along the corrected info to the Advisory Council members at the next meeting. CA is always first on so many issues, so this is a great feather in Michigan's cap that we should be very proud of. No need for us to claim a backseat when we truly are in the driver's seat!

Thanks!

--
John Lindenmayer
Associate Director
League of Michigan Bicyclists
(517) 334-9100
416 S. Cedar St, Suite A
Lansing, MI 48912

www.LMB.org
Facebook: http://facebook.com/LeagueofMichiganBicyclists
Twitter: http://twitter.com/mibicyclists

To: MDOT Director
Members of the Complete Streets Advisory Council

From: Transportation for Michigan Coalition

Date: October 2011

Re: MDOT Complete Streets Policy Recommendations

Michigan is a complete streets leader. The State of Michigan's leadership on complete streets has been met with enthusiasm by local communities and the public across the state. With the adoption of PA 134 and PA 135 in August 2010, Michigan became the fourteenth state to enact complete streets legislation. In response, more than 55 Michigan communities have adopted a complete streets policy (e.g., resolution or ordinance). To ensure this momentum continues, the next step is for the State Transportation Commission (STC) to adopt a complete streets policy for the Michigan Department of Transportation (MDOT).

To help accomplish this, the Michigan Complete Streets Advisory Council (MCSAC) was charged with providing education and advice to the STC, county road commissions, municipalities, interest groups, and the public on the development, implementation, and coordination of complete streets policies, as well as to advise the STC on the adoption of model policies.

In an effort to assist the MCSAC in developing policy recommendations to put forth to the STC, the Transportation for Michigan (Trans4M) coalition respectfully submits the policy language recommendations outlined below. Trans4M is a coalition of diverse organizations, including business leaders, policymakers, faith-based groups, and environmental groups, who believe that strategic investments in transportation can help revitalize Michigan's cities and towns. One of the coalition's key policy priorities is helping ensure that the STC adopts a strong and comprehensive complete streets policy.

Trans4M is coordinated by Rory Neuner, who also holds the seat representing pedestrian organizations on the MCSAC. She was integral in compiling Trans4M's policy language recommendations and writing this memo.

Policy language recommendations in this memo are based on existing best practice policies from other states as identified by the National Complete Streets Coalition (Complete Streets Policy Analysis 2010). Through efforts to pull together policy language for the MDOT policy, the MCSAC has already compiled much of the best practice policy language. Thus, many of Trans4M's recommendations encompass policy language previously outlined by the MCSAC. To ensure that the policy language recommendations are as comprehensive as possible, Trans4M also included additional policy language for the MCSAC to consider. Trans4M respects the MCSAC process and hopes that the following recommendations will be used to help the MCSAC develop the best possible policy language recommendations so that we can effectively realize complete streets in Michigan.

Complete Streets Policy Recommendations

BACKGROUND

1. *Purpose*: The intent of this policy is to provide for the planning, design, construction, operation, and maintenance of a transportation system within the State of Michigan that provides for the varying access and mobility needs of all legal users, regardless of age, ability, or trip purpose. The road network must function as an integral part of the overall transportation system and provide for safe, accessible, and efficient transportation options for people and goods. This is a long-term investment that considers a variety of transportation facilities and anticipates likely future demand for bicycling, walking, and transit.
2. *Definition*: *Complete streets* means roadways planned, designed, constructed, operated, and maintained to provide appropriate access to all legal users in a manner that balances the needs of all legal users and promotes safe, efficient, and convenient movement of people and goods whether by car, truck, emergency vehicles, freight haulers, transit, assistive device, foot, bicycle, or other means.

SAFETY

3. Create a comprehensive, integrated, connected multi-modal network by providing connections to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers. Provide safe and accessible accommodations for existing and future pedestrian, bicycle and transit facilities, regardless of age, ability, or trip purpose.
4. Address the need for bicyclists and pedestrians to cross road and rail corridors as well as travel along them. Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections, interchanges, rail crossings and bridges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
5. Research, develop and support new technologies in improving safety and mobility.
6. MDOT will develop and implement an internal policy that will make provisions for pedestrians and bicyclists when closing roads, bridges or sidewalks for construction projects (reference NJDOT Policy #705).

CONTEXT

7. MDOT will coordinate through established transportation planning processes with local government agencies and regional planning agencies to assure that transportation accommodations (bicycle, pedestrian, transit, commercial, personal or emergency vehicles, assistive device, or other means) are addressed on a multimodal planning level through the Long Range Planning Process and within the project development planning process.
8. Ensure the MDOT complete streets policy complements MDOT's context sensitive solutions, aesthetics and stakeholder engagement policies and practices and safe routes to school programs.

9. Internal Training (reference #21 under FUNCTIONAL CLASS)
10. Design Guidelines (reference #19 & #20 under FUNCTIONAL CLASS)
11. Improvements should also consider areas or population groups with limited transportation options, connections to safe routes to school initiatives, and public service areas (*e.g.*, schools, government facilities, libraries, public health facilities, parks, trails, hospitals, public transportation, etc.), and seek to provide improved access to healthy food (*e.g.*, farmers markets, full service groceries, community gardens, etc.).
12. Consider local land use plans, zoning, and related policies to identify potential future activity generators.
13. Improvements must comply with Title VI/Environmental Justice, Americans with Disabilities Act (ADA) and should complement the context of the surrounding community.
14. Establish a procedure to evaluate resurfacing projects for complete streets inclusion according to length of project, local support, environmental constraints, right-of-way limitations, funding resources and bicycle and/or pedestrian compatibility.
15. Establish performance measures to gauge success. These may include the following:
    - Quality of service
    - Percent of roadway miles/intersections with non-motorized transportation facilities (sidewalks, bike lanes, ADA ramps, paved shoulders in rural areas etc.) and associated number of installed signage/wayfinding
    - Reduction in traffic volumes, congestion, & vehicle miles traveled
    - Reduction in crashes (frequency & severity)
    - Noticeable increase in walking/biking/transit
    - Miles of new lighting
    - Improved public health indicators
    - Community vibrancy indicators
    - Other plans, ordinances, etc. changed/adopted at the local level
    - Changes in internal procedures
    - Complaints
    - Number of exemptions requested and/or granted
    - Number of, and yearly change in, overall paved lane miles
    - Number of trees installed

<u>FUNCTIONAL CLASSIFICATION</u>

16. MDOT will develop, adopt and use an implementation plan that includes:
    a. clear processes and procedures to include complete streets in transportation planning/projects
    b. project development checklist (reference #17 & #18 under FUNCTIONAL CLASS)
    c. Adopt and use of a design guide that includes complete streets best practices (reference #20 & #21 under FUNCTIONAL CLASS)
    d. Systematic training of agency personnel (reference #21 under FUNCTIONAL CLASS)
    e. Exemptions (reference #25 under COST)
    f. Use of performance measures (reference #15 under CONTEXT)

17. Establish a project development checklist of pedestrian, bicycle and transit accommodations such as accessible sidewalks, curb ramps, crosswalks, pedestrian countdown signals, signs, medians, refuges, curb extensions, pedestrian scale lighting, bike lanes, shoulders and bus shelters with the presumption that they shall be included in each project unless supporting documentation against inclusion is provided and found to be justifiable.
18. Project development checklist will be used during the project identification phase.
19. Review and revise, as needed, design guidelines, manuals, standards, and practices according to best practices.
20. Design bicycle and pedestrian facilities to the best, currently-available standards and practices, including the State of Michigan Roadway Design Manual, the AASHTO Guide for the Development of Bicycle Facilities, AASHTO's Guide for the Planning, Design and Operation of Pedestrian Facilities, the Manual of Uniform Traffic Control Devices and others as related.
21. Implement training for Engineers and Planners on Bicycle/Pedestrian/Transit policies and integration of non-motorized travel options into transportation systems.
22. In rural areas, paved shoulders or a multi-use path shall be included in all new construction and in reconstruction projects on roadways used by more than 1,000 vehicles per day. Paved shoulders provide safety and operational advantages for all road users.
    a. Shoulder rumble strips are not recommended when used by bicyclists, unless there is a minimum clear path of four feet where a bicycle may safely operate.
    b. If there is evidence of significant pedestrian usage, then sidewalks shall be considered in the project.
23. Transportation facilities are long-term investments that shall anticipate likely future demand for bicycling, transit and walking facilities and not preclude the provision of future improvements.

<u>COST</u>

24. EXEMPTIONS: Exemptions to the MDOT Complete Streets policy must be presented for final decision to the _____ Committee in writing by the appropriate _____ and documented with supporting data that indicates the reason for the decision and are limited to the following:
    a. Non-motorized users are prohibited on the roadway.
    b. Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
    c. Detrimental environmental or social impacts outweigh the need for these accommodations.
    d. Cost of accommodations is excessively disproportionate to cost of project, more than twenty percent (20%) of total cost.
    e. The safety or timing of a project is compromised by the inclusion of Complete Streets.

    Any exemption, including those listed above, must be documented with supporting data and must be approved by the_____ along with written approval by the Director of Transportation.

Complete Streets Advisory Council

Officers

Suzanne Schulz
Chairperson
Michigan Municipal League

John Niemela
Vice Chairperson
County Road Association of Michigan

Andrea Brown
Secretary
Michigan Association of Planning

Members

Steve DeBrabander
Michigan Department of Natural Resources

Ken Fletcher
Michigan Township Association Delta Township

Gary Heidel
Michigan State Housing Development Authority

Rochelle Hurst
Michigan Department of Community Health

Karen Kafantaris
AARP Michigan

Kelli Kavanaugh
Wheelhouse Detroit

Lt. Gary Megge
Michigan State Police

Carolyn L. Grawi
Michigan Disability Network

Linda Miller-Atkinson
State Transportation Commission

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

Christopher White
Ann Arbor Transportation Authority

MDOT Collaboration with Complete Streets Communities – by region

Appendix E

MDOT Projects in Complete Streets Communities
(italicized projects are in addition to those required by law to be reported on)

Region	County	Year	Route	Location	Work Description	Complete Streets Concerns Raised?	Concerns Fully Addressed?	Agreement With Municipality Reached?
Bay	GENESEE	2011	M-21	I-75 to Miller Road	Mill & Hot Mix Asphalt Overlay	Y	Y	Y
Bay	GENESEE	2011	I-69	Four bridges over I-69, City of Flint	Paint, Epoxy Overlay	N	-	-
Bay	ISABELLA	2011	US-127 BR	South Mission Street to High Street	Mill and HMA Overlay	Y	N	Y
Bay	ISABELLA	2011	US-127 BR	High Street northerly to North Mission Street	Mill and HMA Overlay	Y	N	Y
Grand			*M-66*	*The Grand River north to M-21*	*Conc reconstruct, curb & gutter, sidewalks, ramps, utilities & signals*	*Y*	*Y*	*Y*
Grand	KENT	2011	US-131	I-196 north to Ann Street	Replace Freeway Lighting	N	-	-
Grand	KENT	2011	M-37	Lake Eastbrook Blvd. north to I-96	Conc Joint Repair & Diam Grind	N	-	-
Grand	Statewide	2011	Grand Region	Grand Rapids TSC	Non-Freeway Signing Upgrade	N	-	-
Grand	KENT	2011	N US-131/FRANKLIN	Grand Region	Signal	N	-	-
Grand	KENT	2011	I-196	M-11 east to The Grand River	Coldmill and HMA Resurface	N	-	-
Grand	KENT	2011	I-96	At the I-196/M-44 (East Beltline) Interchange	Alternate Energy Demo Project	N	-	-
Grand	KENT	2011	M-44	I-96 SEB off ramp	Disappearing NTOR case sign	N	-	-
Grand	KENT	2011	Franklin/N U-131 RAMP	US-131 over CSX RR	Railroad force account work	N	-	-
Grand	KENT	2011	US-131	NB over the Grand River in Grand Rapids.	Joints, conc approach replace	N	-	-
Grand	*KENT*		*US-131*	*US-131 under Burton Street and Hall Street*	*Deck replacement*	*Y*	*Y*	*Y*
Grand	KENT	2011	US-131	US-131 under Franklin Street	Partial deck replc, signing	Y	Y	Y
Grand	KENT	2012	US-131 BR	at Crossing of Straits Corporation (G01)	Xing Rem & Road Restoration	N	-	-

MDOT Projects in Complete Streets Communities
(italicized projects are in addition to those required by law to be reported on)

Region	County	Year	Route	Location	Work Description	Complete Streets Concerns Raised?	Concerns Fully Addressed?	Agreement With Municipality Reached?
Grand	KENT		I-196	Fuller Avenue of I-196	Structure replacement, ramp upgrades, sidewalk and ADA upgrades, etc.	N	-	-
Grand	KENT		US-131 BR	Division Ave from Oakes to I-196	Convert from 5/4 lanes to 3 lanes	N	-	-
Grand	KENT		M-20	Perry Street to North Mitchell	Cold Mill & HMA Resurface; Traffic loop replacement; ADA Sidewalk Ramp Upgrades	N	-	-
Metro			US-12	From Livernois to 28th Street	Resurface and sidewalk ramps	Y	Y	Y
Metro	OAKLAND	2011	I-696	At Lahser Road	Lot border repair, signs, etc.	N	-	-
Metro	OAKLAND	2011	I-96	I-96 at Kent Lake Road Interchange	Drainage Correction	N	-	-
Metro	OAKLAND	2011	M-10	Various locations in Metro Region	ITS System Modifications	N	-	-
Metro	OAKLAND	2011	M-59	Voorheis Road	Install Right Turn Green Arrow	N	-	-
Metro	WAYNE	2011	E I-94/N M-39 RAMP	Ramp from I-94EB to M-39NB	Repl. Overhead Sign, Tyre Grip	N	-	-
Metro	OAKLAND	2011	US-24	South of Fairfax to South of Myrtle	Landscape Restoration	N	-	-
Metro	WAYNE	2011	CONN 024	Carter Road to I-75	Surface Milling & HMA Overlay	Y	Y	Y
Metro	WAYNE	2011	I-94	Pelham Rd. to E. of M-39	Concrete Pavement Restoration	N	-	-
Metro	OAKLAND	2011	I-75	Giddings Road to M-15	HMA Crack Treatment	N	-	-
Metro	OAKLAND	2011	M-5	I-96/I-275 JCT to Grand River	1-1/2" Mill and Resurface	N	-	-

MDOT Projects in Complete Streets Communities
(italicized projects are in addition to those required by law to be reported on)

Region	County	Year	Route	Location	Work Description	Complete Streets Concerns Raised?	Concerns Fully Addressed?	Agreement With Municipality Reached?
Metro	OAKLAND	2011	M-59	Bogie Lake Rd. to Pontiac Lake Rd.	Mill & Resurface w/True Pave	N	-	-
Metro	OAKLAND	2011	M-59	Milford Rd. to Bogie Lake Rd.	1-1/2" Mill & Resurface	N	-	-
Metro	OAKLAND	2011	M-15	US-24 (Dixie)	Add Doghouse RTGA	N	-	-
Metro	WAYNE	2011	M-39	2 Bridges at the I-94/M-39 Interchange	Substructure Repair	N	-	-
Metro	WAYNE	2011	I-94	M-39 Ramp K over I-94	Substructure Repair	N	-	-
Metro	WAYNE	2011	I-94	M-39 Ramp L over I-94	Epoxy overlay	N	-	-
Metro	OAKLAND	2011	Coutywide	Area-wide signal retiming in Oakland County	Signal Optimization	N	-	-
Metro	OAKLAND	2011	M-59	M-59 (Highland) @ Harvey Lake Rd.	Overhead Flashing Beacon	N	-	-
Metro	WAYNE	2011	I-75	From Brunswick to Deerfield Park (SW02-82191)	Soundwall Rehabilitation	N	-	-
Metro	OAKLAND	2011	Northwestern Highway	US-24/M-10 to I-696WB	Repair Qwick Kurb	N	-	-
Metro			*US-31/M37 (Divisions Str.)*	*Grandview Pkwy to 14th Street, Traverse City*	*CPM Milling and Resurface*	*Y*	*Y*	*Y*
North	Statewide	2011	Regionwide	Cadillac TSC-wide	Safety upgrade traffic signals	N	-	-
North	*GRAND TRAVERSE*	*2011*	*US-31*	*14th Street North to Grandview Parkway*	*Cold Mill and Resurface.*	*Y*	*N*	*Y*
North	MASON	2011	US-31	North of Meisenheimer Road to Chauvez Road	Ultra-Thin Overlay	N	-	-
Southwest	ALLEGAN	2011	M-222	West of Eastern Avenue	Slope Stabilization	N	-	-
Southwest	ALLEGAN	2011	US-31	US-31 NB over Kuipper Drian	Culvert Replacement	N	-	-
Superior	State Wide	2011	Newberry TSC	Newberry TSC area	Non-freeway Signing Upgrade	N	-	-
Superior	CHIPPEWA	2011	I-75 BL	NW quadrant of I-75 and 3 Mile Rd	Install Carpool lot lighting	N	-	-

MDOT Projects in Complete Streets Communities
(italicized projects are in addition to those required by law to be reported on)

Region	County	Year	Route	Location	Work Description	Complete Streets Concerns Raised?	Concerns Fully Addressed?	Agreement With Municipality Reached?
Superior	CHIPPEWA	2011	M-129	From 10 Mile Road to 3 Mile Road	HMA Cold Mill & 1 Crs Resurf	N	-	-
Superior	HOUGHTON	2011	US-41	US-41, Houghton County	HMA Mill and Overlay	N	-	-
Superior	MARQUETTE	2011	M-553	Marquette Elementary School	Installation of School Speed L	N	-	-
Superior	ALGER	2011	M-28	West of Portage Street to Onota Street	Concrete Pavement Repair.	N	-	-
Superior	DELTA	2011	M-35	Near Lakeshore Drive	Bikepath connection	Y	Y	Y
Superior	CHIPPEWA	2011	Easterday Avenue	over I-75	Widen Exist Bridge Deck, Path	Y	Y	Y
Superior	MARQUETTE	2011	M-553	Near Vistanna Drive to Grove Street, Marquette	Non-motorized pathway	Y	Y	Y
University	WASHTENAW	2011	I-94	and Huron/US-12/Whittaker in the SE Quadrant	Resurface lot	N	-	-
University	JACKSON	2011	I-94	I-94 at Sargent Road	New carpool lot	Y	Y	Y
University	INGHAM	2011	M-43	I-69BL/M-43 (Saginaw) @ Waverly Rd.	Signal Modernization	Y	Y	Y
University	Statewide	2011	Various	I-94	Freeway Signing Upgrade	N	-	-
University	JACKSON	2011	M-60	M-60 over I-94 BL, Jackson County	Deep overlay, paint	N	-	-
University	INGHAM	2011	I-96 BL	Edgewood to Grand River Ave	MILL & RESURFACE	Y	Y	Y
University	Statewide	2011	Lansing TSC Area	Lansing TSC Wide	HMA Crack Treatment	N	-	-
University	HILLSDALE	2011	M-99	Arch Street to US-12	Concrete Pavement Restoration	Y	Y	Y
University	WASHTENAW	2011	I-94	I-94 from Parker to M-14	Mill & single course overlay	N	-	-
University	Statewide	2011	Regionwide	TSC Wide	Crack Treatment	N	-	-
University	INGHAM	2011	US-127 NB	I-496 To M-43	Extend auxiliary weave lane	N	-	-
University	JACKSON	2011	US-127	Safe Enforcement Site at Jefferson Road	PITWS - Weigh Scale	N	-	-
University	JACKSON	2011	I-94BL	I-94BL Ramps to Sargent Road	Leoni Twp Non-Motor Path	N	-	-

MDOT Projects in Complete Streets Communities

(italicized projects are in addition to those required by law to be reported on)

Region	County	Year	Route	Location	Work Description	Complete Streets Concerns Raised?	Concerns Fully Addressed?	Agreement With Municipality Reached?
University	WASHTENAW	2011	I-94BL	E OF I-94 OFF RAMP	Modernize "KEEP RIGHT" sign	N	-	-
University	INGHAM	2011	I-96 BL	I-96BL at Pennsylvania Avenue	Intersection Improvement	N	-	-
University	JACKSON	2011	M-50	M-50 over NS RR	RR force account	N	-	-
University	INGHAM	2011	I-496	R13 of 33045 Clemens St. over CSX	RR force account oversight	N	-	-
University	INGHAM	2011	Old 127	Kalamazoo St to M-43	Full-depth concrete repairs	N	-	-
University	State Wide	2011	Various	Various Routes	HMA Crack Treatment	N	-	-
University	JACKSON	2011	M-50	M50/Hupp St. & M-99 at West St. Intersections	Sidewalk ramp replacement to ADA ramp	Y	Y	Y

Projects include those in a City, Township, County or MPO that are in jurisdictions with Complete Streets policies and not in the 2010-2014 Five Year Plan.

Grand Region

Project Information			Planning/Community Engagement				Elements Included in Project											
Project Number			Local CS/NM Plan? (Y/N)	Were you asked during scoping/stakeholder engagement to include accommodations to NM travel?	Did you have any requests on which you reached compromises because you couldn't fulfill them completely? If so, please detail them.	Did you have any requests you could not resolve? If so, please detail them, and whether you agreed to consider future accommodations or reached an alternate solution.	ADA curb ramps, related items	Crosswalks	Countdown pedestrian signals	Bike lanes	Refuge islands	Sharrows	Lane reductions/road diets	Paved shoulders	Transit facilities	Signal timing	Trail crossings	Other
106436			Y	N	N	N	X	X										
112141			Y	Y	Y, Refuge Island and Roundabout	Y, Refuge Island near bridge was not approved and roundabout would not fit	X	X			X							Rapid Rectangular Flashing Beacon and one ped refuge island, wider than norm. sidewalk
102995			Y	N	Giant Bump Outs	We were able to provide moderate sized bump outs	X	X										Streetscaping
48550			N	Y	Yes. The city asked us to replace all existing sidewalk. We did not replace all of it, partially because of ROW concerns, and partially because it did not all need to be replaced.	No	X	X										Coordination clause with construction of KRVT permit project for separated path

Project Information			Planning/Community Engagement				Elements Included in Project											
Project Number			Local CS/NM Plan? (Y/N)	Were you asked during scoping/stakeholder engagement to include accommodations to NM travel?	Did you have any requests on which you reached compromises because you couldn't fulfill them completely? If so, please detail them.	Did you have any requests you could not resolve? If so, please detail them, and whether you agreed to consider future accommodations or reached an alternate solution.	ADA curb ramps, related items	Crosswalks	Countdown pedestrian signals	Bike lanes	Refuge islands	Sharrows	Lane reductions/road diets	Paved shoulders	Transit facilities	Signal timing	Trail crossings	Other
107575			Y	No; this project implemented an emergency road repair to prevent it falling into the Kalamazoo River.	No	N/A	X											
111983			Y	No; this is a freeway bridge adjacent to an interchange with another freeway. No NM facilities are present or desired.	No	N/A												

Superior Region

Complete Streets Project Coordination

For each relevant project on the attached list, please consider the following questions and respond accordingly. The projects reported on can be used to demonstrate how MDOT is using Context Sensitive Solutions to engage stakeholders and reach effective solutions.

1. Project number,
   -CS: 17034 – JN: 112927, Easterday Avenue over I-75, Widen bridge deck S04-17034 and extend non-motorized pathway.

2. In scoping and/or stakeholder discussions, were any requests made to accommodate non-vehicular travel?
   - **Requests were made by the City of Sault Ste Marie by way of a bridge study and inclusion of the structure in the City's non-motorized master plan.**

3. Did you reach any compromises on requests you were not able to fulfill completely? Please document in a brief statement what those solutions entailed.
   - **The structure was widened to provide a non-motorized crossing and connecting pathway was constructed.**

4. Did the project incorporate any design features that improve mobility or access for all users? Examples to consider include: American Disabilities Act curb ramps or related items, crosswalks, count-down pedestrian signals, bike lanes, refuge islands, sharrows, lane reductions, paved shoulders (4 foot or wider), transit facilities, signal timing, trail crossings, or any other feature that might improve safety and travel. Report all that apply, even if a specific request was not made of MDOT.

   - **The project incorporated crosswalks, ADA curb ramps, paved multi-used pathway and bridge widening to provide crossing over I-75.**

5. Were any requests made that could not be resolved? Please provide a brief explanation and the reasons it could not be met. If an agreement was reached to add it to future project consideration, or a substitute was found, please include that information.
   - **No requests were made that could not be resolved.**

Complete Streets Project Coordination

For each relevant project on the attached list, please consider the following questions and respond accordingly. The projects reported on can be used to demonstrate how MDOT is using Context Sensitive Solutions to engage stakeholders and reach effective solutions.

1. Project number, location:

CS 31052 JN 110601, US-41, Houghton County

2. In scoping and/or stakeholder discussions, were any requests made to accommodate non-vehicular travel?

NO

3. Did you reach any compromises on requests you were not able to fulfill completely? Please document in a brief statement what those solutions entailed.

N/A

4. Did the project incorporate any design features that improve mobility or access for all users? Examples to consider include: American Disabilities Act curb ramps or related items, crosswalks, count-down pedestrian signals, bike lanes, refuge islands, sharrows, lane reductions, paved shoulders (4 foot or wider), transit facilities, signal timing, trail crossings, or any other feature that might improve safety and travel. Report all that apply, even if a specific request was not made of MDOT.

ADA Curb Ramps

5. Were any requests made that could not be resolved? Please provide a brief explanation and the reasons it could not be met. If an agreement was reached to add it to future project consideration, or a substitute was found, please include that information.

N/A

Complete Streets Project Coordination

For each relevant project on the attached list, please consider the following questions and respond accordingly. The projects reported on can be used to demonstrate how MDOT is using Context Sensitive Solutions to engage stakeholders and reach effective solutions.

1. Project number, location:

CS 52055 JN 111048, M-553, Marquette Elementary School

2. In scoping and/or stakeholder discussions, were any requests made to accommodate non-vehicular travel?

NO

3. Did you reach any compromises on requests you were not able to fulfill completely? Please document in a brief statement what those solutions entailed.

N/A

4. Did the project incorporate any design features that improve mobility or access for all users? Examples to consider include: American Disabilities Act curb ramps or related items, crosswalks, count-down pedestrian signals, bike lanes, refuge islands, sharrows, lane reductions, paved shoulders (4 foot or wider), transit facilities, signal timing, trail crossings, or any other feature that might improve safety and travel. Report all that apply, even if a specific request was not made of MDOT.

Installation of School Speed Limit sign flasher with interconnect.

5. Were any requests made that could not be resolved? Please provide a brief explanation and the reasons it could not be met. If an agreement was reached to add it to future project consideration, or a substitute was found, please include that information.

N/A

Complete Streets Project Coordination

For each relevant project on the attached list, please consider the following questions and respond accordingly. The projects reported on can be used to demonstrate how MDOT is using Context Sensitive Solutions to engage stakeholders and reach effective solutions.

1. Project number, location:

CS 52055 JN 112979, M-553 near Vistanna Drive to Grove Street, Marquette

2. In scoping and/or stakeholder discussions, were any requests made to accommodate non-vehicular travel?

Yes, the city requested that a non-motor pathway be built to connect Grove Street to the existing pedestrian bridge near Vistanna Drive.

3. Did you reach any compromises on requests you were not able to fulfill completely? Please document in a brief statement what those solutions entailed.

No, we were able to fully accommodate the request due to a successful enhancement grant application.

4. Did the project incorporate any design features that improve mobility or access for all users? Examples to consider include: American Disabilities Act curb ramps or related items, crosswalks, count-down pedestrian signals, bike lanes, refuge islands, sharrows, lane reductions, paved shoulders (4 foot or wider), transit facilities, signal timing, trail crossings, or any other feature that might improve safety and travel. Report all that apply, even if a specific request was not made of MDOT.

10 ft wide paved non-motor pathway and ADA curb ramp

5. Were any requests made that could not be resolved? Please provide a brief explanation and the reasons it could not be met. If an agreement was reached to add it to future project consideration, or a substitute was found, please include that information.

N/A

Complete Streets Project Coordination

For each relevant project on the attached list, please consider the following questions and respond accordingly. The projects reported on can be used to demonstrate how MDOT is using Context Sensitive Solutions to engage stakeholders and reach effective solutions.

1. Project number, location:

83733A,

2. In scoping and/or stakeholder discussions, were any requests made to accommodate non-vehicular travel?

Yes

3. Did you reach any compromises on requests you were not able to fulfill completely? Please document in a brief statement what those solutions entailed.

The locals wanted a new bridge built so they could fund a snowmobile path wide enough for the groomer to use. We decided to build a new bridge (rather than just a new deck) but Dickinson County did not have the funds to pay for the path. Marinette County Wi did have the funds. MDOT and WisDOT shared the cost of a new sidewalk on the structure that will be separated by a traffic railing.

4. Did the project incorporate any design features that improve mobility or access for all users? Examples to consider include: American Disabilities Act curb ramps or related items, crosswalks, count-down pedestrian signals, bike lanes, refuge islands, sharrows, lane reductions, paved shoulders (4 foot or wider), transit facilities, signal timing, trail crossings, or any other feature that might improve safety and travel. Report all that apply, even if a specific request was not made of MDOT.

We included a 6 Ft sidewalk separated from traffic with a railing.

5. Were any requests made that could not be resolved? Please provide a brief explanation and the reasons it could not be met. If an agreement was reached to add it to future project consideration, or a substitute was found, please include that information.

No.

Complete Streets Project Coordination

For each relevant project on the attached list, please consider the following questions and respond accordingly. The projects reported on can be used to demonstrate how MDOT is using Context Sensitive Solutions to engage stakeholders and reach effective solutions.

1. Project number; location:

   - **CS: 84911 – JN: 105742A - Non Freeway Sign Upgrades on M-48, M-80, M-129, M-134.**

2. In scoping and/or stakeholder discussions, were any requests made to accommodate non-vehicular travel?
   - **No requests were made to accommodate non-vehicular travel during the scoping process**.

3. Did you reach any compromises on requests you were not able to fulfill completely? Please document in a brief statement what those solutions entailed.
   - **There were no requests.**

4. Did the project incorporate any design features that improve mobility or access for all users? Examples to consider include: American Disabilities Act curb ramps or related items, crosswalks, count-down pedestrian signals, bike lanes, refuge islands, sharrows, lane reductions, paved shoulders (4 foot or wider), transit facilities, signal timing, trail crossings, or any other feature that might improve safety and travel. Report all that apply, even if a specific request was not made of MDOT.

   - **No new features were incorporated into the project.**

5. Were any requests made that could not be resolved? Please provide a brief explanation and the reasons it could not be met. If an agreement was reached to add it to future project consideration, or a substitute was found, please include that information.
   - **There were no requests.**

Complete Streets Project Coordination

For each relevant project on the attached list, please consider the following questions and respond accordingly. The projects reported on can be used to demonstrate how MDOT is using Context Sensitive Solutions to engage stakeholders and reach effective solutions.

1. Project number; location:
JN 106947

2. In scoping and/or stakeholder discussions, were any requests made to accommodate non-vehicular travel?

No requests were made by the local government, however the Region and TSC staff proposed several complete streets improvements to the City of Escanaba and provided alternatives with respect to improved non-motorized accommodations. This pro-active approach resulted in a very successful project, incorporating many complete streets elements.

3. Did you reach any compromises on requests you were not able to fulfill completely? Please document in a brief statement what those solutions entailed.

We mapped, documented and presented three alternatives for a proposed non-motorized pathway relocation. Presentations were made before the city board, city planning commission, and the city parks and rec. department. Consensus was reached between all parties.

4. Did the project incorporate any design features that improve mobility or access for all users? Examples to consider include: American Disabilities Act curb ramps or related items, crosswalks, count-down pedestrian signals, bike lanes, refuge islands, sharrows, lane reductions, paved shoulders (4 foot or wider), transit facilities, signal timing, trail crossings, or any other feature that might improve safety and travel. Report all that apply, even if a specific request was not made of MDOT.

Yes. Per the city's recommendation, the project scope included the relocation of an existing, dilapidated non-motorized pathway to the east side of M-35. This not only resulted in a new paved surface for non-motorized users, but it also placed the path on the appropriate side of the highway for all users. Other relevant improvements included: ADA compliant curb-cuts, two new pedestrian crossings, replacement of "straight" curbs to "rolled" curbs to match current speed limit, and extending the center left turn lane for improved commercial mobility and business access.

5. Were any requests made that could not be resolved? Please provide a brief explanation and the reasons it could not be met. If an agreement was reached to add it to future project consideration, or a substitute was found, please include that information.

NONE.

Complete Streets Project Coordination

For each relevant project on the attached list, please consider the following questions and respond accordingly. The projects reported on can be used to demonstrate how MDOT is using Context Sensitive Solutions to engage stakeholders and reach effective solutions.

1. Project number; location:

- **CS: 17032 – 107601A, I-75BL, Install Carpool Lot Lighting.**

2. In scoping and/or stakeholder discussions, were any requests made to accommodate non-vehicular travel?

- **No requests were made to accommodate non-vehicular travel during the scoping process**.

3. Did you reach any compromises on requests you were not able to fulfill completely? Please document in a brief statement what those solutions entailed.

- **There were no requests.**

4. Did the project incorporate any design features that improve mobility or access for all users? Examples to consider include: American Disabilities Act curb ramps or related items, crosswalks, count-down pedestrian signals, bike lanes, refuge islands, sharrows, lane reductions, paved shoulders (4 foot or wider), transit facilities, signal timing, trail crossings, or any other feature that might improve safety and travel. Report all that apply, even if a specific request was not made of MDOT.

- **No new features were incorporated into the project.**

5. Were any requests made that could not be resolved? Please provide a brief explanation and the reasons it could not be met. If an agreement was reached to add it to future project consideration, or a substitute was found, please include that information.

- **There were no requests.**

Complete Streets Project Coordination

For each relevant project on the attached list, please consider the following questions and respond accordingly. The projects reported on can be used to demonstrate how MDOT is using Context Sensitive Solutions to engage stakeholders and reach effective solutions.

1. Project number; location:
   - **JN: 110423A – M-129 from 10 Mile Road to 3 Mile Road, CPM - Cold Milling HMA surface and shoulders with single course HMA resurface.**

2. In scoping and/or stakeholder discussions, were any requests made to accommodate non-vehicular travel?
   - **The region non-motorized plan included shoulder paving on M-129 as a lower priority route. The route was designated low priority due to high traffic volume on M-129 and existing parallel routes.**

3. Did you reach any compromises on requests you were not able to fulfill completely? Please document in a brief statement what those solutions entailed.
   - **The programmed work for this project is Capital Preventive Maintanence (CPM) which is focused on the existing pavement structure and does not include widening, etc. There are parallel county road and township roads with less traffic volume that are designated for bike traffic. The designated BR35 route is on Mackinac Trail, a county road which runs parallel to M-129.**

4. Did the project incorporate any design features that improve mobility or access for all users? Examples to consider include: American Disabilities Act curb ramps or related items, crosswalks, count-down pedestrian signals, bike lanes, refuge islands, sharrows, lane reductions, paved shoulders (4 foot or wider), transit facilities, signal timing, trail crossings, or any other feature that might improve safety and travel. Report all that apply, even if a specific request was not made of MDOT.
   - **No new features where added.**

5. Were any requests made that could not be resolved? Please provide a brief explanation and the reasons it could not be met. If an agreement was reached to add it to future project consideration, or a substitute was found, please include that information.
   - **No requests were made during the design or construction of the project.**

Complete Streets Project Coordination

For each relevant project on the attached list, please consider the following questions and respond accordingly. The projects reported on can be used to demonstrate how MDOT is using Context Sensitive Solutions to engage stakeholders and reach effective solutions.

1. Project number; location:

JN 111984, M-28, West of Portage Street to Onota Street

2. In scoping and/or stakeholder discussions, were any requests made to accommodate non-vehicular travel?

The was a project to complete concrete patches from the previous year.

3. Did you reach any compromises on requests you were not able to fulfill completely? Please document in a brief statement what those solutions entailed.

No request for non-vehicular improvements. Strictly to address concrete pavement joints.

4. Did the project incorporate any design features that improve mobility or access for all users? Examples to consider include: American Disabilities Act curb ramps or related items, crosswalks, count-down pedestrian signals, bike lanes, refuge islands, sharrows, lane reductions, paved shoulders (4 foot or wider), transit facilities, signal timing, trail crossings, or any other feature that might improve safety and travel. Report all that apply, even if a specific request was not made of MDOT.

The was a project to complete concrete patches from the previous year.
ADA ramps where completed the year before.

5. Were any requests made that could not be resolved? Please provide a brief explanation and the reasons it could not be met. If an agreement was reached to add it to future project consideration, or a substitute was found, please include that information.

NONE.

Complete Streets Project Coordination

For each relevant project on the attached list, please consider the following questions and respond accordingly. The projects reported on can be used to demonstrate how MDOT is using Context Sensitive Solutions to engage stakeholders and reach effective solutions.

1. Project number; location:

JN 112703

2. In scoping and/or stakeholder discussions, were any requests made to accommodate non-vehicular travel?

Yes, the request as specifically to extend the current bike path south to connect to the existing paved shoulder.

3. Did you reach any compromises on requests you were not able to fulfill completely? Please document in a brief statement what those solutions entailed.

No compromises.

4. Did the project incorporate any design features that improve mobility or access for all users? Examples to consider include: American Disabilities Act curb ramps or related items, crosswalks, count-down pedestrian signals, bike lanes, refuge islands, sharrows, lane reductions, paved shoulders (4 foot or wider), transit facilities, signal timing, trail crossings, or any other feature that might improve safety and travel. Report all that apply, even if a specific request was not made of MDOT.

ADA ramps, Extension of the existing path.

5. Were any requests made that could not be resolved? Please provide a brief explanation and the reasons it could not be met. If an agreement was reached to add it to future project consideration, or a substitute was found, please include that information.

The City of Escanaba, the Delta County Road Commission and MDOT worked together to scope the project, acquire the Transportation Enhancement Grant and build the project.

Bay Region

Complete Streets Project Coordination

For each relevant project on the attached list, please consider the following questions and respond accordingly. The projects reported on can be used to demonstrate how MDOT is using Context Sensitive Solutions to engage stakeholders and reach effective solutions.

1. Project number; location:
JN = 110492A, US-127 BR, South Mission Street to High Street

2. In scoping and/or stakeholder discussions, were any requests made to accommodate non-vehicular travel?
Yes. Partnerships/Collaborations with City of Mt. Pleasant, Colleges (CMU and MMCC), Saginaw Chippewa Indian Tribe, and the Isabella County Road Commission. Night work was utilized to lesson/minimize impacts to motorists, most businesses, students/faculty, pedestrians, and bicyclists. Coordinated with CMU/MMCC to complete the work during the summer to, again, lesson the impact to students/faculty for classes and events. For the ADA upgrades, specifying cast iron plates at the request of the City due to the City ordinance. Lane narrowing, adding shoulders, and special emphasis pavement markings as described in question 4 below.

3. Did you reach any compromises on requests you were not able to fulfill completely? Please document in a brief statement what those solutions entailed.
We were able to fulfill all items requested except for the item given in question 5 below.

4. Did the project incorporate any design features that improve mobility or access for all users? Examples to consider include: American Disabilities Act curb ramps or related items, crosswalks, count-down pedestrian signals, bike lanes, refuge islands, sharrows, lane reductions, paved shoulders (4 foot or wider), transit facilities, signal timing, trail crossings, or any other feature that might improve safety and travel. Report all that apply, even if a specific request was not made of MDOT.
ADA upgrades including ramps and landing areas. Lane Narrowing the thru lanes from 12' to 11' and the CLTL from 12' to 10' which still allows buses/commercial traffic to safely travel thru the corridor but may also help reduce speeds, and also provides a 5' shoulder on each side of the road that extends from the painted edge line to the face of curb that allows for potential bicyclist usage. Special emphasis zebra pattern pavement markings were installed for all crosswalks at signalized intersections along with the pedestrian median refuge island near Appian Way.

5. Were any requests made that could not be resolved? Please provide a brief explanation and the reasons it could not be met. If an agreement was reached to add it to future project consideration, or a substitute was found, please include that information.
In September of 2010, the TSC met with a member of the Isabella County Transportation Commission concerning Transit to discuss the project (impacts of lane narrowing for buses), bus route impacts during construction, and potential future installation of bus turnouts in the corridor to accommodate Transit. The turnouts could not be incorporated into this project (scope of work, costs, potential ROW/utility impacts, etc.), but the dialogue has been started for future considerations.

Complete Streets Project Coordination

For each relevant project on the attached list, please consider the following questions and respond accordingly. The projects reported on can be used to demonstrate how MDOT is using Context Sensitive Solutions to engage stakeholders and reach effective solutions.

1. Project number; location:

JN = 112073A, US-127 BR, High Street north to North Mission Street

2. In scoping and/or stakeholder discussions, were any requests made to accommodate non-vehicular travel?

Yes. Partnerships/Collaborations with City of Mt. Pleasant, Colleges (CMU and MMCC), Saginaw Chippewa Indian Tribe, and the Isabella County Road Commission. Night work was utilized to lesson/minimize impacts to motorists, most businesses, students/faculty, pedestrians, and bicyclists. Coordinated with CMU/MMCC to complete the work during the summer to, again, lesson the impact to students/faculty for classes and events. For the ADA upgrades, specifying cast iron plates at the request of the City due to the City ordinance. Added special emphasis pavement markings as described in question 4 below.

3. Did you reach any compromises on requests you were not able to fulfill completely? Please document in a brief statement what those solutions entailed.

We were able to fulfill all items requested except for the item given in question 5 below.

4. Did the project incorporate any design features that improve mobility or access for all users? Examples to consider include: American Disabilities Act curb ramps or related items, crosswalks, count-down pedestrian signals, bike lanes, refuge islands, sharrows, lane reductions, paved shoulders (4 foot or wider), transit facilities, signal timing, trail crossings, or any other feature that might improve safety and travel. Report all that apply, even if a specific request was not made of MDOT.

ADA upgrades including ramps and landing areas. Special emphasis zebra pattern pavement markings were installed for all crosswalks at signalized intersections. During construction, MDOT noticed several driveways along the corridor that could possibly be closed and approached the property owners requesting to close 3 driveways, in which 2 were granted permission to be closed.

5. Were any requests made that could not be resolved? Please provide a brief explanation and the reasons it could not be met. If an agreement was reached to add it to future project consideration, or a substitute was found, please include that information.

In September of 2010, the TSC met with a member of the Isabella County Transportation Commission concerning Transit to discuss the project, bus route impacts during construction, and potential future installation of bus turnouts in the corridor to accommodate Transit. The turnouts could not be incorporated into this project (scope of work, costs, potential ROW/utility impacts, etc.), but the dialogue has been started for future considerations.

Complete Streets Project Coordination

For each relevant project on the attached list, please consider the following questions and respond accordingly. The projects reported on can be used to demonstrate how MDOT is using Context Sensitive Solutions to engage stakeholders and reach effective solutions.

1. Project number; location:

Two projects in the City of Flint JN 46973 (M-21 from I-75 to Miller Road) and 89236 (four bridges over I-69).

2. In scoping and/or stakeholder discussions, were any requests made to accommodate non-vehicular travel?

Yes, on JN 46973 the City of Flint requested the lane configuration change from 4 lanes to 3 with a left turn lane and shoulders.

3. Did you reach any compromises on requests you were not able to fulfill completely? Please document in a brief statement what those solutions entailed.

We fulfilled the request of the City to change the lane configurations. We also where required to have a public meeting for the lane configuration change.

4. Did the project incorporate any design features that improve mobility or access for all users? Examples to consider include: American Disabilities Act curb ramps or related items, crosswalks, count-down pedestrian signals, bike lanes, refuge islands, sharrows, lane reductions, paved shoulders (4 foot or wider), transit facilities, signal timing, trail crossings, or any other feature that might improve safety and travel. Report all that apply, even if a specific request was not made of MDOT.

The project on M-21 was a mill and resurface CPM project. It included ADA ramps at all quadrants and the change in lane configuration.

5. Were any requests made that could not be resolved? Please provide a brief explanation and the reasons it could not be met. If an agreement was reached to add it to future project consideration, or a substitute was found, please include that information.

All request by the City where addressed. The second project 89236 was just CPM bridge work. The bridges already had sidewalks so no additional request was required by the City.

University Region

University Region staff went through the list entitled Complete Streets Project Information FY 2011 Trunkline Projects with Active Phase Status. The University Region did not have any projects on the list that we were "unable to agree on how to address Complete Streets in the project."

Reported below are the instances in which the region incorporated Complete Streets into the listed projects.

Lansing TSC
M-43 (Saginaw) at Waverly Road – signal modernization – included upgraded pedestrian phases and as a part of the larger road rehabilitation project we added sidewalk to improve transit access and upgraded the sidewalk ramps to be ADA compliant at the intersection.

I-96BL (Cedar Street), Edgewood to Grand River Avenue – mill and resurface – upgraded all sidewalk ramps to be ADA compliant within the project limits.

I-96BL (Ceder Street) at Pennsylvania Avenue – provided funding to the City of Lansing to upgrade all sidewalk ramps to be ADA compliant at this intersection in coordination with their local road project on Pennsylvania Avenue.

Jackson TSC
I-94BL (Ann Arbor Road) (Jackson County) – non-motorized path – This non-motorized path project is being funded by the Leoni Township DDA and is being coordinated with the I-94 at Sargent Road interchange reconstruction project. The Sargent Road bridge over I-94 accommodates a connection to the new non-motorized path, includes the construction of wide shoulders and is ADA compliant.

M-50 at Hupp Street (Jackson County) and M-99 at West Street (Hillsdale County) – Sidewalk ramp replacement upgrade to be ADA compliant

M-99, Arch Street to US-12 (Village of Jonesville) – concrete pavement restoration – upgraded sidewalk ramps to be ADA compliant at all controlled intersections

Metro Region

Complete Streets Project Coordination

For each relevant project on the attached list, please consider the following questions and respond accordingly. The projects reported on can be used to demonstrate how MDOT is using Context Sensitive Solutions to engage stakeholders and reach effective solutions.

1. Project number; location:

JN 110723 Capital Preventive Maintenance project for 1 ½" Mill and Resurface on I-75 Connector (Dix Toledo) from US-24 to I-75.

2. In scoping and/or stakeholder discussions, were any requests made to accommodate non-vehicular travel?

Brownstown Township has requested new ADA sidewalk ramps and pedestrian crossing to facilitate a proposed bike path along King Road that crosses Dix Toledo.

3. Did you reach any compromises on requests you were not able to fulfill completely? Please document in a brief statement what those solutions entailed.

All requests were incorporated.

4. Did the project incorporate any design features that improve mobility or access for all users? Examples to consider include: American Disabilities Act curb ramps or related items, crosswalks, count-down pedestrian signals, bike lanes, refuge islands, sharrows, lane reductions, paved shoulders (4 foot or wider), transit facilities, signal timing, trail crossings, or any other feature that might improve safety and travel. Report all that apply, even if a specific request was not made of MDOT.

Pedestrian crossing, ADA sidewalk ramps and pedestrian signal with push buttons will be constructed as part of construction permit #82371-005360 to accommodate a new bike path along King Road to cross Dix Toledo at the skewed angle due to the geometric of the existing roadways. A coordination clause was included as part of the contract for JN 110723 to ensure coordination and accommodation for maintenance of traffic during construction.

5. Were any requests made that could not be resolved? Please provide a brief explanation and the reasons it could not be met. If an agreement was reached to add it to future project consideration, or a substitute was found, please include that information.

All requests were incorporated.

1. **Dequindre Cut (ENH 03-399)**
   a. The City of Detroit has developed an abandoned rail corridor formerly used by the Grand Trunk Western Railroad, referred to as the "Dequindre Cut," into a pedestrian/bicycle trail and greenway. The project provides a non-motorized link from points inland to the splendor of the Detroit River. In addition, it improved the neighborhood containing the 2004 awarded Cool Cities "Eastern Market Reinvestment Strategy" project. Project activities include site preparation, access ramps at Lafayette Boulevard (northbound access) and Gratiot Ave. (southbound access), storm water and utility improvements, installation of security cameras, construction engineering, and design.
      i. Project Budget: $1,880,000 including $1,500,000 in Federal Transportation Enhancement Funds, and $380,000 (or 20%) in local matching funds.
      ii. Matching Funds: provided by GreenWays Initiative funds from the Community Foundation for Southeast Michigan.
      iii. Status: Completed

2. **Conner Creek Greenway**
   a. **ENH 03-410** The City of Detroit, in partnership with the Detroit Eastside Community Collaborative, developed streetscape and non-motorized amenities along approximately 4,500 lineal feet of the Conner Creek Greenway, from the north end of the Conner Playfield southerly to the Detroit City Airport. Ultimately, the Conner Creek Greenway will be a nine mile long non-motorized transportation route that will stretch from Detroit's northern most boundary, at 8 Mile Road, to its southern terminus at the Detroit River. The greenway will roughly follow the path of the city's old Conner Creek which used to be an important water resource, carrying a rich array of aquatic life and attracting early inhabitants from what is now the City of Warren to the Detroit River. Today all that remains of the creek is in an underground culvert that carries the region's sewage. This project included a ten foot wide asphalt pathway, benches, trash receptacles, ornamental fencing, perennials, shrubs, shade trees, and interpretive signage.
      i. Project Budget: $1,991,000, including $1,487,000 in Federal Transportation Enhancement Funds and $504,000 (or 25%) in local matching funds.
      ii. Matching Funds: Provided by GreenWays Initiative funds from the Community Foundation of Southeast Michigan.
      iii. Status: Completed
   b. **ENH 09-012** The City of Detroit, in partnership with the Detroit Eastside Community Collaborative (DECC) constructed the nearly mile long southern terminus of the Conner Creek Greenway. The section runs south along Clairpointe Drive, from the Clairpointe Drive/Conner Avenue and East Jefferson Avenue intersection, to and through Maheras Gentry Park, to the Detroit Riverfront. The project included a portion of 10 foot wide asphalt path with seating areas, way-finding signs, signed on-street bike lanes, street trees, pedestrian crosswalk pavement markings and barrier free ramps at all intersections.
      i. Project Budget: $358,376, with $286,701 in Federal Transportation Enhancement Funds and $71,675 (or 20%) in local matching funds.
      ii. Matching Funds: Provided by the City of Detroit.
      iii. Status: Completed
   c. **ENH 09-034** Wayne County, in partnership with the Detroit Eastside Community Collaborative, will construct the Mt. Olivet Phase of the Conner Creek Greenway, from McNichols (Six Mile) north to Seven Mile along Outer Drive and continuing north as it turns into Conner to Eight Mile Road. The project will include bike lanes for the entire length of the project as well as a sidewalk along the west side of Outer Drive, adjacent to Mt. Olivet Cemetary. There will also be the addition of some ADA ramps, benches, and a landscaped island.
      i. Project Budget $489,818, with $391,854 in Federal Transportation Enhancement Funds and $97,964 (or 20%) in local matching funds.
      ii. Matching Funds: Provided by Detroit Eastside Community Collaborative, through a grant from the Community Foundation of Southeast Michigan.
      iii. Status: CONDITIONAL COMMITMENT - FY 2012

3. **Corktown to Mexicantown Greenway (ENH 08-090)**
   a. The City of Detroit, in partnership with the Southwest Detroit Business Association, constructed approximately 16.2 miles of bicycle path connecting the Corktown and Mexicantown neighborhoods to and along the West Vernor business district in the southwest area of the City of Detroit. The route consists of a combination of signed route and on-road bicycle lanes.
      i. Project Budget: $671,240, with $536,992 in Federal Transportation Enhancement Funds and $134,248 (or 20%) in local matching funds.
      ii. Matching Funds: provided by the Southwest Detroit Business Association through a grant from the GreenWays Initiative funds from the Community Foundation of Southeast Michigan.
      iii. Status: Completed

4. **Midtown Loop – ARRA Funds (ENH 05-044)**
   a. The City of Detroit in cooperation with the University Cultural Center Association and the Community Foundation for Southeast Michigan, constructed a non-motorized path in the University Cultural Center area of mid-town Detroit. This project is Phase 1 of a four-phase project that will create a mid-town Loop; a two mile urban greenway connecting existing campuses/institutions, including Wayne State University and the Detroit Medical Center, to greenway initiatives in surrounding areas, providing a key component of a larger greenway network linking New Center to Downtown and the Detroit River. The main loop will follow existing urban street patterns, and specifically follows Kirby Street, John R Street, Canfield Street, and Cass Avenue. Phase 1 construction will occur along Kirby Street (from Cass Avenue to John R Street) and John R Street (from Kirby Street to Canfield Street). The project includes the construction of the pathway along with the installation of bollards to separate vehicular traffic from the path. The project also includes the installation of benches, bike racks, bike storage lockers, pedestrian lighting, landscaping, and trash receptacles. This trail will transform mid-town Detroit into a more walkable community by offering a safe and convenient route for pedestrians and cyclists to museums, galleries, restaurants, and other businesses adjacent to the trail.
      i. Project Budget: $2,318,081.
      ii. Matching Funds: No local match was required for ARRA funds.
      iii. Status: Completed

5. **Woodward Streetscape Projects**
   a. ENH 02-290 This project is located on Woodard Avenue (M-1), between Warren Ave. and Ferry St. in the City of Detroit. The streetscape is part of the Woodward Ave. beautification `Master Plan. In addition Woodard Ave. is designated as a `Michigan Historic Heritage Route`. The streetscape elements include Street Trees, decorative paver sidewalks, historic ornamental street lighting and street furniture.
      i. Project Budget: $500,000 with $400,000 in Federal Transportation Enhancement Funds and $100,000 (or 20%) in local matching funds.
      ii. Matching Funds:
      iii. Status: Completed
   b. ENH 03-357 The City of Detroit streetscaped one half mile of Woodward Avenue (M-1) in the City of Detroit. This project is phase three and includes the area from Mack to the Fisher Freeway (I-75). Project activities include tree planting along street edges, new decorative lighting, sidewalk enhancements, and street amenities such as trash receptacles, bike racks and custom bus shelters. These enhancements will increase the enjoyment and safety for the thousands of people who live, work and visit this area. In addition, this project will reinforce the importance of Woodward Avenue and its designation as a Michigan Heritage Route and National Scenic Byway. This project is also timed to coincide with over $250 million in investments being made in the area. These projects include condominium developments such as The Ellington, The Carlton and Woodward Place.
      i. Project Budget: $2,303,829 including $1,843,063 in Federal Transportation Enhancement Funds, and $460,766 (or 20%) in local matching funds.
      ii. Matching Funds: provided from the Detroit Economic Growth Corporation, the Michigan Economic Development Corporation, and the Hudson Webber Foundation.
      iii. Status: Completed

c. **ENH 05-091** The Michigan Department of Transportation streetscaped one mile of Woodward Avenue (M-1) in the City of Detroit. This project is phase four and is split into two separate sections -- the area bordered by Selden Street on the south and Warren Avenue on the north, and the area bordered by Ferry Street on the south and I-94 on the north. Project activities include tree planting along street edges, new decorative lighting, sidewalk enhancements, and street amenities such as trash receptacles, bike racks and custom bus shelters. These enhancements will increase the enjoyment and safety for the thousands of people who live, work and visit this area. In addition, this project will reinforce the importance of Woodward Avenue and its designation as a Michigan Heritage Route and National Scenic Byway.
    i. Project Budget: $2,408,890 including $1,927,112 in Federal Transportation Enhancement Funds, with $481,779 (or 20%) in local matching funds.
    ii. Matching Funds: provide from the University Cultural Center Association and the City of Detroit.
    iii. Status: Completed

d. **Lower Woodward Streetscape Improvements** (ENH 06-073) The City of Detroit will streetscape cross-streets in the Lower Woodward area of downtown Detroit. This project will complement other streetscape enhancements that have been made to major downtown Detroit streets in recent years by improving the secondary streets that physically connect the newly upgraded streets together. The streets to be improved are Park Street, from Woodward to Adams Streets; Witherell, from Woodward to Adams; Adams, from Park to Witherell, Grand River Avenue, from Washington Boulevard to Broadway Avenue; and Clifford/John R., from Washington Boulevard to Broadway Avenue. The scope of work for the project includes the installation of bicycle racks, scored and decorative sidewalk paving, decorative bollards, the upgrading of existing sidewalks to accommodate pedestrian traffic, and the installation of ornamental street lighting. This project will improve both the visual quality and walkability of the area, making it attractive and safer for pedestrians, and adding to the city of Detroit's efforts to make all public areas in Lower Woodward feel inviting.
    i. Project Budget: $1,241,266 including $993,013 in Federal Transportation Enhancement Funds, with $248,253 (or 20%) in local matching funds.
    ii. Matching Funds: provided from the City of Detroit.
    iii. Status: AWARD SUMMARY - Lump Sum

e. **Woodward in New Center (Project on hold due to M-1 rail)** (ENH 07-040) MDOT in coordination with the city of Detroit and the New Center Council will construct a streetscape project on Woodward Avenue, from I-94 to Baltimore Street and then from West Grand Boulevard to Euclid Street. The project will include the installation of street trees with decorative grates, historic lighting, and street furniture including trash receptacles, benches, and bike racks. The goal of the project is to provide a distinctive, pedestrian-oriented district on Woodward Avenue in the New Center area that will enhance the safety and appeal of Woodward Avenue for pedestrians and serve as a catalyst for commercial revitalization and tourism development.
    i. Project Budget: $2,141,850 including xxx in Federal Transportation Enhancement Funds, with xxx (or 20%) in local matching funds.
    ii. Matching Funds:
    iii. Status: Conditional Commitment

6. **Riverwalk Projects**
    a. **ENH 10-02** The Detroit Wayne County Port Authority is constructing a public dock and terminal, in the city of Detroit, between the Renaissance Center and Hart Plaza. The Port Authority will construct a portion of the Detroit Riverwalk that is directly in front of the terminal building. This project will provide various amenities for this portion of the Riverwalk items including ornamental rail, site furnishings and security system.
        i. Project Budget: $318,740 including $159,370 in Federal Transportation Enhancement Funds, with $159,370 (or 50%) in local matching funds.
        ii. Matching Funds: provided from Detroit Wayne County Port Authority.
        iii. Status**:** Project Award Summary - 11/9/10

b. **ENH 10-073** The Detroit RiverFront Conservancy will construct the West Riverwalk along the Detroit River from approximately 8th Street to Rosa Parks Boulevard. This segment is part of a 5.5 mile non-motorized system of connected Riverfront, from the MacArthur Bridge to the Ambassador Bridge and beyond.
    i. Project Budget: $877,500 including $702,000 in Federal Transportation Enhancement Funds, with $175,500 (or 20%) in local matching funds.
    ii. Matching Funds: To Be Determined
    iii. Status**:** 2012 Conditional Commitment
c. **ENH 06-101** The Detroit Wayne County Port Authority has constructed a public dock and terminal, in the City of Detroit, between the General Motors Renaissance Center World Headquarters and Hart Plaza. This facility serves as the port of entry and welcome center for the passengers from cruise ships and other vessels, such as naval frigates, historic tall ships, racing yachts and dinner cruises. As part of this project, the Port Authority constructed a portion of the Detroit Riverwalk which extends from the MacArthur Bridge at Belle Isle to Cobo Hall. The project will provide various safety and aesthetic enhancements such as lighting, security cameras, landscaping, seating and other items which will make this an attractive site for pedestrians. In addition, this enhancement project will provide an alternative Riverwalk around the terminal building for those times that an international ship is docking at the terminal and, per requirements of the Department of Homeland Security, the Riverwalk will need to be closed.
    i. Project Budget: $1,105,145 including $884,116 in Federal Transportation Enhancement Funds, with $221,029 (or 20%) in local matching funds.
    ii. Matching Funds: to be provided by Michigan Department of Transportation.
    iii. Status**:** Completed

7. **Wayne State Projects**
    a. **ENH 09-127** The City of Detroit, in partnership with Wayne State University, will construct a streetscape project on Anthony Wayne Drive from Warren Avenue to Palmer Street. The project will include ADA-compliant sidewalk, additional lighting, street trees, bike lanes, benches and trash receptacles. These enhancements will improve sidewalk connectivity, promote safety and security, and promote a "green" environment. The streetscape plan will create a pedestrian-friendly environment encouraging a walkable community for pedestrians and bicyclists while maintaining adequate vehicular mobility.
        i. Project Budget: $704,855 including $563,884 in Federal Transportation Enhancement Funds, with $140,971 (or 20%) in local matching funds.
        ii. Matching Funds: to be provided by Wayne State University
        iii. Status**:** 2010 AWARD
    b. **ENH 10-046** The City of Detroit and the Michigan Department of Transportation, in conjunction with Wayne State University and the Henry Ford Health System will streetscape Trumbull Street from Warren Avenue to Holden Street. The City of Detroit portion of this project will include improvements that will bring the sidewalk to ADA standards, the addition of bike lanes, the replacement of streetlights to promote safety and security and landscaping to improve the aesthetics of this important gateway to both Wayne State University and the Henry Ford Health System. The MDOT portion of this project will include improvements to the Trumbull bridge over I-94 and will be done in conjunction with a bridge deck project.
        i. Project Budget: $1,106,877 including $885,502 in Federal Transportation Enhancement Funds, with $221,275 (or 20%) in local matching funds.
        ii. Matching Funds: to be provided by Wayne State University and the Henry Ford Health System.
        iii. Status**:** CONDITIONAL COMMITMENT - FY 2012

8. **West Vernor Streetscape** (ENH 10-056)
    a. The City of Detroit in partnership with the Southwest Detroit Business Association, will streetscape West Vernor from Woodmere to Clark. This project will revitalize the look of the West Vernor Business District, one of the most vital shopping districts in the City of Detroit. Project items include the installation of new streetlights, sidewalk improvements, including upgrading to current ADA standards, and landscaping.
        i. Project Budget: $5,566,448 including $2,500,000 in Federal Transportation Enhancement Funds, with $3,066,448 (or 55%) in local matching funds.

ii. Matching Funds: to be provided by City of Detroit and the Southwest Detroit Business Association
iii. Status**:** CONDITIONAL COMMITMENT - FY 2012

9. **Southwest Detroit to Dearborn Greenway** (ENH 03-411)
    a. The Wayne County Department of Public Services, in partnership with the City of Detroit, the City of Dearborn, the Community Foundation for Southeast Michigan Greenways Initiative and the Southwest Detroit Business Association will construct a 1.4 mile non-motorized trail connecting Patton Park in Detroit and Lapeer Park in Dearborn. The project will provide residents and visitors of these urban neighborhoods much-needed non-motorized pathways. It will do this by utilizing public parks and right-of-ways to connect neighborhoods, along with their respective commercial districts, to each other and to the river. The project will further enhance resident and visitor access to the ethnically diverse communities and cultures of southwest Detroit and southeast Dearborn. The path will be a combination of ten foot wide asphalt trail and bike lanes on city streets to connect the two parks. Other amenities include tree plantings, lawn restoration, perennial plantings, benches and signage along the path and within the parks.
        i. Project Budget: $584,100 including $467,280 in Federal Transportation Enhancement Funds, with $116,820 (or 20%) in local matching funds.
        ii. Matching Funds: to be provided by City of Detroit, City of Dearborn and the Community Foundation for Southeast Michigan Greenways Initiative.
            1. The Community Foundation for Southeast Michigan Greenways Initiative also contributed an additional $183,180 which paid for design of the project as well as other administrative costs.
        iii. Status: Awarded
10. **Seven Mile Streetscape** (ENH 03-305) Wayne County, in partnership with the Arab Chaldean Council and the City of Detroit, will construct streetscape improvements on three tenths of a mile of Seven Mile Road between John R. Road and Carman Avenue in the City of Detroit. Improvements include concrete and brick paver sidewalks, street trees, stamped concrete crosswalks, ornamental street lighting, planting beds and street furniture.
        i. Project Budget $788,641 including $630,913 in Federal Transportation Enhancement Funds, with $157,728 (or 20%) in local matching funds.
        ii. Matching Funds: to be provided by Wayne County.
        iii. Status: Awarded
11. **Grand River Streetscape** (ENH 03-378) The Michigan Department of Transportation will implement streetscape improvements on one and seven tenths miles of Grand River Avenue, M-5, through the Grandmont Rosedale shopping district in the City of Detroit. The improvements, extending from Evergreen Road to Asbury Park, will be coordinated with MDOT road resurfacing work and City of Detroit street light improvements in the same area on M-5. The streetscaping project will include street trees with ornamental tree grates and new pedestrian facilities with decorative paved crosswalks.
        i. Project Budget $1,456,352 including $1,128,673 in Federal Transportation Enhancement Funds, with $327,629 (or 20%) in local matching funds.
        ii. Matching Funds: to be provided by Michigan Department of Transportation
        iii. Status: Awarded

12. **Gratiot Streetscape** (ENH 03-368) The Michigan Department of Transportation will partner with the City of Detroit to streetscape Gratiot Avenue between Randolph and Orleans streets in the City of Detroit. This streetscape project is to be paired with a road resurfacing project on Gratiot Avenue in the Central Business District of Detroit. It will improve the neighborhood containing the recently awarded Cool Cities "Eastern Market Reinvestment Strategy" project. The streetscape will include sidewalk replacements with special pavement markings at crosswalks for intersections, benches, trash receptacles, lighting, and shade trees with tree grates.
        i. Project Budget $5,145,952 including $4,116,762 in Federal Transportation Enhancement Funds, with $1,029,190 (or 20%) in local matching funds.
        ii. Matching Funds: to be provided by City of Detroit and Michigan Department of Transportation
        iii. Status: Awarded
13. **Michigan Avenue Streetscape**
    a. ENH 03-105 The Michigan Department of Transportation and the city of Detroit will streetscape a three-tenths mile stretch of US-12/Michigan Avenue in Detroit. The streetscape will extend

from Sixth Street to Brooklyn Street, and from Eleventh Street to Trumbull Street. The project elements are brick sidewalks and concrete sidewalks, shade trees with ornamental grates and guards, and ornamental trash containers.

i. Project Budget $179,241 including $120,002 in Federal Transportation Enhancement Funds, with $59,239 (or 33%) in local matching funds.
ii. Matching Funds: to be provided by Michigan Department of Transportation
iii. Status: Awarded

b. ENH 02-307 This streetscape project is located on Michigan Ave.(US-12) between Trumbull Ave. and Brooklyn Ave. in the `Corktown Historic District` of the City of Detroit. The participating streetscape elements are brick pavers and concrete sidewalk, tree grates and trash containers. The street trees will be provided by the City of Detroit.

i. Project Budget $225,503 including $150,410 in Federal Transportation Enhancement Funds, with $75,092 (or 33%) in local matching funds.
ii. Matching Funds: to be provided by Michigan Department of Transportation
iii. Status: Awarded

14. **Greektown Streetscape – ARRA, no local match** (ENH-07-033) The City of Detroit, in coordination with the Downtown Development Authority (DDA), will streetscape two primary streets in Greektown, Monroe from St. Antoine to Randolph Street and Brush from Lafayette to Gratiot Avenue. Streetscape project items include decorative and scored sidewalks, new streetlights, bike racks, trash receptacles and trees. This project will improve the visual quality and walkability of the project area making it attractive and safer for pedestrians. It will also complement the current investments being made as part of the Greektown Casino development, and other streetscape enhancements that have been made to major downtown Detroit streets in recent years.

i. Project Budget $1,525,000
ii. Matching Funds: No match required.
iii. Status: Awarded

Complete Streets Project Coordination

For each relevant project on the attached list, please consider the following questions and respond accordingly. The projects reported on can be used to demonstrate how MDOT is using Context Sensitive Solutions to engage stakeholders and reach effective solutions.

1. Project number; location:

CS 82062 JN 80905

2. In scoping and/or stakeholder discussions, were any requests made to accommodate non-vehicular travel?

This project was originally planned for a reconstruction and widening to accommodate non-motorized facilities by adding a bike lane. When the Scope of Work was pared down to just a mill and resurface, the bike lanes were considered to be less feasible, but were still much desired by the community groups, particularly MABA (Michigan Avenue Business Association).

3. Did you reach any compromises on requests you were not able to fulfill completely? Please document in a brief statement what those solutions entailed.

During construction, it was agreed that the pavement markings would be modified to include the bike lanes. All users needs were addressed with addition of bike lanes to the cross section while maintaining wide sidewalks, 5 vehicular lanes of traffic and parking lanes.

4. Did the project incorporate any design features that improve mobility or access for all users? Examples to consider include: American Disabilities Act curb ramps or related items, crosswalks, count-down pedestrian signals, bike lanes, refuge islands, sharrows, lane reductions, paved shoulders (4 foot or wider), transit facilities, signal timing, trail crossings, or any other feature that might improve safety and travel. Report all that apply, even if a specific request was not made of MDOT.

The mill and resurface included new ADA curb ramps, pavement markings including special emphasis crosswalks, and bike lanes.

5. Were any requests made that could not be resolved? Please provide a brief explanation and the reasons it could not be met. If an agreement was reached to add it to future project consideration, or a substitute was found, please include that information.

It was understood that in the future when the reconstruction project is undertaken, the full bike lanes as previously designed will be included.

North Region

Complete Streets Project Coordination

For each relevant project on the attached list, please consider the following questions and respond accordingly. The projects reported on can be used to demonstrate how MDOT is using Context Sensitive Solutions to engage stakeholders and reach effective solutions.

1. Project number; location:

106915, Cadillac area safety signals upgrade

2. In scoping and/or stakeholder discussions, were any requests made to accommodate non-vehicular travel?

No.

3. Did you reach any compromises on requests you were not able to fulfill completely? Please document in a brief statement what those solutions entailed.

No requests were made.

4. Did the project incorporate any design features that improve mobility or access for all users? Examples to consider include: American Disabilities Act curb ramps or related items, crosswalks, count-down pedestrian signals, bike lanes, refuge islands, sharrows, lane reductions, paved shoulders (4 foot or wider), transit facilities, signal timing, trail crossings, or any other feature that might improve safety and travel. Report all that apply, even if a specific request was not made of MDOT.

Project incorporated ADA ramps, and signal timing.

5. Were any requests made that could not be resolved? Please provide a brief explanation and the reasons it could not be met. If an agreement was reached to add it to future project consideration, or a substitute was found, please include that information.

No.

Complete Streets Project Coordination

For each relevant project on the attached list, please consider the following questions and respond accordingly. The projects reported on can be used to demonstrate how MDOT is using Context Sensitive Solutions to engage stakeholders and reach effective solutions.

1. Project number; location:

53034-112434, US-31 North of Meisenheimer Road to Chauvez Road

2. In scoping and/or stakeholder discussions, were any requests made to accommodate non-vehicular travel?

No

3. Did you reach any compromises on requests you were not able to fulfill completely? Please document in a brief statement what those solutions entailed.

N/A

4. Did the project incorporate any design features that improve mobility or access for all users? Examples to consider include: American Disabilities Act curb ramps or related items, crosswalks, count-down pedestrian signals, bike lanes, refuge islands, sharrows, lane reductions, paved shoulders (4 foot or wider), transit facilities, signal timing, trail crossings, or any other feature that might improve safety and travel. Report all that apply, even if a specific request was not made of MDOT.

This was a limited access freeway project

5. Were any requests made that could not be resolved? Please provide a brief explanation and the reasons it could not be met. If an agreement was reached to add it to future project consideration, or a substitute was found, please include that information.

N/A

Complete Streets Project Coordination

For each relevant project on the attached list, please consider the following questions and respond accordingly. The projects reported on can be used to demonstrate how MDOT is using Context Sensitive Solutions to engage stakeholders and reach effective solutions.

1. Project number; location:

North Region - Traverse City TSC
JN:103148, US-31/M-37 (Division Street) CPM Milling and Resurfacing - Grandview Parkway to 14th Street in the City of Traverse City

2. In scoping and/or stakeholder discussions, were any requests made to accommodate non-vehicular travel?

Yes. Stakeholder discussions began in 2009 with formation of the Division Street Steering Committee to recommend non-motorized improvements and discuss future improvements concepts. A walking audit was performed with interested stakeholders in July, 2010 where additional enhancements by City and MDOT forces were identified.

The Traverse City TSC worked with the City of Traverse City on sidewalk ramp ADA improvements and locations along the project corridor. The TSC also worked with the City of Traverse City on enhanced pavement markings for pedestrian crosswalks at specific locations identified by the City for inclusion with the project.

Independent of this project, the TSC and Region also identified additional funding to upgrade all the pedestrian indications along this corridor to countdown signals.

3. Did you reach any compromises on requests you were not able to fulfill completely? Please document in a brief statement what those solutions entailed.

The compromises were to add enhanced pedestrian crosswalk markings at the most heavily-traveled locations, and sidewalk ramp ADA improved ramps at one side of each sidestreet intersection or the other, but not always both. The unfulfilled compromise was for a 4 to 3 lane conversion that special interest groups wanted, based on MDOT-funded traffic studies which demonstrated that the AADT exceeded acceptable thresholds for this conversion. The City did back the TSC on this matter, and later complemented MDOT on the completed project.

4. Did the project incorporate any design features that improve mobility or access for all users? Examples to consider include: American Disabilities Act curb ramps or related items, crosswalks, count-down pedestrian signals, bike lanes, refuge islands, sharrows, lane reductions, paved shoulders (4 foot or wider), transit facilities, signal timing, trail crossings, or any other feature that might improve safety and travel. Report all that apply, even if a specific request was not made of MDOT.

Yes, ADA ramp improvements, enhanced pedestrian pavement markings and count down pedestrian signal heads were all added. The count down pedestrian signal heads were funded under a different program. A consensus was reached in the stakeholders' group that in-road bike lanes were not appropriate. FHWA provided feedback prohibiting narrowing of travel lanes, due to the Federal Truck Route designation of US-31 in this area. Other physical improvements which would have required widening of the existing road, or additional ROW, such as 16' medians or bus bays were beyond the scope of the CPM project and would have triggered extensive NEPA involvement. It is noted that Traverse City would require ballot approval for any conversion of designated parkland adjacent to this corridor for highway purposes.

5. Were any requests made that could <u>not</u> be resolved? Please provide a brief explanation and the reasons it could not be met. If an agreement was reached to add it to future project consideration, or a substitute was found, please include that information.

Suggestions by some members of the public that could not be accommodated under the CPM project included:

1) The 4 to 3 lane conversion (proven to be unfeasible using Synchro due to high AADTs))
2) Construction of roundabouts or median boulevard (for future consideration if funding becomes available for an EA and construction)
3) Sidewalk extensions outside MDOT ROW (to be done by City forces under their sidewalk program in the future)

Southwest Region

Project Information			Planning/Community Engagement				Elements Included in Project											
Project Number			Local CS/NM Plan? (Y/N)	Were you asked during scoping/stakeholder engagement to include accommodations to NM travel?	Did you have any requests on which you reached compromises because you couldn't fulfill them completely? If so, please detail them.	Did you have any requests you could not resolve? If so, please detail them, and whether you agreed to consider future accommodations or reached an alternate solution.	ADA curb ramps, related items	Crosswalks	Countdown pedestrian signals	Bike lanes	Refuge islands	Sharrows	Lane reductions/road diets	Paved shoulders	Transit facilities	Signal timing	Trail crossings	Other
112876			N	No	Agreement: Benton Charter Twp Agreed to maintain new sidewalk installed in the project. Southwest Regional Airport Manager requested Clearing and new ROW fence along I-94 BL in vicinity of the Airport Entrance. This was provided for a limited distance within project limits.	No.	Yes						Yes	Yes				New/Replacement Sidewalks
113016			N	No	Agreement: MDOT agreed to schedule work away from the Marcellus Blue Gill Frolic Festival in August 2012 and use new curb to better block a local road that has been closed along M-40 south of the Railroad Crossing.	No.	Yes											New Curb along M-40 to improve appearance of closed street.
45662			N	Yes	New Buffalo Township officials, and local advocacy groups requested an increased shoulder width to better accommodate bicycle traffic. Existing shoulder is less than 8 ft. in some areas. The proposed shoulder will increase the length of paved 8 feet wide shoulder. MDOT agreed to minimize traffic congestion to the extent feasible during peak tourist season as requested by the City of New Buffalo.	No									Yes			Widened/improved shoulders
113015			N	No	Agreement: MDOT agreed to schedule work in order to have least impact on summer tourism traffic in the area.	No	Yes	Yes										
109093			N	Yes	Prior to St. Joseph Township's request for NM accommodations, MDOT had already planned to replace existing bridge rail with special parapet railing to better accommodate NM traffic. MDOT also agreed to the local request to schedule work so that it does not conflict with major events, including the Senior PGA Championship in Benton Harbor.	No												Replace existing bridge rail with special parapet railing.

Complete Streets Project Information
FY 2011 Trunkline Projects with Active Phase Status - Grand Region

Year	CS	JN	Phase	Route	Location	Length	Work Description	Region	County	Let Date	TSC	MPO	City	In community with CS policy	Non-Vehicular Accommodation Requests	Compromises on Requests Not Fulfilled Completely	Design Features to Improve Mobility for All Users	Unresolved Requests
2011	34032	90033 & 109051	A	M-66	The Grand River north to M-21	1.059	Concrete reconstruct, curb & gutter, sidewalk and ADA ramps, municipal utilities and traffic signal work	Grand	IONIA	12/3/2010	Howard City TSC	Rural	IONIA	N/A	Curb cuts at trail head; Ped detour and add'l accommodation during Ionia Free Fair	None	Sidewalk & ADA Ramp Imp; Imp Curb Radii; Lane Reconfig; New Ped Signals; Relocated Decorative Lighting Outside Sidewalk; New Conc Pav't - Imp Ride & Friction	None
2011	41131	87397	A	US-131	I-196 North to Ann Street	1.442	Replace Freeway Lighting	Grand	KENT	3/4/2011	Grand Rapids TSC	Grand Rapids	GRAND RAPIDS	Grand Rapids	None	None	Lighting Reliability Imp.	None
2011	41051	105475	A	M-37	Lake Eastbrook Blvd. north to I-96	3.64	Conc Joint Repair & Diam Grind	Grand	KENT	1/7/2011	Grand Rapids TSC	Grand Rapids	GRAND RAPIDS	Grand Rapids	None	None	ADA Ramp Sidewalk Improvements	None
2011	84913	105732	A	Grand Region	Grand Rapids TSC	20.933	Non-Freeway Signing Upgrade	Grand	State Wide	5/6/2011		Grand Rapids	GRAND RAPIDS, GRANDVILLE, KENTWOOD, WALKER, WYOMING	Grand Rapids	None	None	Upgraded Sign Surface and legend sizes to improve visability	None
2011	41131	107839	A	N US131/ FRANKLIN	Grand Region	0	Signal	Grand	KENT	9/2/2011	Grand Rapids TSC	Grand Rapids	GRAND RAPIDS	Grand Rapids	None	None	Imp. Signal Reliability	None
2011	41029	108907	A	I-196	M-11 east to The Grand River	3.984	Coldmill and HMA Resurface	Grand	KENT	1/7/2011	Grand Rapids TSC	Grand Rapids	GRAND RAPIDS, GRANDVILLE, WYOMING	Grand Rapids	None	None	N/A	None
2011	41025	109153	A	I-96	At the I-196/M-44 (East Beltline) Interchange	1.335	Alternate Energy Demo Project	Grand	KENT	5/3/2011	Grand Rapids TSC	Grand Rapids	GRAND RAPIDS	Grand Rapids	None	None	N/A	None
2011	41051	110902	A	M-44	I-96 SEB OFF RAMP	0	Disappearing NTOR case sign	Grand	KENT	9/2/2011	Grand Rapids TSC	Grand Rapids	GRAND RAPIDS	Grand Rapids	None	None	Improved Intersection Performance.	None
2011	41131	112375	A	Franklin/N US 131 RAMP	US-131 over CSX RR	0	Railroad force account work	Grand	KENT	9/30/2011	Grand Rapids TSC	Grand Rapids	GRAND RAPIDS	Grand Rapids	None	None	NA	None
2011	41131	112736	A	US-131	NB over the Grand River in Grand Rapids.	0.021	Joints, conc approach replace	Grand	KENT	4/1/2011	Grand Rapids TSC	Grand Rapids	GRAND RAPIDS	Grand Rapids	None	None	N/A	None
2011	41131	87155	A	US-131	US-131 under Burton St and Hall St	0.5	Deck replacement	Grand	KENT	5/6/2011	Grand Rapids TSC	Grand Rapids	GRAND RAPIDS	Grand Rapids	Enahnced/Wider Sidewalks	None	Improved sidewalk condition on Hall St. bridge; and widened exisitng to 8' and added sidewalk to one side of bridge currently w/o sidewalks.	None
2011	41131	112944	A	US-131	US-131 under Franklin Street	0	Partial deck replc, signing	Grand	KENT	9/2/2011	Grand Rapids TSC	Grand Rapids	GRAND RAPIDS	Grand Rapids	Enhanced sidewalks	None	Improved Sidewalk area condition, Imp. Ride and Friction	None
2012	41014	114164	A	US-131 BR (Leonard St.)	at Crossing of Straits Corporation (G01)	0	Xing Rem & Road Restoration	Grand	KENT	7/5/2012	Grand Rapids TSC	Grand Rapids	GRAND RAPIDS	Grand Rapids	None	None	Improved sidwalk condition	None
2011	41027	108942	A	I-196	Fuller Avenue over I-196	0.66	Structure replacement, ramp upgrades, sidewalk and ADA upgrades, etc.	Grand	KENT	11/19/2010	Grand Rapids TSC	Grand Rapids	GRAND RAPIDS	Grand Rapids	Wider sidewalks	None	Wider Sidewalk area (12' on both sides of new bridge), Increased turn lane capacity	None
2011	41025	N/A	N/A	US-131 BR (Division Ave.)	Oakes to I-196	1.5	Convert from 5/4 lanes to 3 lanes	Grand	KENT	N/A	Grand Rapids TSC	Grand Rapids	GRAND RAPIDS	Grand Rapids	5/4 to 3 lane conversion, w/ bike lanes	None	1 year pilot project where the existing facility was converted to 3 lanes with bike lanes	None
2010	54012 (54021)	105536	A	M-20	Perry Street north to Mitchell Creek	0.905	Cold Mill & HMA Resurface; Traffic loop replacement; ADA Sidewalk Ramp Upgrades	Grand	MECOSTA	9/24/2010	Howard City TSC	Rural	BIG RAPIDS	Big Rapids	None	None	ADA Sidewalk Ramp Improvements	None

An ACRS export on October 17, 2011 was used to identify projects by City, Township, County or MPO that are in jurisdictions with Complete Streets policies and not in the 2011-2015 Five Year Program.
The above projects are in FY 2011 with a Phase Status of Active.