

# Complete Streets Advisory Council



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Michigan Municipal League

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December 4, 2014

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

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

The Honorable Randy Richardville  
Senate Majority Leader  
State Capitol  
PO Box 30036  
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 fourth Annual Report of the Complete Streets  
Advisory Council (CSAC), as required by Public Act 135 of 2010.

The CSAC scheduled four meetings for 2014: January, May, October, and December.  
The January and October meetings were cancelled due to a lack of agenda items.  
Agendas, minutes and presentations for each meeting are available [here](#). At every  
meeting, the council received updates on:

1. Michigan Department of Transportation's (MDOT's) Complete Streets  
Internal Team on the implementation of the Complete Streets Policy;
2. MDOT's Multi-Modal Development and Delivery Team project working  
to improve MDOT's institutional capacity to plan, design, construct,  
operate and maintain Michigan's transportation system for Complete  
Streets and multiple modes; and,
3. State and Federal transportation funding.

An opportunity for public comment was provided at every meeting throughout the  
year. This year, no comments were received.

I am happy to report that, as of this writing, 97 communities have passed their own local complete streets policies, reflective of the need for a comprehensive approach. For the most recent list of Complete Streets Policies in Michigan, please see the Michigan Complete Streets website at: [www.michigancompletestreets.com](http://www.michigancompletestreets.com).

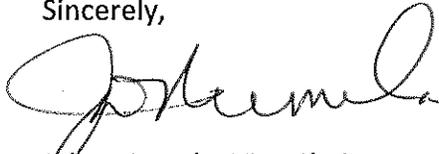
MDOT consults on all projects with relevant local governments. MDOT continued its process of Context Sensitive Solutions (CSS) and combined this program with the complete streets requirements set forth in the State Transportation Commission's (STC) Complete Streets policy.

Out of the hundreds of projects completed in 2014, there have been only eight projects with complete streets requests partially fulfilled or not fulfilled. A summary of each of these projects is included in the chart on the next page.

Despite these few instances of disagreements, it is important to note that there have been many success stories and positive activities statewide related to complete streets. As part of the CSS process, MDOT will be reporting examples of these activities to the STC as part of the annual CSS report at the end of the year.

On behalf of the CSAC, thank you for the opportunity to take on this important responsibility. I believe complete streets efforts being pursued around the state are having a real impact on our economy and our communities, by improving the way our transportation systems are planned, designed, and constructed.

Sincerely,

A handwritten signature in black ink, appearing to read "John Niemela". The signature is fluid and cursive, with a large initial "J" and "N".

John Niemela, Vice Chairperson  
Complete Street Advisory Council

Attachment

JN	County	Route	Location	Project Description	CS Treatment Requested	Not Fulfilled/Partially Fulfilled and Reason
<b>Superior Region Projects in 2014</b>						
No areas of disagreement.						
<b>North Region Projects in 2014</b>						
109985	Grand Traverse	US-31/ M-72	East Bay Township	Reconstruct	Pedestrian refuge island	Not fulfilled. Does not comply w/MDOT guidelines. Informed/reached consensus w/stakeholders.
118959	Grand Traverse	M-72	Elmwood Township	Mill/Fill	Bike lanes	Not fulfilled. Restriping was considered, which would have provided additional width for bike lanes, but reduced capacity would have resulted in negative operational impacts.
<b>Bay Region Projects in 2014</b>						
113508	Saginaw	M-46	Kennely Road	Indirect Left Turns for a Traffic/Safety Project	Mid-block pedestrian crossing at Kennely along M-46	Not fulfilled. The community requested a mid-block crossing at Kennely Road to add to a safety project that was currently in development; however, due to budget restrictions and safety concerns, the request was not incorporated into the plans. This portion of M-46 is currently a boulevard and plans call for adding indirect lefts to address the high crashes along this corridor. There have been other requests by the Township to add a pedestrian bridge over Swan Creek (adjacent to MDOT trunkline) so the Township has requested funds for this construction. Due to budgetary constraints, this has not been considered. They have been directed to apply for TAP grants to help fund their initiative but match money appears to be an issue.
<b>Grand Region Projects in 2014</b>						
No areas of disagreement.						
<b>Southwest Projects in 2014</b>						
	Kalamazoo	M-43	Richland Township	M-43 at D Avenue	Addition of a crosswalk	Not fulfilled. TSC denied the request for safety reasons. The traffic speed, volume of traffic, and lack of connectivity to pedestrian facilities made this an undesirable location for a crosswalk.

JN	County	Route	Location	Project Description	CS Treatment Requested	Not Fulfilled/Partially Fulfilled and Reason
<b>University Projects in 2014</b>						
103287	Monroe	M-125	Monroe	Mill & resurface	4-3 lane conversion	Not fulfilled. City made the request after the project was under construction. They wanted it incorporated into the project. MDOT required City to complete the road diet checklist. Local emergency responders came out against the lane conversion. City has not responded to MDOT comments on the study.
	Monroe	I-75	Dixie Hwy to I-275	Reconstruct	Replace & widen bridges over I-75	Not fulfilled. Local agencies requested that MDOT replace and widen bridges over I-75 (Dixie & Nadeau). Bridges are still in good condition. When bridges are ready for replacement, we will contact local agencies to determine appropriate bridge width to accommodate future traffic & non-motorized needs.
<b>Metro Projects in 2014</b>						
	City of Detroit	Michigan Ave	Corktown	Brick Paver Restoration	Replace Roadbed	Not fulfilled. RTA Michigan Ave Alternative Analysis Study may suggest new cross-section. Need to address SHPO concerns.
	City of Detroit	M-1 (Woodard Ave)	8 Mile	Remove Bridge	Provide an at-grade intersection	Not fulfilled. Bridge was rebuilt in 2007 at cost of \$17M and is in good condition.