

# Complete Streets Advisory Council



May 15, 2014

# Agenda

- Welcome
- Approve draft minutes from December 5, 2013 meeting
- Public Comment
- Update from MDOT's Complete Streets Internal Team
- Update from MDOT's M2D2 Team
- Break
- Update on State and Federal Transportation Funding
- New Developments - NHS Arterials, Speed Limit Bill
- Discuss October 9 Meeting
- Public Comment
- Wrap-Up
- Adjournment

# Approval of Draft Minutes



# Public Comment

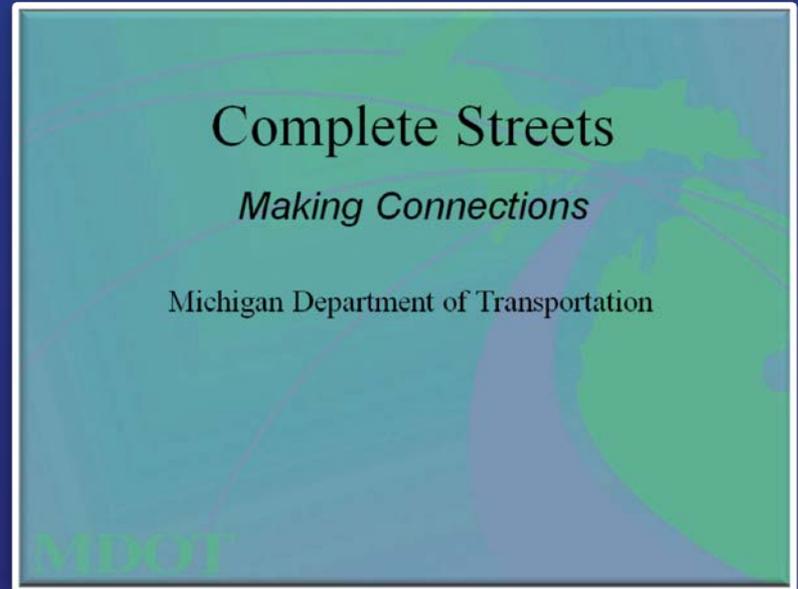


# Update: MDOT's Complete Streets Internal Team



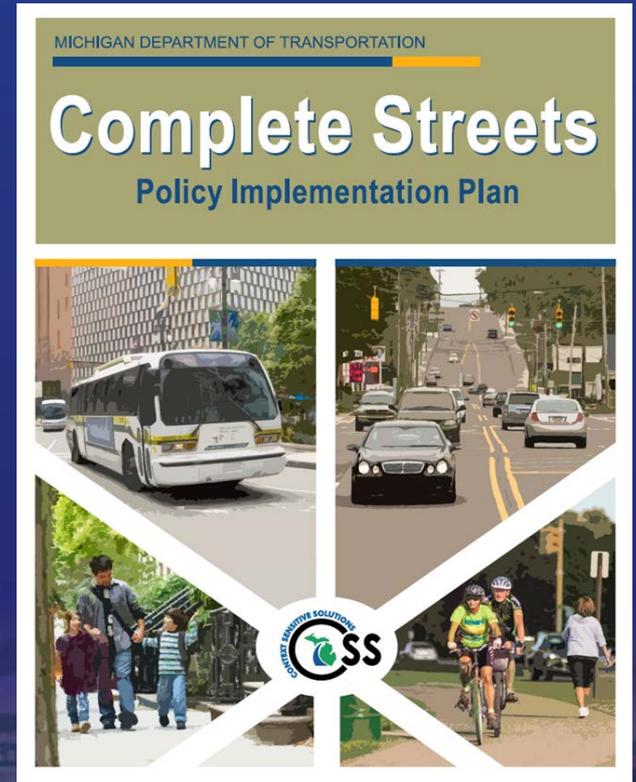
# Current Status

- Updating external presentation material
  - Adding information on Complete Streets Policy Implementation Plan to CS FAQ Companion presentation
  - Updating FAQ Document
- Moving forward with public MDOT website
  - Anticipated re-launch June



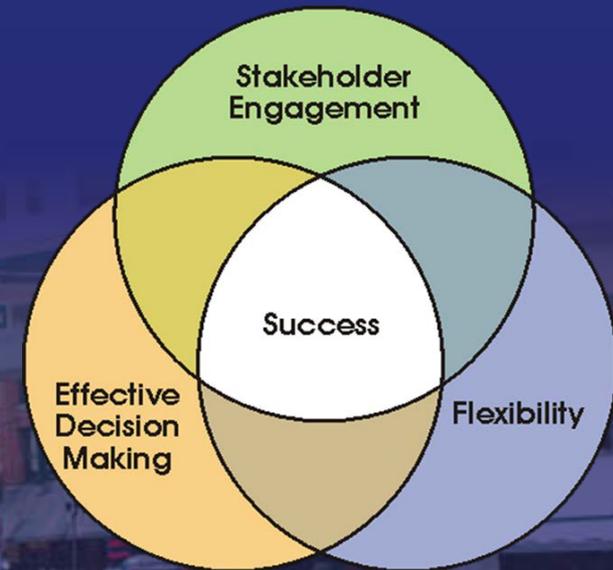
# Current Status

- Policy document currently being updated to version 1.1
  - Version 1.0 was completed by 12-31-13
  - Living document that will be updated on “as-needed” basis
- Appendix of document contains revision history



# Future Efforts

- MDOT CSS Training Modules
  - CSS Training modules moving to an on-demand format for MDOT staff
  - Complete Streets modules to be added to CSS training
- Materials will be added to public site after internal roll-out





# **M2D2 – Multi Modal Development and Delivery - Update**

**Sharon Edgar, Administrator**

**Office of Passenger Transportation**

**Michigan Department of Transportation**

**May 15, 2014**

# **M2D2 – Multi Modal Development and Delivery**

An internal MDOT project to improve MDOT's institutional capacity to plan, design, construct, operate and maintain Michigan's transportation system for Complete Streets and multiple modes.

# M2D2 – Multi Modal Development and Delivery

MDOT staff  
Project  
Stakeholder  
Group (PSG)

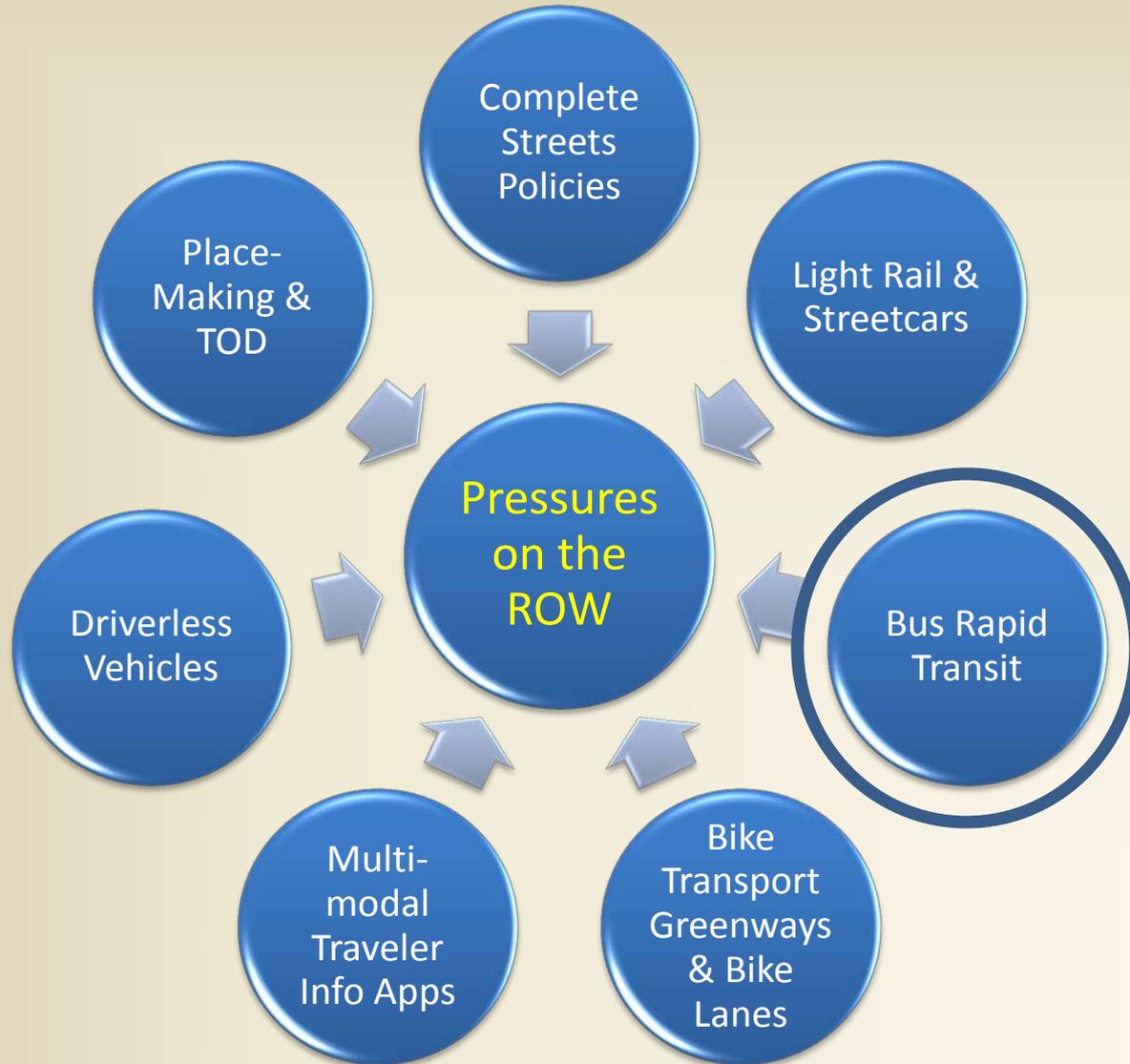
MDOT  
contract with  
Smart Growth  
America to  
train PSG on  
each mode

PSG determines  
and acts on need  
for revised MDOT  
practices,  
standards and  
guidance  
documents

Communicate new  
MDOT practices to  
other state  
agencies, regional  
and local  
government, etc.

- Planning and community outreach
- Traffic estimation and forecasting
- Modal offices
- Traffic engineering
- Traffic operations
- Road & bridge design
- Maintenance operations

# A Convergence of Trends



# What is **Bus Rapid Transit**?

- Flexible
- High performance
- Rapid transit mode
- Combines a variety of physical, operating, and system elements
- Permanent integrated system
- Economic development benefits
- Quality image and unique identity



- Rail look
- Wider doors - Doors on left side/both sides
- Stations convey identity and image
- Stations integrated with surroundings
- Off bus fare collection



- Automated vehicle location
- Transit signal priority
- Vehicle guidance and control
- Low-floor boarding/alighting
- Precision docking

# Roadway Options

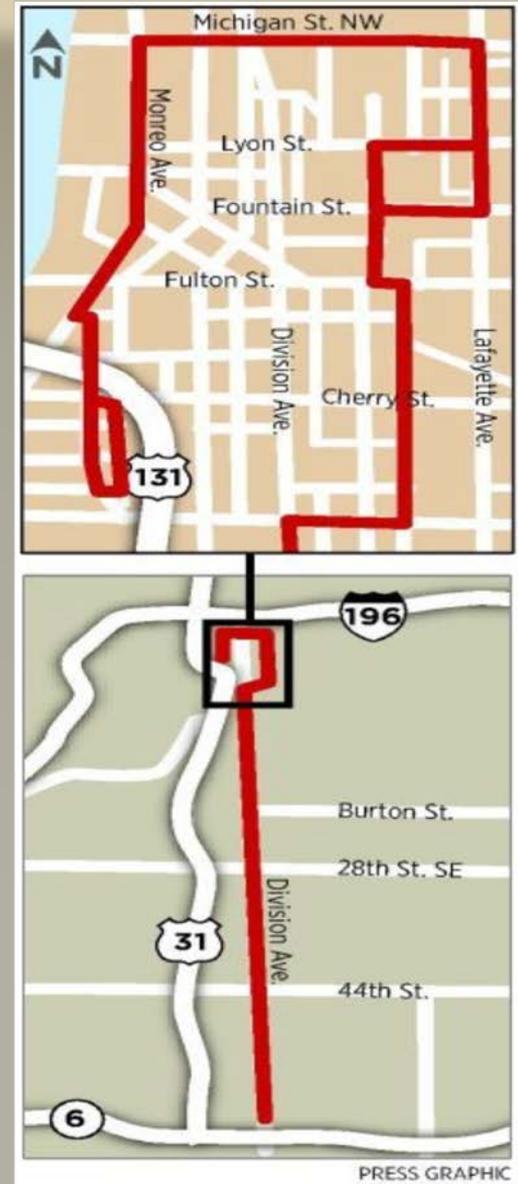
- BRT can operate in a wide variety of physical environments
  - On street
  - Bus lane
  - Busway
- Median, Offset lane or Curb lane
- Exclusive lane or Mixed traffic
- Parallel side running with freeway
- Guided or non-guided
- Contra-flow and reversible lanes



# **BRT in Michigan**

# The Rapid's Silver Line

- State's first BRT system will roll in Grand Rapids
- From the existing Rapid Central Station in downtown Grand Rapids along Division Avenue to the south, ending at 60th Street
- Grand Rapids, Kentwood, and Wyoming
- Division Avenue corridor - 9 miles long
  - Hospitals
  - Research facilities on "Medical Mile"
  - Five college campuses
  - Downtown venues such as DeVos Place and VanAndel Arena
- Existing Division Avenue route #1 -- busiest non-university route in The Rapid's fixed route system
- 18 stations including existing Rapid Central Station
- hybrid-electric buses
- Low-platform, at-grade stations
- Level access boarding
- Off-board fare collection
- Real-time bus arrival and status information "next bus" technology
- Dedicated Bus Lanes



The Rapid is also working on an  
Alternatives Analysis for “Lake Line”



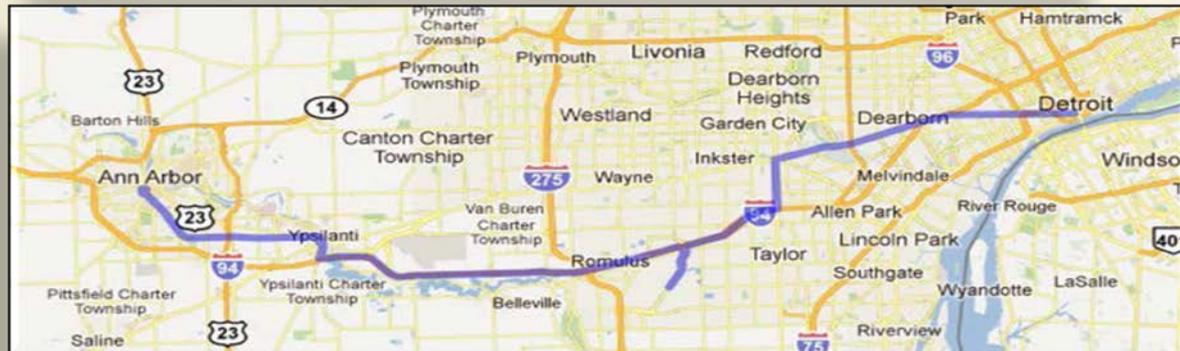
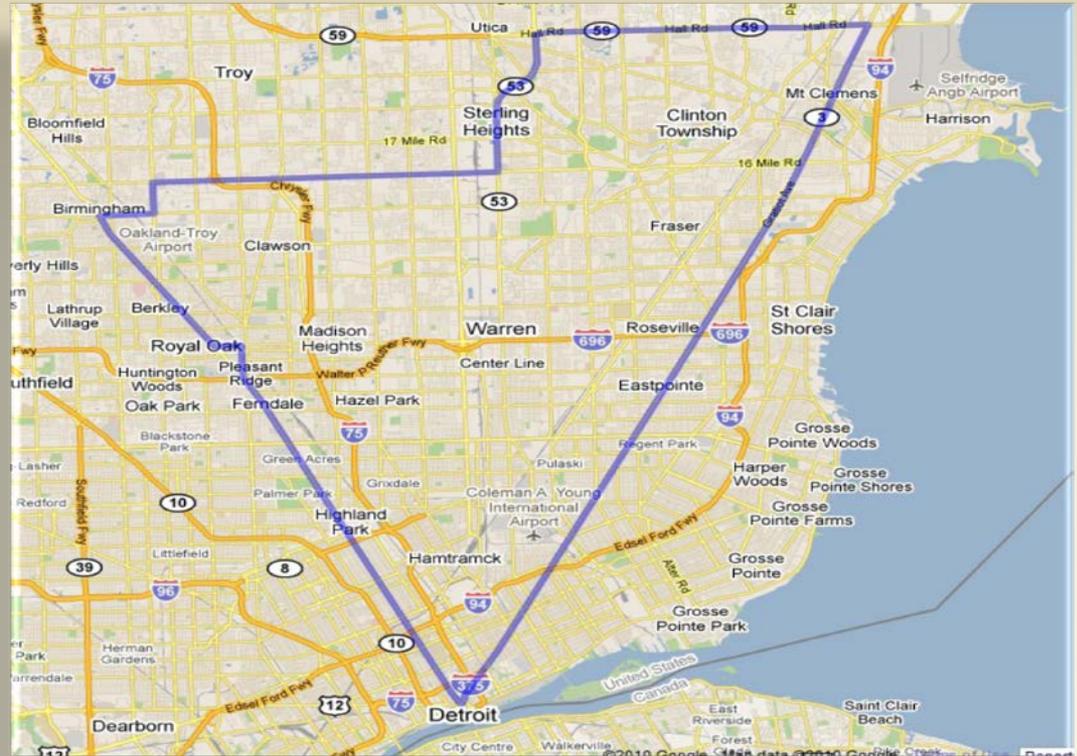
# Michigan/Grand River Corridor - CATA

- BRT system envisioned for the Michigan/Grand River corridor – Lansing/East Lansing/Okemos
  - MDOT ROW
- 28 stations along the 8.45 mile route
  - Between the Meridian Mall area and the State Capitol
- Fare collection kiosks, bus arrival time signs and level-boarding platforms
- Dedicated travel lanes dedicated for the majority of the corridor
- 60 foot articulated buses with precision docking technology
- Premium transit service
  - Planned to operate with a peak frequency of 6 minutes
- Replaces existing Route #1
  - Serving many of the largest trip generators in the Greater Lansing area
- CATA has been approved by FTA to move into project development
  - Community outreach
  - Environmental assessment underway



# Rolling Rapid Transit – Detroit Metro Area SEMCOG and the RTA

- Four Corridors
  - Woodward
  - Gratiot
  - Cross County
  - Michigan/I-94
- Length = 110 Miles
- Concept Stage
- Alternatives Analysis underway for Woodward Avenue



## Common Element in These Michigan Proposals

- BRT on dedicated lane
  - The Bus Lane Paradox
  - Demands on MDOT ROW
  - Lack of standards/ guidance for making these decisions



# The Bus Lane Paradox

- Bus lanes can provide a strong identity for public transit
  - Reduce travel time
- Bus lanes/Expressway HOV lanes
  - Even with a higher throughput (persons per hour) than other traffic lanes, dedicated lanes may appear under-used
- On some urban streets, bus passengers account for a high percentage of total person throughput
- Where traffic is severely congested, bus lanes can provide the biggest benefit to bus passengers
  - It is precisely these places where difficult to reduce amount of space available for general traffic
  - Where there is plenty of road space available, it may be easy to install bus lanes, but they will provide few benefits, given that traffic is not likely to be congested

# M2D2

- MDOT trunk line standards & philosophy historically centered on cars and trucks first, everything else after that.



# M2D2



- PSG Interactive Training Workshops
  - Land use and transportation ✓
  - Active transportation ✓
  - Public transportation ✓
  - Freight logistics
  - Intelligent Transportation Systems and Transportation Demand Management; and
  - Multimodal integration
- An implementation plan
  - How MDOT can revise guidance, standards, and procedures to make multimodal decisions

The background features a large, light green map of Michigan on the left side. In the center, the letters 'MDOT' are displayed in a large, light gray, serif font. Overlaid on this is the word 'Questions?' in a bold, black, sans-serif font with a slight drop shadow.

**Questions?**

Michigan Department of Transportation

# Break

Please be back in 15 minutes



# Update on State and Federal Transportation Funding



# State Funding Update

- The need for funding continues, and grows
- \$585M in General Funds to transportation
  - \$260M to match Federal Aid in 2013 & 2014
  - \$100M for pothole relief after brutal 2014 Winter
  - \$225M to Road Risks and Reserve Fund Projects
- Speaker Bolger developed a \$450 M proposal
- House passed it with bipartisan support

# House Reform Bills

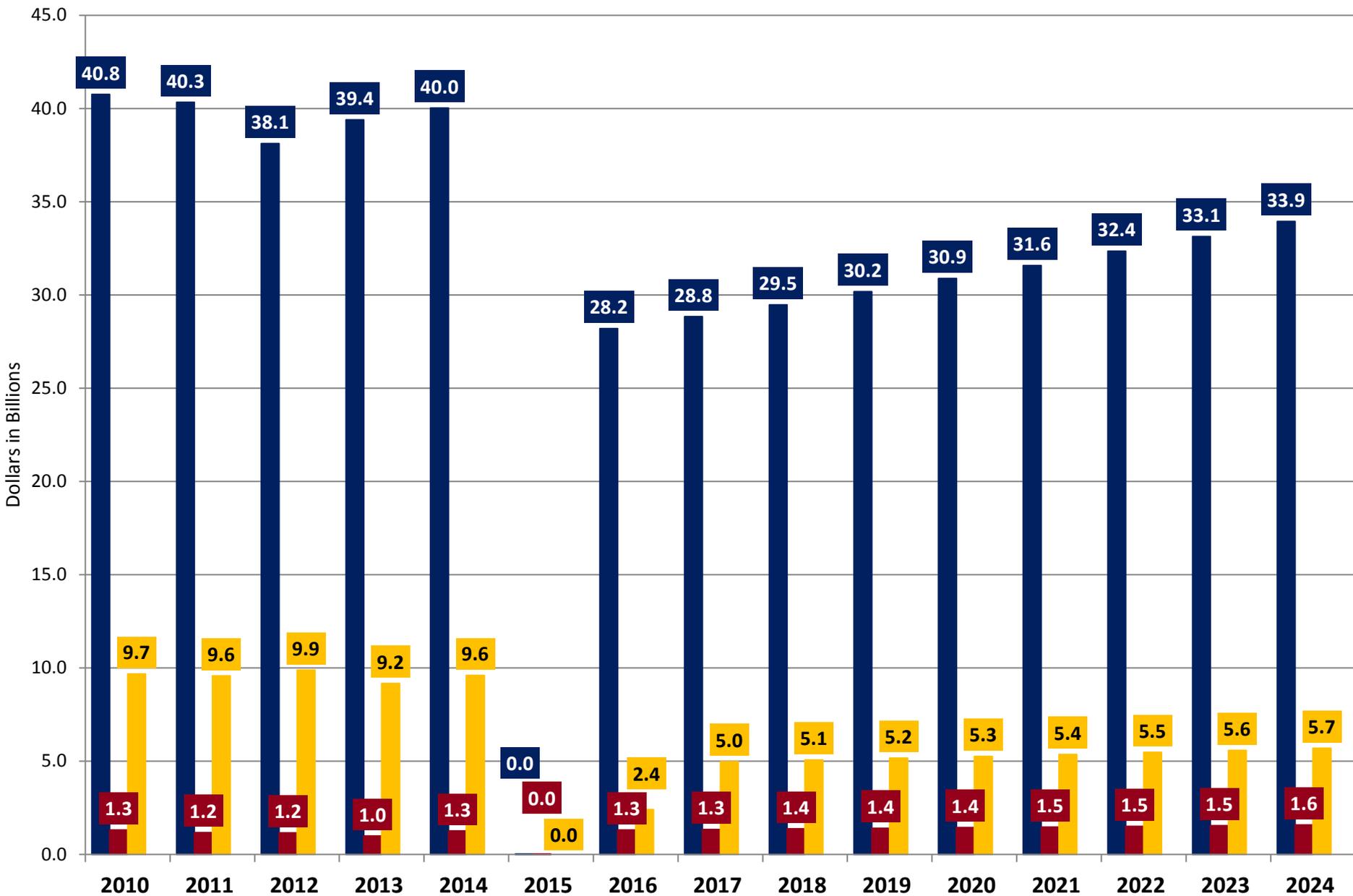
- **HB 5167:** Require competitive bidding for projects over \$100,000, performance based contracting and payment
- **HB 4251:** Authorizes townships that contribute more than 50% of project cost to require competitive bidding
- **HB5460:** Require warranties for all projects over \$1 million, both new construction & reconstruction; requires reporting where warranties not secured

# House Revenue Bills

- **HB 5492:** 1% of use tax to roads **\$239 Million**
- **HB5459:** Unallocated sales tax on gas to roads **\$130 Million**
- **HB 5477:** Replace gas tax with 6% tax on wholesale price **\$0 at start**
- **HB 5493:** Replace diesel tax with 6% tax on wholesale price **\$47 Million**
- **HB4630:** Registration fee adjustments **\$35 Million**
- **HB 5452:** Increase overweight truck permit fees **\$5 million**  
**\$456 Million**

# Estimated Federal Highway and Transit Obligations With No Net New Revenue

■ Total FHWA Obligations (excl. flex) ■ Total Safety Program Obligations ■ Total Transit Account Obligations (incl. flex)



# Federal Funding Outlook

- Reauthorization proposals
  - GROW AMERICA
    - \$302 B, four years, \$150 B from tax reform
  - Senate Bill
    - Current funding
  - House Tax Reform
    - \$126 B, enough for current funding for eight years

# New Developments - NHS Arterials, Speed Limit Bill



# Discuss October 9 Meeting



# Public Comment



# Wrap-Up



# Next CSAC Meeting

October 9, 2014

2 p.m. - 5 p.m.

Capitol Commons Conference Rooms



**See you next time!**

