

# 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

**Lynn Afendoulis**  
State Transportation  
Commission

**Robert Bacigalupi**  
Traverse City Downtown  
Development Authority

**Steve DeBrabander**  
Michigan Department  
of Natural Resources

**Ken Fletcher**  
Michigan Township  
Association Delta Township

**Carolyn L. Grawi**  
Ann Arbor Center for  
Independent Living

**Rochelle Hurst**  
Michigan Department  
of Community Health

**Karen Kafantaris**  
AARP Michigan

**Lt. Gary Megge**  
Michigan State Police

**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  
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**James Tischler**  
Michigan State Housing  
Development Authority

**Christopher White**  
Ann Arbor  
Transportation Authority

## Complete Streets Advisory Council 2013 Annual Report



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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 third Annual Report of the Complete Streets  
Advisory Council (CSAC), as required by Public Act 135 of 2010.

Over the last year, the CSAC heard several presentations on the development,  
implementation, and coordination of complete street policies in Michigan. I am happy  
to report that, as of this writing, 91 communities have passed their own local complete  
streets policies, reflective of the need for a comprehensive approach.

On behalf of the CSAC, I 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,

John Niemela, Vice Chairperson  
Complete Streets Advisory Council

# Vision Statement

Adopted by the Complete Streets Advisory Council  
April, 2012

- “A transportation network that is accessible, interconnected, and multimodal and that safely and efficiently moves goods and people of all ages and abilities throughout the State of Michigan.
- A process that empowers partnerships to routinely plan, fund, design, construct, maintain and operate complete streets that respect context and community values.
- Outcomes that will improve economic prosperity, equity, accessibility, safety and environmental quality.”

## Status of Complete Streets within Michigan

The State Transportation Commission (STC) passed a Complete Streets [policy](#) in July, 2012, meeting the requirements of Public Act 135 of 2010.

As of this writing, 91 communities have passed complete street policies. 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).

## Public Comment

Public comment was received at every meeting throughout the year. The chart below summarizes the comments from concerned Michigan citizens.

	Name	Representing	Comment Summary
December	Mr. Bob Pugh	Concerned Citizen	Mr. Pugh asked if the Complete Streets concept is a foregone conclusion. He expressed his opposition to this effort and believes that the general public has no idea what Complete Streets is. He thinks there needs to be more public notice of this type of thing.
	Mr. Lloyd Shelton	Concerned Citizen	Mr. Shelton commented on the Multi-Modal Development and Delivery (M2D2) presentation. He discussed the Ann Arbor experience in culture shift, specifically the pedestrians in crosswalks ordinance and how important it is for pedestrians to be safe and protected by law. If the ordinance is repealed, it will take the onus off the driver and put it on the pedestrian. He is concerned about pedestrians with disabilities and how they could manage to safely cross many busy streets. He urged the council to continue fighting for safe streets.

# Summary of Complete Streets Advisory Council Proceedings

The Complete Streets Advisory Council (CSAC) includes 16 gubernatorially-appointed voting and two non-voting members. The council's primary charge, according to the law is to "provide education and advice to the State Transportation Commission (STC), county road commissions, municipalities, interest groups and the public on the development, implementation, and coordination of complete streets policy."

The CSAC scheduled four meetings in 2013: February, May, September, and December. The May meeting was cancelled due to a lack of agenda items. Agendas, minutes and presentations for each meeting are available [here](#). A summary of the meetings follows.

At every meeting, the council received updates from MDOT's Complete Streets Internal Team on the implementation of the Complete Streets Policy. The council also received updates on the State Transportation Revenue Proposals in February and September.

In February, the council heard presentations on the MiPlace Partnership Initiative and other policy initiatives being coordinated among State agencies.

In September, a representative from the Sault Ste. Marie Tribe of Chippewa Indians presented highlights of three Complete Streets success stories involving collaboration between the Tribe and the cities of St. Ignace, Newberry and the community of Kinross. The council also received a web tour of available resources from a representative of the League of Michigan Bicyclists ([www.michigancompletestreets.org](http://www.michigancompletestreets.org)).

In December, members heard a presentation on MDOT's upcoming efforts to develop a training curriculum geared to better addressing the need to incorporate all transportation modes in department projects. At that meeting, the group also approved the 2013 CSAC Annual Report and a schedule of meetings for 2014. In addition, members discussed the Council's charge set forth in law and acknowledged that their work is complete. As a result, the Council unanimously agreed to send a letter to the Legislature asking them to consider sunsetting the council.



# MDOT's Collaboration with Complete Streets Communities

MDOT consults on all projects with relevant local governments. MDOT continued its process of Context Sensitive Solutions and combined this program with the new complete streets requirements set forth in the STC Complete Streets Policy.

Out of the hundreds of projects completed in 2013, there have been only nine projects with complete streets requests partially fulfilled or not fulfilled. A summary of each of these MDOT projects and the reason for not fulfilling or partially fulfilling project requests 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 Context Sensitive Solutions 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.



JN	County	Route	Location	Project Description	CS Treatment Requested	Not fulfilled/Partially fulfilled and Reason
<b>Superior Region Projects in 2013</b>						
No areas of disagreement.						
<b>North Region Projects in 2013</b>						
35032-109659 and 35032-105981	Iosco	US 23	Au Sable Township	Road Reconstruct	Au Sable Township requested a bike path	Partially fulfilled. The road will have 8 ft. shoulders that can be used for bicycling and were able to add a sidewalk on the east side of the road in the business area south of the Au Sable River Bridge where pedestrian activity.
106843	Leelanau	M-22	Village of Suttons Bay	Road Reconstruct	Median and bike trail crossing	Partially fulfilled. Could not put in a median due to environmental/cultural constraints; incorporated the bike trail crossing and did the prep work under MDOT's project to create the crossing location and provided a base course for the trail system. Incorporated an additional pedestrian crossing and provided signage for both the pedestrian crossing and trail.
<b>Bay Region Projects in 2013</b>						
79540	Huron	M-53	Bad Axe	Road Reconstruct	Sidewalks	Partially fulfilled. Sidewalk alignment not straight. Tree, utility and right of way impacts.
48945	Lapeer	M-24	Lapeer	Road Reconstruct	Non-motorized	Partially fulfilled. Wanted full length of project. Constraints only allowed for partial.
103209	Bay	M-13/ M-83	Salzburg Ave	Reconstruct	Parking	Partially Fulfilled. Not enough space geometrically.
102952	Tuscola	M-25	Quanicassee River	Bridge Replacement	No Detour/ Shorter Detour	Not Fulfilled. Bridge could not be demolished part-width, only other route could not be upgraded within a reasonable budget.
<b>Grand Region Projects in 2013</b>						
No areas of disagreement.						
<b>Southwest Projects in 2013</b>						
No areas of disagreement.						

**University Projects in 2013**

87521	Washtenaw	I-94 BL	I-94 to Main St	Mill & Resurfacing	Raised pedestrian refuge islands in 4-3 lane conversion portion of the project (Maple to Dexter)	Partially fulfilled. 4-3 lane conversion was approved as a pilot project so no permanent changes are allowed until the 4-3 lane conversion can be evaluated. Need to evaluate 4-3 lane conversion.
103287	Monroe	M- 125	Jones to US-24	Mill & Resurfacing	Extend center left turn lane	Partially fulfilled. MDOT was able to extend, in certain locations, but not all that were requested by the public and Township. Would have resulted in significant ROW impacts/costs.
101619	Livingston	I-96	Latson Rd	New Interchange	Genoa Township wanted the new interchange signed as a Genoa Township exit instead of another Howell exit	Not fulfilled. The Township does not meet Transportation Commission guidelines for interchange exit signing.

**Metro Projects in 2013**

No areas of disagreement.

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