

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

Carolyn L. Grawi

Ann Arbor Center for
Independent Living

Rochelle Hurst

Michigan Department
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Karen Kafantaris

AARP Michigan

Kelli Kavanaugh

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State Transportation
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Rory Neuner

Transportation for Michigan

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Gary Piotrowicz

Road Commission
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Barbara Schmid

League of Michigan Bicyclists

Kirk Steudle

Michigan Department
of Transportation

James Tischler

Michigan State Housing
Development Authority

Christopher White

Ann Arbor
Transportation Authority

Complete Streets Advisory Council Annual Report December, 2012



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.”



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

As directed by the law, the charge of the CSAC is to *“Advise the state transportation commission on the adoption of model policies [of complete streets]...”* 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 CSAC continued their efforts to review sample policy language for the Michigan State Transportation Commission (STC) to consider in writing a Complete Streets policy. The CSAC presented their recommendations to the STC on May 17, 2012. As required by the law, the STC passed the Complete Streets policy on July 26, 2012. The CSAC was very pleased with the outcome, and the STC’s efforts to address the public’s concerns. I am happy to report the importance of this action to Michigan, as 75 communities passed their own local complete streets policies, reflective of the need for a comprehensive approach.

And lastly, the STC was required by P.A. 135 to provide “a model complete streets policy or policies to be made available for use by municipalities and counties.” To aid the STC in this effort, the CSAC submitted a sampling of model complete streets policies and ordinances that could be used in the STC’s efforts to provide municipalities and counties with solid examples of such language. These sample policies and ordinances provided language developed by a variety of jurisdictions, including some in Michigan as well as other states.

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On behalf of the CSAC, I thank you for the opportunity to take on this important responsibility. I believe it will have a tremendous impact on our economy and our communities, by changing the way our transportation systems are planned, designed, and constructed.

Sincerely,

Suzanne Schulz, Chair
Complete Street Advisory Council

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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, 75 communities have passed complete street policies. In 2011, the list totaled 56 communities that passed a complete streets ordinance, policy or resolution. For the most recent list of Complete Streets Policies in Michigan, please see the Michigan Complete Streets website at: www.michigancompletestreets.com.



Summary of Complete Streets Advisory Council Proceedings

The Complete Streets Advisory Council (CSAC) includes 16 voting and two non-voting members, appointed in 2010 according to the requirements of P.A. 135 of 2010. The council's 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 held four meetings in 2012, one in January, April, July, and October. Agendas, minutes and presentations for each meeting are available [here](#). A summary of the meeting minutes follows.

At the January meeting, the council began to review policy language and began developing its presentation for the STC. Council members reviewed policy language from other states and used that information to guide the discussion, identifying elements from other state Complete Streets policies that would be appropriate for Michigan. Sample language was compiled from different states and summarized based on key language and subject as recommended by the National Complete Streets Coalition.

At the April meeting, the Council organized and finalized its [presentation to State Transportation Commission](#). The presentation helped communicate the economic importance of complete streets to safety, the economy and the traveling public. Three members volunteered to make the presentation: Suzanne Schulz, Gray Piotrowicz and Carolyn Grawi.

In its July meeting, the CSAC reviewed and discussed the policy adopted by the STC, and how to communicate it to constituents. At the request of the Council, a [one-page handout](#) explaining Complete Streets was developed. The council also identified [model local policies](#) to be shared with the STC in an effort to help them meet additional requirements of PA 135.

In October, each member reported to the group how the adopted MDOT Complete Street policy was communicated to their constituents. The members also approved the 2012 CSAC annual report. In the final meeting of the year, a schedule of meetings for 2013 was identified.

MDOT's Collaboration with Complete Streets Communities

With the STC passage of a Complete Streets Policy, MDOT is required to consult on all projects with the relevant local governments. MDOT continued its process of Context Sensitive Solutions and combined this program with the new complete streets requirements.

Out of the hundreds of projects completed, there have been only four 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 listed in the chart on the next page.

Despite these few instances of disagreements, it is also important to note that there have been many success stories and positive activities statewide in regards to Complete Streets. As part of the Context Sensitive Solutions process, MDOT will be reporting on these activities to the STC at the end of the year.



JN	County	Route	Location	Project Description	CS Treatment Requested	Not fulfilled/Partially fulfilled and Reason
Superior Region Projects in 2012						
17032	Chippewa	I-75BS	Sault Ste. Marie	S03-17034_ Shallow Overlay on existing bridge deck	Deck widening with construction of new connecting pathway.	Not Fullfilled. Insufficient funding for the proposed treatment.
North Region Projects in 2012						
No areas of disagreement.						
Bay Region Projects in 2012						
No areas of disagreement.						
Grand Region Projects in 2012						
90100	Ottawa	I-196BL	At 92nd Avenue	Add Indirect Left Turn Lanes, including crossover that eliminates the through movement and direct left turns, to improve operations and safety.	Provide a crosswalk through the intersection median	Not fulfilled. Request was made through the Holland MPO in cooperation with the City of Zeeland and Zeeland Township. Request to MDOT was made very late in the design process and was not documented in any non-motorized plan. There was not any documented need for crosswalk by the MPO and safety concerns were identified by MDOT. Alternate pedestrian crosswalks exist at signalized intersections to the east and west of this location.
Southwest Projects in 2012						
No areas of disagreement.						
University Projects in 2012						
No areas of disagreement.						
Metro Projects in 2012						
45735	Macomb	M-97	11 Mile to 14 Mile	Mill and resurface	Sidewalks in the city of Fraser	Partially fulfilled - sidewalk will be built on the east side only. There is not enough ROW, too many utilities, etc. on the west side, making it cost-prohibitive.
113492	Macomb	M-53	8 Mile to Helen	CPM Mill and resurface	On street non-motorized access	Not fulfilled. Beyond the scope of CPM work, would need to eliminate travel lane.

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
January	Mr. Gary Howe	Concerned Citizen	Mr. Howe, a citizen advocate from Traverse City, thanked everyone for their efforts. He has been an advocate of complete streets for over 40 years, seeking a “better and safer community.” He shared his concerns for the safety of citizens in residential areas and cited a death that occurred in a 40 mph zone. He asked that the members of the CSAC take off their stakeholder hats and keep context in mind.
April	Mr. Frank Kalinski	Concerned Citizen	Mr. Kalinski stated he drives a bus in greater metro Detroit area. He spoke about design features of intersections and the effect on pedestrians. He recommended several improvements including limiting right-turn-on-red and reducing median strip width. He stressed complete streets is a long-term design effort, but could be accomplished if the idea were started now at the concept stage.
	Ms. Sherry Jousma	Concerned Citizen	Ms. Jousma spoke about why we need complete streets throughout Kent County. She gave a personal account of her difficulty, as a visually-impaired individual, getting to the doctor’s office for treatment. From personal experience, she said complete streets give independence to all.

July	Ms. Kim Menninga	Disability Advocates' Volunteer	Ms. Menninga works with disability advocates in Kent County. She stated they need access to jobs, doctors and more. She highlighted many design issues, such as curb ramps on only one side of an intersection, which makes travel difficult for disabled pedestrians. She stressed the need for clarity in the design process, for roadway networks that do not end at municipal boundaries, and for stricter standards for all intersections.
	Ms. Rae Bower	Disability Advocates' Board	Ms. Bower described her difficulty, as a wheelchair user, getting to the dentist office on 28 th Street in Grand Rapids. She stressed her support of complete streets, citing her personal experiences and struggles.
	Mr. Paul Palmer	Developmental Disability Council of Michigan	Mr. Palmer's question regarded the end of meetings of the CSAC. Staff noted that a sunset clause was introduced in legislation, but no action has yet been taken. The Council will continue to meet quarterly as required under the law.



