Agenda

- **Part I- Complete Streets Overview**
  - Overview of Complete Streets
  - How did we get here?
  - Benefits of Complete Streets
  - Shifting to Complete Streets
  - Michigan legislative changes
  - What can be done at the local level?
  - Common design elements
- **Spartyville Class Exercise**
- **Break**
- **Part II- Towards Complete Streets in Michigan**
  - Ten Complete Streets Principles
  - Integrating complete Streets principles
  - Transportation Planning Process
  - Incorporating Complete Streets into local policies
  - Policy Choices
  - Lessons Learned
- **Questions and Answers**
- **Adjourn**

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Partners for Workshop Delivery

Primary Partners:

- Michigan Department of Community Health
- Healthy Kids, Healthy Michigan
- Michigan Municipal League
- Michigan Trails and Greenways Alliance

Michigan State University partners:

- School of Planning, Design and Construction
- MSUE Greening Michigan Institute
- MSU Land Policy Institute

Michigan Citizen Planner

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Phone: 517 432 7600

Part 1: Complete Streets Overview

Complete Streets Institute Training Curriculum

1. **An Overview**
2. Stakeholder Engagement
3. Influencing Policy
4. Planning & Regulations
5. Design & Applications

Understanding what complete streets are and what they mean to your community

Project Partners

Michigan Department of Community Health
MDCH
Healthy Kids Healthy Michigan
APA MI
MTGA
LSL Planning, Inc.
DRUMRO

Part 1 Overview

- What is Complete Streets
- Historical Context
- Challenges
- Current Context
- Benefits
- Consequences of Past Practice
- Balancing Transportation Needs
- Policy Responses
- What You Can Do

Training Objective:
Provide a basic understanding of what complete streets are and what they mean to your community.

What is Complete Streets?

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

All users include.

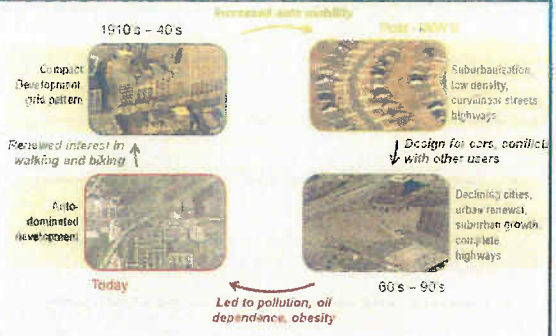
- Pedestrians
- Bicyclists
- Transit users
- Motorists
- Trucks
- Children
- Elderly
- People of various abilities

Complete Streets & Related Concepts

- Sustainable transportation
- Livable streets
- Green streets
- Walkable communities
- Healthy communities
- Active communities
- Active transportation
- Context Sensitive Solutions
- Safe Routes to School
- Traffic calming
- Smart Growth

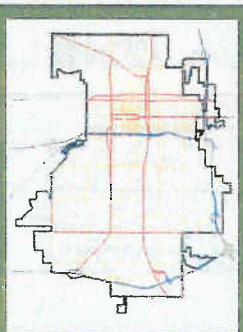
All contribute to improved safety, healthy choices, and a greener lifestyle

How Did We Get Here?



Traditional Transportation Planning

- Traditional functional classification
  - Expressways
  - Major/Minor Arterials
  - Collectors
  - Local Streets
- Focused on moving cars and trucks
- Similar to Act 51 funding maps (major & minor streets)



Transportation Systems Thinking

- Multi-modal network
- Primary network for each user (not all cyclists have same needs)
- Not every street will accommodate each user equally
- Plan a system with a good "quality of service" for all users

Enhancements to Transportation Planning

- Range of facility types to accommodate different users
- Interconnected system
- Considers context and function
- Finding best streets to prioritize for non-motorized

Why Don't We Walk/Bike More?

- Exposure to high volume and high speed traffic
- Busy Lives
- Lack of convenient crossings between traffic signals
- Limited transit options
- Incomplete bicycle and pedestrian systems
- Lack of bike parking
- Insufficient lighting
- Crime (perception)/safety

A general lack of direct, safe and comfortable routes

Common Questions of Providing Non-Motorized Facilities

Are bikes allowed on roads?

- Bikes, mopeds, etc have all rights and duties applicable to the driver (Michigan Vehicle Code)

Can bikes ride on sidewalks?

- Bikes on sidewalks shall yield to pedestrians and give an audible signal before overtaking and passing (Michigan Vehicle Code
- Localities control sidewalks and can restrict their use further.

Does liability increase?

- Liability may increase if we force non-motorized travelers into travel lanes by **NOT** providing facilities

Minimizing Risks of Non-Motorized Facilities

1. Put non-motorized users in logical travel paths
2. Put non-motorized users where they can be seen
3. Notify motorists where to expect non-motorized users
4. Calm traffic flow

Careful planning and design can lessen liability more than a "do nothing" approach

So Why Now?

There has been a concerted move towards Complete Streets in the USA since the early 1990's

- There is a collective recognition that the system we have now does not fully meet our current needs
- Mobility for aging and low income populations
- Enhanced air quality
- Sustainable communities
- Economic challenges

Support for Complete Streets

Endorsed and promoted by a wide range of organizations:

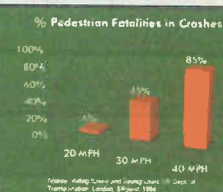
- Professional Associations
- Advocacy groups
- Business organizations
- Governmental commissions
- Federal, state and local governments and departments
- Safe Routes to School

Why? Many Benefits

- Increased Safety
- Improved Public Health
- Cleaner Environment
- Livable Places/Economic Development
- Mobility Equity/Access/Choice
- Quality of Life

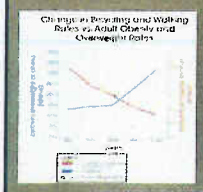
Benefits: Increased Safety

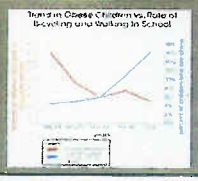
- Slower traffic speeds reduce crash severity
- Pedestrian signals at proper locations can reduce pedestrian crashes
- Four to Three Lane Conversions (Road Diet)
  - 29-34% crash reduction
  - 68% injury reduction
- Multi-modal design
  - 90% decrease in pedestrian fatalities
  - 75% decrease in bike fatalities



... installing pedestrian and bicycle facilities can reduce the risk of crashes by 28%.
National Complete Streets

Benefits: Improved Public Health





- Active Communities = longer lifespan for residents
  - Reduces obesity
  - Reduces heart disease
  - Reduces diabetes
- Increase in physical activity reduces stress
- Businesses that provide walk/bike opportunities for employees during the workday report a ~30% reduction in sick-leave absenteeism, health care use, and worker's comp and disability claims
- Reduction in healthcare costs and insurance premiums

Benefits: Cleaner Environment

- May reduce greenhouse gas emissions: fewer and shorter car trips
- Reduce carbon footprint as people choose to walk or bike
  - 1 gallon of gas=19.4 lb CO_2
  - 1 VMT=1 lb CO_2
- Reduce oil dependence
- 2006 studies show that the more walkable a community, the lower the vehicle emissions

...one pound of carbon gas is enough to fill an exercise ball...

Benefits: Livable Places/Econ Dev

"Houses with above-average levels of walkability command a premium of about $4,000 to $34,000 over houses with just average levels of walkability." *CEOs for Cities, 2009*

- Catalyst for new and re-development
- More attractive and inviting streets
- Contributes to placemaking
- Attracting and retaining residents and business
- Leads to a stronger local economy
- Streets contribute to a community's defining character

Benefits: Mobility Access/Equity/Choice

- Meets the needs of various users of different abilities
  - Children
  - Seniors
  - People with disabilities
- Provides a choice for mobility 20% of Americans have a disability that limits their daily activities
- Complete Streets creates access for the differently-abled and equity for low-income populations, and choice for all

Benefits: Quality of Life

- Reduced traffic congestion = less time in vehicle + reduced stress levels
- Increase in physical activity reduces stress, increases productivity
- Live longer - joining and participating in one group cuts your odds of dying next year in half
- More social interaction

Consequences of Past Practice

Roads are engineered for high motor vehicle volumes and speeds

- Severe crashes/fatalities
- Signals timed for cars
- Congestion
- Auto emissions
- Discourages bicycling, walking, and transit use = rise in obesity rates
- Low income populations lack access to jobs and fresh food

What do seniors fear most?
A. Death 50%
B. Giving up car keys 50%
Source: AARP

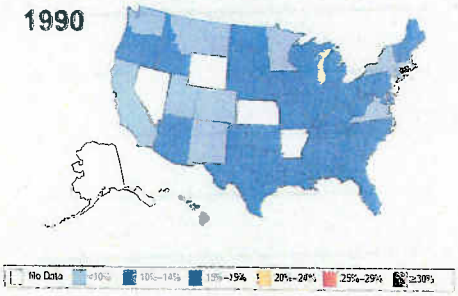
Health Consequences

- 1/3 of all coronary heart disease deaths in US could have been prevented through activity
- Strong relationship between walkability and bikeability and residents' overall physical health
- Walking and biking help prevent obesity, diabetes, high blood pressure, and certain cancers – mostly preventable diseases
- Poor exercise habits of employees cost employers additional healthcare costs

Obesity Trends in the U.S.

(*BMI ≥30, or ~ 30 lbs. overweight for 5' 4" person)

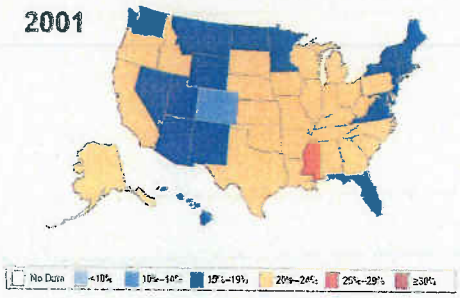
1990



Obesity Trends in the U.S.

(*BMI ≥30, or ~ 30 lbs. overweight for 5' 4" person)

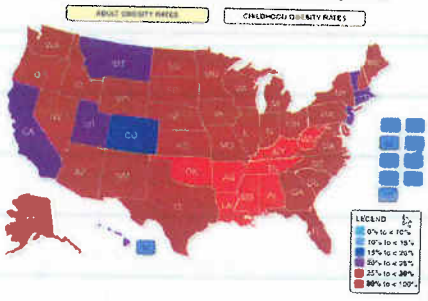
2001



Obesity Trends in the U.S.

2010

Adult Obesity Rates and Childhood Obesity Rates



Environmental Consequences

- Since 1980, Vehicle Miles Traveled (VMT) has increased 3 times faster than population
- Vehicles create 30% of Michigan's ozone-forming pollutants
- Between 1960 and 2001, Michigan's CO2 emissions from fossil fuels increased by 46%— primarily as a result of oil combustion for transportation

Year	Commute miles/person
1945	5
1965	13
1985	20
2005	27

Livability/Econ Dev Consequences

- Walkability/bikeability and transportation options are key indicators among the creative class when choosing where to live
- Senior citizens and retirees another demographic that communities hope to retain also value transportation choice
- Michigan must be able to retain and attract young professionals and international talent to be competitive in the global marketplace

Mobility/Access/Choice Consequences

- At least1/3 of Americans don't drive
- 55% of Americans would rather drive less and walk more
- 28% of trips in metro areas are short (1 mile or less) yet 65% by car

Who doesn't drive?

•By necessity
- Seniors
- Persons with disabilities
- Children
- Those lacking means to afford a car

•By choice
- Many reasons – health, environment, enjoyment and costs

Quality of Life Consequences

- Every ten minutes of commuting reduces all forms of social capital by 10%
- Americans spend 100+ hours a year commuting to work, more than the average two weeks of vacation time (80 hours)
- Suburban mothers spend 17 full days a year behind the wheel, more than the average parent spends dressing, bathing, and feeding a child

Shifting to Complete Streets

Balancing of Transportation Needs

- Each type of transportation impacts the level of service –or quality service- of the other modes
- Traditionally, motorized traffic received the priority - Now looking to balance the needs of all users.
- How the balance is based on street type and context

While complete streets share many common elements the design of each street depends on its context

An Expanded View of Streets

Use ***all*** of the public right-of-way
to relate to private development

An Expanded View of Streets

- A community's streets are a defining characteristic of place, and include many elements.
  - The roadway or street itself
  - Landscaping
  - Sidewalks and bike lanes
  - Relationship of buildings and sites to the street

Streets constitute a community's single most important public space in terms of size, visibility and use

Beyond The Physical Roadway

Complete Streets is a cultural change and a shift in our understanding of the value of streets beyond moving vehicles to ensure mobility, access, and choice for all

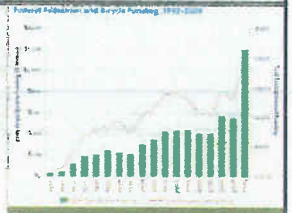
- Complete Streets go beyond physical design and infrastructure
- It is about creating culture and policies that provide safe and efficient transportation choices
- Like any cultural shift, this will not happen overnight

Policy Response to Complete Streets

- Federal
- State
- Local

Changes in Federal Funding

- Modern multi-modal transportation bills began in 1991 with ISTEA
- Subsequently included "alternative" modes
- Started with transportation "enhancements"
- Now addresses all modes, context sensitivity, health issues and climate change



Dramatic increase in funding for bicycle and pedestrian projects since 1992, but still about 2% of total spending

USDOT Policy Statement

US Department of Transportation (USDOT) policy:

- Incorporate safe and convenient walking and bicycling facilities into transportation projects
- Transportation agencies have a responsibility to improve the conditions for walking and bicycling

Encourages transportation agencies to go beyond the minimum standards

USDOT Recommended Actions

- Accommodation on new, rehabilitated and limited-access bridges
- Collect data, set targets and track progress
- Maintain sidewalks and paths the same way roads are maintained
- Improve facilities as part of preservation or construction projects

Consider walking and bicycling as equals with other transportation modes

Nationwide Policies

200+ jurisdictions have adopted policies or have committed to do so

Michigan Legislative Changes

Act 51 of 2010 (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 trunkline projects
- Enables interjurisdictional agreements for maintenance

Effective Aug. 2010

MDOT Policy Implications

- 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

Legal changes influence how townships, counties, cities, villages and the state work together

Michigan Legislative Changes

Act 33 of 2010 (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

Effective Aug. 2010

"In 15 years we will probably look back and realize that the Complete Streets legislation not only provided quality accessible transportation options for all modes and people, but that it dramatically improved local quality of life in ways that helped attract and retain talented knowledge workers--the key to success in the global New Economy."

Mark Wyckoff, FAICP, MSU Land Policy Institute

Michigan Planning Law Implications

The Michigan Planning Enabling Act amendments:

•If creating a master plan, requires inclusion of a transportation component addressing all modes of transportation

•Requires coordination with neighboring communities and road agencies

- Not a "mandate"
- Incorporate into next Master Plan Update
- Include in any separate non-motorized plan or subarea plans
- Supports collaborative efforts with other communities and agencies

Where in Michigan?

21+ Resolutions

6+ Ordinances

Other communities

- embedding in Master Plans
- changing internal practices
- creating and adopting active/non-motorized transportation plans

What can be done at the local level?

5 Ps of Policy Work

- Promote = build support
- Prepare = educate/train
- Policy = develop policy (internal processes, resolutions, ordinances)
- Plan = develop a plan
- Projects = design and implement

Promote = Build Support

- Work within existing relationships, if available
- Know your stakeholders
- Be inclusive

- Establish a coalition
- Identify leadership
  - Be clear about roles/responsibilities
  - Establish vision/goals
- Meet regularly
- Collaborate with other groups

Prepare = Educate and Train

- Community forum
- Public meetings
- Meetings with policymakers/government officials
- Presentations at group meetings (school, business, civic)
- Media (print, social, TV, radio)
- Website/links

- ✓Use simple messages
- ✓Message to your audience
- ✓Provide audience an opportunity to join the action
- ✓Address outstanding concerns

Incorporating CS Into Local Policies

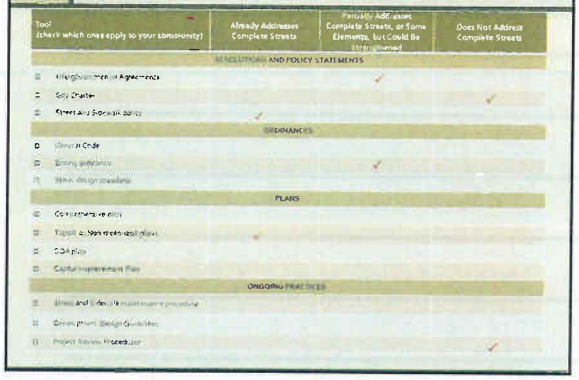
Plans
- Comprehensive plan
- Neighborhood Plans
- Non-motorized plan
- PDA/TIF plans
- Parks and recreation plan
- MPO or County LRTP
- Capital Improvement Plan

Regulations
- Zoning ordinance
- Sidewalk ordinance
- Site plan review
- Subdivision regulations
- Street design standards

Organizational
- Millage partnerships
- Intergovernmental agreements
- City charter

Programs/Operations
- Travel Demand Management (TDM) programs
- Outreach/education
- Enforcement
- Safety programs
- Maintenance procedures
- Internal checklists
- Interdepartmental cooperation

Tool Matrix for Incorporating Policy



Develop a Plan

- Metropolitan Planning Organization (MPO)
- Comprehensive Plans
- Transportation Plans
- Non-motorized Plans
- Corridor Plans
- Subarea Plans
- Neighborhood Plans
- Safe Routes to School
- Transit Plans
- Downtown Development Authority (DDA) Plans

Complete Streets Planning Process

1. Complete Streets Vision
2. Identify Opportunities and Needs
3. Analysis
4. Alternatives
5. Action Plan
6. Monitoring and Implementation

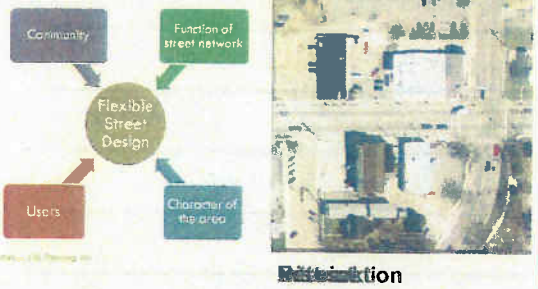
Public Input Throughout

Multi-Modal Quality of Service

Priorities are not the same on every street

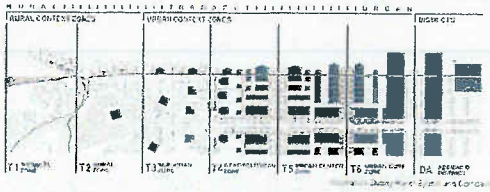
Balance and prioritize design to meet street's purpose

Projects = Design & Implementation



Flexible Design: Character

Street Design may vary to complement character of area



- Traffic volume/speed
- Land uses
- Building height and setback
- Distances to destinations
- Physical environment

Flexible Design: Character

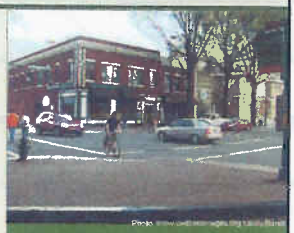
Different treatments at different locations

Flexible Design: Character

Different treatments at different locations

Walk/Bike-Friendly Principles

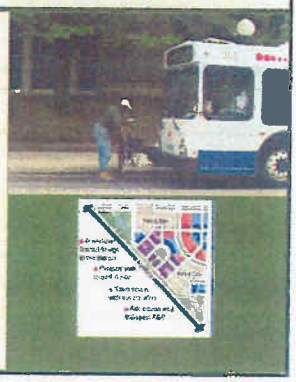
- Buildings closer to street
- Limit driveway conflicts
- Move along/across roads safely
- Destination-oriented routes
- Distance-appropriate routes
- Safe routes to school
- Balancing quality of service



Ann Arbor:
#1 Healthiest City by AARP Magazine
#10 Greenest Commuters - 8% bikers+walkers

Transit-Friendly Principles

- A good pedestrian network
  - Ability to get across street safely at stops
  - Direct links to population centers
- Tie to bicycle facilities (expands draw area)
- Amenity rich sheltered stops at key locations
- Strategic placement of stops within high demand nodes
- Park and ride opportunities



Common Design Elements

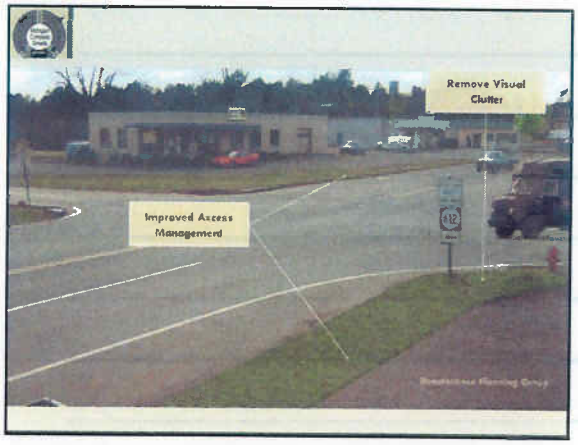
High profile bicycle and pedestrian facilities clue drivers in to be on the lookout for non-motorized users

- Sidewalks on both sides
- Bike lanes, boulevards, parking
- Shared-use paths, trails
- Minimized crosswalk distances through curb extensions
- Clear pavement markings
- Pedestrian signals, signage
- Mid-block crossings
- Lighting

Implementing Complete Streets

- **Plan first (land use and transportation):** determine what is possible and desirable through planning
- **Identify easy projects:** many projects may be accomplished through road restriping
- **Incorporate complete streets into other projects:** projects like crossing islands can be added any time
- **List long-term goals:** other projects may be best coordinated with major road reconstruction

Retrofitting infrastructure such as bridges after construction can be very costly – much more efficient to plan ahead


Remove Visual Clutter
Improved Access Management


Pavement Markings
New Sidewalks

Where Are You Now?

Where do you want to be?

Resource Clearinghouses

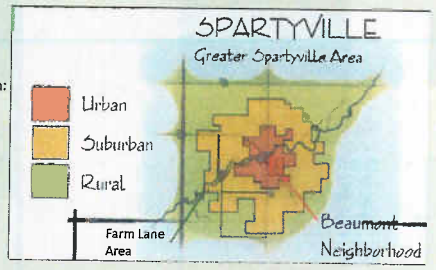
- **Michigan Department of Community Health:** mihealthtools.org/mihc/CompleteStreets.asp
- **Michigan Complete Streets Coalition:** michigancompletestreets.org
- **N-Plan:** www.nplanonline.org
- **National Complete Streets Coalition:** www.completestreets.org

Spartyville Exercise

Scenario Locations

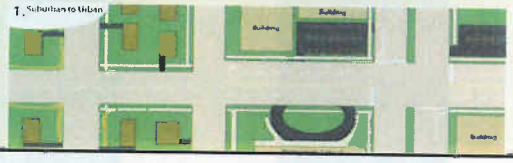
Scenario 1
Suburban/Urban:
Beaumont
Neighborhood

Scenario 2
Rural:
Farm Lane Area



Scenario 1: Suburban/Urban Neighborhood

- Broken sidewalks
- No crosswalks
- Lack of signage
- Speeding is an issue due to proximity to downtown
- Main street popular for bikers/pedestrians going downtown
- Accidents (pedestrians/cars) common on 2 lane and 4 lane roads
- Hazards between parking lots close to intersection
- School parking lot- bus, car and student pedestrian conflicts

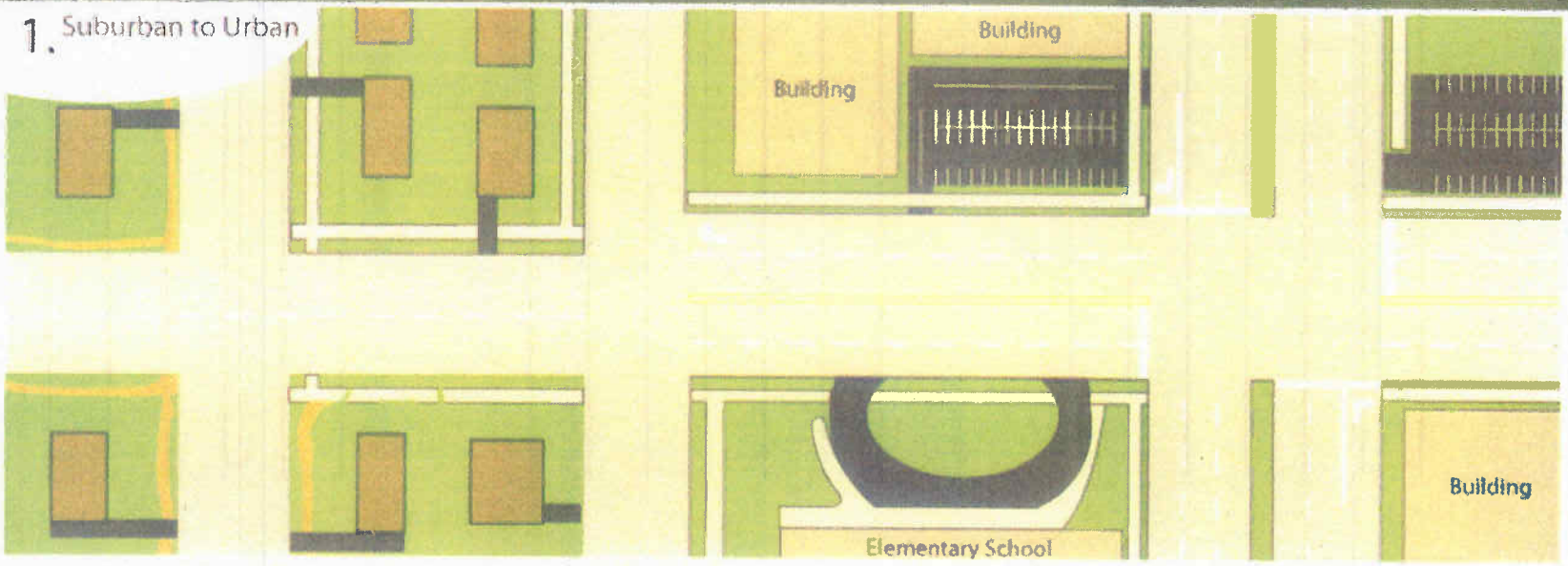


Scenario 2: Rural

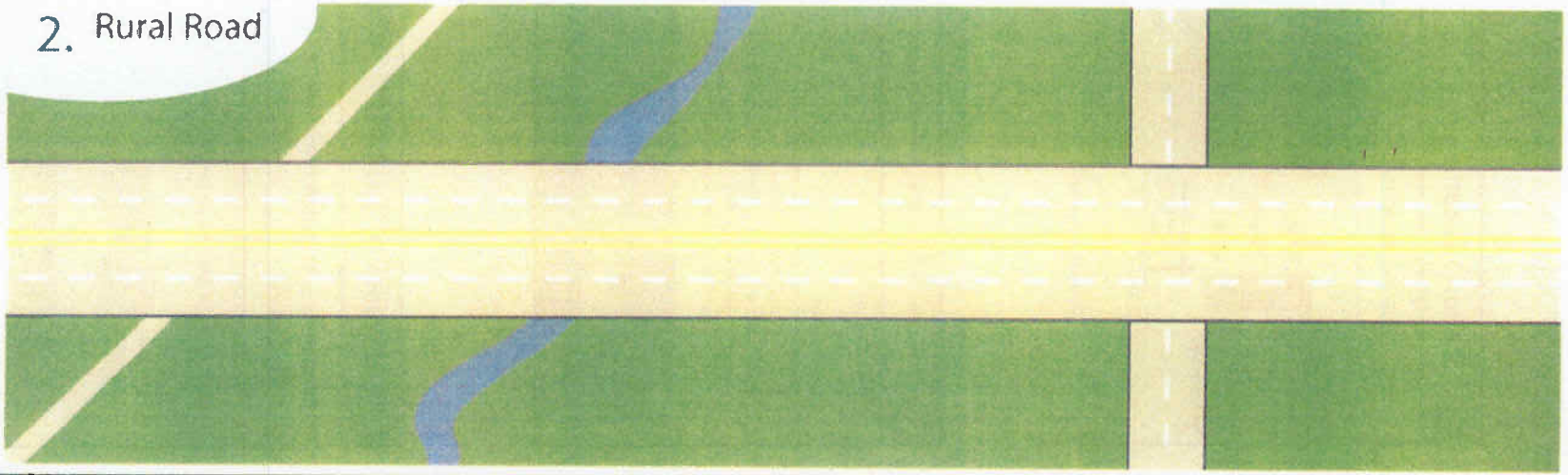
- Rural street with modest traffic
- No sidewalks
- Hazardous crossing at proposed trail
- Lack of safe bicycle or pedestrian access

Existing Scenarios

1. Suburban to Urban



2. Rural Road



Scenario 1:

Suburban to Urban Solutions

What are your observations?
What appears to be right and wrong with the proposed solutions?


ONLY


SPEED LIMIT
25

Scenario 2:

Rural Solutions

What are your observations?
What appears to be right and wrong with the proposed solutions?

Part 2: Influencing Policy

Complete Streets Institute Training Curriculum

1. An Overview
2. Stakeholder Engagement
3. **Influencing Policy**
4. Planning & Regulations
5. Design & Applications

Understanding what complete streets are and what they mean to your community

Part 2 Overview

- Complete Streets Overview
- Principles of Complete Streets
- Engaging Stakeholders
- Transportation Planning Processes
- Michigan Legislation
- Incorporating CS Into Local Policies
- Community Readiness
- Policy Choices
- Lessons Learned

Training Objective:
Provide a basic understanding of policy-making processes and how to become involved in them, community readiness for policy change, and elements of effective policies.

Ten Complete Streets Principles

1. Set the vision
2. Accommodate all legal roadway users
3. Emphasize interconnected networks
4. Address all roadways and inter-jurisdictional issues
5. Integrate into all project types
6. Define process for exceptions
7. Integrate best practices
8. Context sensitive design
9. Establish performance standards
10. Develop an implementation plan

Source: National Complete Streets Coalition

How far each principal is developed depends on where each community is and level of commitment

1. Set the Vision

- How does the community envision future roads?
- What is the general goal of the complete streets policy?
- What is driving the initiative
  - Concern for community health?
  - Need for alternative travel options?
  - Desire to minimize environmental impacts?
  - Plan for economic development?

"Our community will have a transportation system for all legal users that makes it safe and easy to travel by walking, biking, driving, or transit."

2. Accommodates all Users

- Pedestrians
- Bicyclists
- Transit Passengers
- Commercial Vehicles
- Buses
- Automobiles

Who benefits from complete streets?
Those who can't or chose not to drive

• Seniors	12.6%
• Kids	13.3%
• Young Adults	9.8%
	35.7%
• Bicyclists	0.4%
• With Disabilities	18.7%

Source: 2000 U.S. Census, State of MI population

3. Emphasize Interconnected Network

- Street/bike/ped connector
- Non-motorized where street connection is impractical
- Connect businesses and reduce number of driveways
- Save miles traveled
- Improve emergency response times

Lack of connectivity leads to convoluted trips

4. Address all Roadways

Match design to function & context

- Local street example: traffic calming
- Minor arterial example: bike lanes
- Downtown street example: crosswalks
- One size does not fit all!

What defines Context?

- Land Use
- Cultural/historical
- Building Form (height, setback)
- Parking/site design
- Views
- Natural features (trees/landscaping)
- Road function
- Cultural & historical

Lansing Master Plan

5. Integrate into all Project Types

- New construction/ reconstruction
- Resurfacing, restoration, and rehabilitation
- Preventive maintenance
- The degree Complete Streets elements can be integrated will vary with the construction type

"By fully considering the needs of all non-motorized travelers (pedestrians, bicyclists, and persons with disabilities) early in the life of a project, the costs associated with including facilities for these travelers (later) are minimized."

Jeff Morales, former Director, CalTrans

6. Define Process for Exceptions

Criteria for exceptions when…

- Contrary to public safety
- Cost excessively disproportionate to need/benefit
- Significant environmental impacts
- Absence of current or future need
- Context

Examples

- Administrative (minor)
  - Restriping per Plan
  - Geometric design
  - Routine maintenance
  - Maintenance upgrades
- Officials/Public Meeting (Major)
  - No accommodation for non-motorized
  - Removal of existing non-motorized elements
  - Variance from Plan

7. Integrate Best Practices

- Review new research and experimental designs
- Use national guidelines such as AASHTO
- Develop community design guidelines
- Includes staff training and resources too

Best Practices Menu:

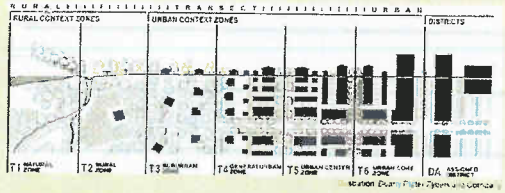
- Medians
- Roundabouts
- Mid-block crossings
- Countdown/audible signals
- Bicycle boulevards
- Road diets
- Traffic calming
- Transit-oriented regulations

8. Context Sensitive Solutions

Blend functional classification with desired character

Context Sensitive Solutions

Street Design may vary to complement character of area



- Traffic volume/speed
- Land uses
- Building height and setback
- Distances to destinations
- Physical environment

9. Establish Performance Standards

- 2010 Highway Capacity Manual Multi-modal Analysis
- Setting targets
- Establishing evaluation factors
- monitor

City of Ann Arbor Green Transportation Goal

"Accommodate planned growth without an increase in vehicle use or greenhouse gas emissions through promotion of other modes of travel and more compact, mixed use development"

- Quality of Service
- Miles of new non-motorized routes
- Reduction in traffic speeds
- Reduction in crashes
- Noticeable increase in walking/biking/transit
- Miles of new lighting
- Number of new street trees
- Improved public health indicators
- Community vibrancy indicators

10. Implementation Plan

- Integration into existing plans and policies
- Creation of a non-motorized plan
- Creation of a public transportation plan
- Designation and delegation of responsibilities and authority
- Funding
- Priorities

Integrating Complete Streets Principles

We know we like Complete Streets …

Elements of CS Program
- Policy
- Plan
- Regulations
- Construction and maintenance (projects)

… Now What?

How to Get Started:
- Involve stakeholders
- Cultivate "champions"
- Understand local road policy
- Build support

Who to Involve

Governmental
- Legislative body
- Planning commission
- Engineering and planning staff
- Public safety officials
- Road and transit agencies
- Stormwater engineers

Stakeholders
- Advocacy groups
- Health professionals
- Business organizations
- Community/civic organizations

Others
- Educators
- Media

- Who will support?
- Who can influence?
- Who must approve?
- Who has funding?
- Who will implement?
- Who will be affected?
- Who needs information?

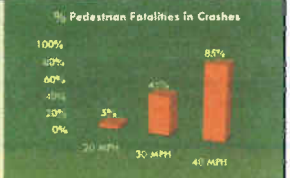
Cultivating "Champions"

A Champion:
- Can cultivate broad support
- Can be from the public or private sector
- Is typically in a leadership role
- Has the advantage of a bully pulpit

Ann Arbor's Mayor, John Hieftje on the right

Building Broad Support

- Demonstrate a Need:
  - Pedestrian/bike crash data
  - Health data
- Public Outreach:
  - Public forums & presentations
  - Media relations
  - Online information
  - Letters of support
  - Surveys (online & written)
  - Economic data



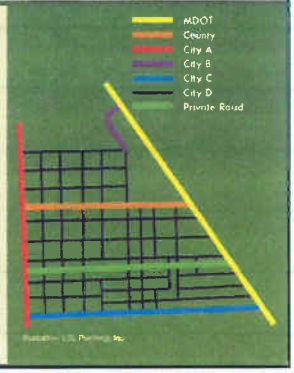
Sample Survey Question:

2.WHERE DO YOU THINK EAST LANSING SHOULD BE IN ITS COMMITTMENT TO COMPLETE STREETS?

Low Modest Strong Aggressive Leader

Know the Road Agency Structure

- Who has jurisdiction?
- What are the road hierarchies and classifications?
- Are existing policies auto-oriented?
- Ask the typical players:
  - Municipality (public works, planning)
  - County Road Commission
  - Metropolitan Planning Organization
  - Michigan Department of Transportation



Federal Transportation Planning Process

3 Phases

1. Planning Phase

a) Long range plan (state & regional)

b) Updated every 4 years (for 20 yrs)

2. Programming Phase

Transportation Improvement Program (TIP), if MPO

a) Updated every 2 years (for 4 yrs)

b) Identify project costs and funding sources

c) Incorporated into STIP (State Transportation Improvement Program)

3. Project Phase

a) Environmental impact

b) Design and implementation of the project

If you want federal dollars, it has to be in the LRTP, the TIP, and the STIP!

Transportation Planning Process

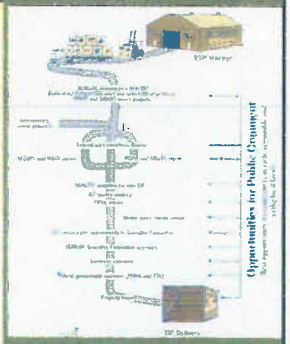
An Example from Southeast Michigan Council of Governments

Transportation Planning Process

Example from SEMCOG:

There are numerous opportunities for public comment every step of the way

Ask to be put on the mailing list



Local Transportation Planning Process

- Not as well defined
- Cities and villages follow the process in the Planning Act
- Serves as the basis for federal-aid projects submitted for consideration in the TIP

Community Transportation Plans

- From vision to alternatives to recommendations
- Should be multi-modal
- Usually part of the community master plan or can be separate
- Can include corridors or sub-areas
- May be multi-jurisdictional (corridors)
- Should involve transportation officials in process

Rural Transportation Planning Process

- Rural task forces develop projects for the STIP (No TIP involved)
- Projects are initiated by municipal governments, county road commissions, rural task forces, and/or MDOT

- Projects prioritized according to goals of the region
- Opportunities for citizen input throughout

Non-Federally Funded Projects

- State law (Act 51) allocates state transportation revenue from the state gas tax and motor vehicle registration fees
- Local millages for transportation projects also exist in some areas to raise dollars for local road projects

Act 51 dollars are distributed by formula to:

- Comprehensive Transportation Fund (public transit)
- State Trunkline Fund (construction and maintenance of state trunkline system)
- 83 road commissions and departments for maintenance of county roads
- 533 cities and villages for maintenance of local roads

Transportation Resources

MPO process (from US Dept. of Transportation, Federal Highway Administration and Federal Transit Administration):

- "A Guide to Transportation Decision-Making"
- "The Transportation Planning Process Key Issues: A Briefing Book for Transportation Decisionmakers, Officials, and Staff"

Urban process (from the Southeast Michigan Council of Govts.):

- "A Citizen's Guide to Transportation Planning in Southeast Michigan"

Rural process (from the Northwest Michigan Council of Govts.):

- "A Citizen's Guide to Transportation Planning in Northwest Lower Michigan"

Regarding funding (from the Michigan House Fiscal Agency):

- Understanding transportation funding

Michigan Legislative Changes

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

Act 33 (Planning Act) Revisions

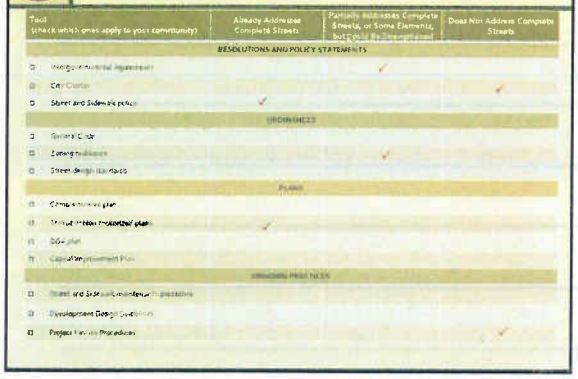
- Definition of "streets" expanded to include all legal users
- Expands elements that may be included in a master plan to include all forms of transportation
- Specifies that transportation improvements be appropriate to their context
- Specifies cooperation with road commission and MDOT

Incorporating CS into Local Policies

Review the following to determine the extent of support:

- **Plans**
  - Comprehensive plan
  - Neighborhood Plans
  - Non-motorized plan
  - DDA/TIF plans
  - Transit plan
  - Parks and recreation plan
  - MPO or County LRTP
  - Capital Improvement Plan
- **Organizational**
  - Millage partnerships
  - Intergovernmental agreements
  - City charter
- **Regulations**
  - Zoning ordinance
  - Sidewalk ordinance
  - Site plan review
  - Subdivision regulations
  - Street design standards
- **Programs/Operations**
  - Travel Demand Management (TDM) programs
  - Outreach/education
  - Enforcement
  - Safety programs
  - Maintenance procedures

Tool Matrix



Where are you now?

1. Low

- Ready to Say "Complete Streets"
- Maintain system
- Few existing policies
- ADA compliance
- Address in comprehensive plan to degree required
- No real funding or action

1 Low 2 Modest 3 Strong 4 Aggressive 5 Leader

2. Modest

- Some documented support
- Requires sidewalks for new construction
- Complies with ADA regulations
- Implements easier, low-cost improvements
  - Bike lane striping
  - Some intersection upgrades

1 → 2 Modest 3 Strong 4 Aggressive 5 Leader

3. Strong

- Local plans support complete streets
- Design standards and ordinances require complete streets elements
- Implements moderate-cost improvements
  - Road redesign within existing road profile
  - Improve sidewalks near bus stops
  - Convert lanes for parking or bikes

1 → 2 → 3 Strong 4 Aggressive 5 Leader

4. Aggressive

- Consistent policies and regulations throughout
- Integrates CS into public projects
- Promotes transit-oriented development
- Allocates funds for improvements
  - Proactive intersection reconstruction
  - Community-wide pathways
- Educates community and staff

1 → 2 → 3 → 4 Aggressive 5 Leader

5. Leader

- Community "walks the walk"
- Award-winners; Copied by others
- Implements system-wide improvements
  - Transit enhancements
  - Managed travel-demand
  - Advanced parking policies
- Exceeds performance standards

1 — 2 — 3 — 4 — 5 Leader

Assess Local Commitment

Where do you want to be?

The degree of local commitment (1 to 5) will determine the policy choice...

Typical Status:
- In progress
- ✓ Complete

Complete Streets Implementation Stages	1 Low	2 Modest	3 Strong	4 Aggressive	5 Leader
Resolution of Support	✓	✓	✓	✓	✓
Complete Streets Policy		✓	✓	✓	✓
Integration into Plans			✓	✓	✓
Put into Practice		✓	✓	✓	✓

Initiating Local Policies

Level of Local Commitment (1 to 5) will determine the type of policy to adopt

The type of policy will determine the types of principles that should be addressed

ASSESS LOCAL COMMITMENT
- Establishes type of policy document needed

POLICY CHOICES
- Different policy documents should address different principles

CS PRINCIPLES
- 1. Set the Vision
- ...
- 10. Implementation

Policy Choices

PLAYERS

- Legislative Body
- Steering Committees/Public Input
- Planning Commission
- Municipal Staff agency, and school

OUTCOME

Resolution of Support
- Shows a commitment

Complete Streets Ordinance
- Provides direction

Integration into Plans
- Requires action

Ongoing Practices
- Shows Leadership

Matching the Policy to CS Principles

The policy choice will reveal which principles to address...

	O	O	●	
	O	O	●	
	O	O	●	
	O	O	●	
	O	O	O	●
		●		
		O	O	●
		O	O	●
		O	O	●
		O	●	

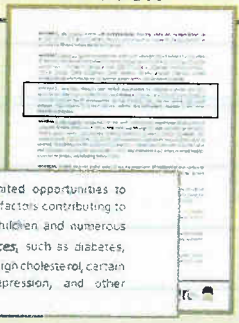
Typical Level of Detail
O
O
●

Showing Support/Resolution

- Adopted by the Legislative Body
- May become Purpose Section of ordinance
- Outline:
  1. Identify the Issue
  2. Refer to Statistics and Studies
  3. Define the Solution
  4. Discuss local support
  5. State the Desired Outcome

Showing Support/Resolution

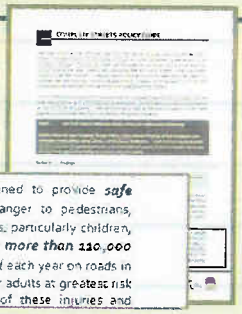
1. **Identify the Issue:**
   - Why are we concerned?
   - Who is affected?
   - What are the consequences if no action is taken?



WHEREAS, sedentary lifestyles and limited opportunities to integrate exercise into daily activities are factors contributing to ***increased obesity*** among adults and children and numerous correlated ***adverse health consequences***, such as diabetes, heart disease, stroke, high blood pressure, high cholesterol, certain cancers, asthma, low self-esteem, depression, and other debilitating diseases,

Showing Support/Resolution

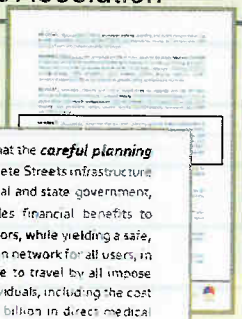
2. **Refer to Statistics and Studies**
   - What studies have been done to support complete streets?
   - Cite relevant facts
   - Discuss potential impacts to all users



WHEREAS, streets that are not designed to provide ***safe transport for all users*** present a danger to pedestrians, bicyclists, and public transportation riders, particularly children, older adults, and people with disabilities, ***more than 110,000 pedestrians and bicyclists are injured*** each year on roads in the United States, with children and older adults at greatest risk and disproportionately affected, many of these injuries and

Showing Support/Resolution

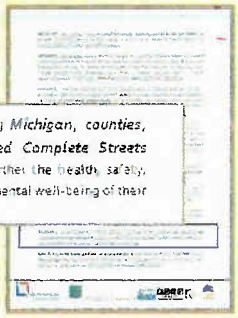
3. **Define the Solution**
   - Explain Benefits
   - Reiterate Complete Streets Principles



WHEREAS, [Municipality] recognizes that the ***careful planning*** and coordinated development of Complete Streets infrastructure offers ***long-term cost savings*** for local and state government, ***benefits public health***, and provides financial benefits to property owners, businesses, and investors, while yielding a safe, convenient, and integrated transportation network for all users, in contrast, streets that are not conducive to travel by all impose significant costs on government and individuals, including the cost of obesity, which may amount to $147 billion in direct medical expenses each year, not including indirect costs,

Showing Support/Resolution

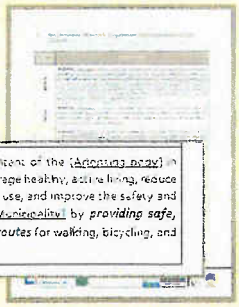
4. **Discuss existing support**
   - Cite state & regional efforts
   - Have other local communities adopted similar policies?



WHEREAS, numerous states including *Michigan, counties, cities, and agencies have adopted Complete Streets policies* and legislation in order to further the health, safety, welfare, economic vitality, and environmental well-being of their communities.

Showing Support/Resolution

5. **State the Desired Outcome:**
   - Ordinance adoption
   - Policy changes
   - Match to level of Community Commitment



Leaders

NOW, THEREFORE, it is the intent of the [Adopting body] in enacting this ordinance to encourage healthy, active living, reduce traffic congestion and fossil fuel use, and improve the safety and quality of life of residents of [Municipality] by *providing safe, convenient, and comfortable routes* for walking, bicycling, and public transportation.

Taking Action/Ordinances

Outline:

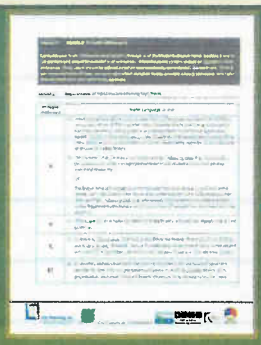
1. Purpose
2. Definitions
3. Requirements
4. Applicability & Exceptions
5. Prioritization
6. Evaluation
7. Administration

Taking Action/Ordinances

1. Purpose
   - Use resolution process
   - List Findings and Goals
2. Definitions:
   - cross-check with existing ordinances

Taking Action/Ordinances

3. Requirements - Use Model Language and adapt/tailor to your situation
   - Be consistent with other codes
   - Amend them if required
   - List type of applicable projects
   - Refer to design manuals or guidelines
   - Describe design expectations like context



Taking Action/Ordinances

4. Applicability and Exceptions
   - Contrary to public safety
   - Cost excessively disproportionate to need/benefit
   - Significant environmental impacts
   - Absence of current or future need
5. Prioritize Projects and Identify Funding Sources

PRIORITIZATION:

Projects should be prioritized based on

- Connections between residential areas and schools
- Connections between residential and commercial areas
- Coordination with other programs and projects
- Filling gaps in existing sidewalk facilities

Taking Action/Ordinances

6. Establish Evaluation Criteria (esp. if mandating actions to lower municipalities or departments)

7. Administration - Involve All Affected Departments/Staff

TYPES OF EVALUATION CRITERIA:

- Miles of New Non-motorized
- Levels of Service (for all modes)
- Vehicle Miles Traveled
- Crash Rates
- Traffic Volumes & Congestion
- Transit Ridership
- Public Surveys

ADMINISTRATIVE CONSIDERATIONS:

- Who will monitor progress?
- Who has authority to approve projects?
- Who should authorize exceptions?

How to Proceed?

Begin by Discussing key issues in your community

- Support in existing policies
- Current barriers to success
- Potential champions
- Desired approach: top down or grassroots?
- Required action(s)
- **What Policy Documents are needed to show support?**
  - Resolution?
  - Ordinance?
  - Plan?
  - Ongoing Practices?

RANGE OF POLICY TYPES:

General ..... Specific

Multiple Pages ..... Single Paragraph

Statement of Support ..... Regulation

Self-imposing ..... Prescriptive

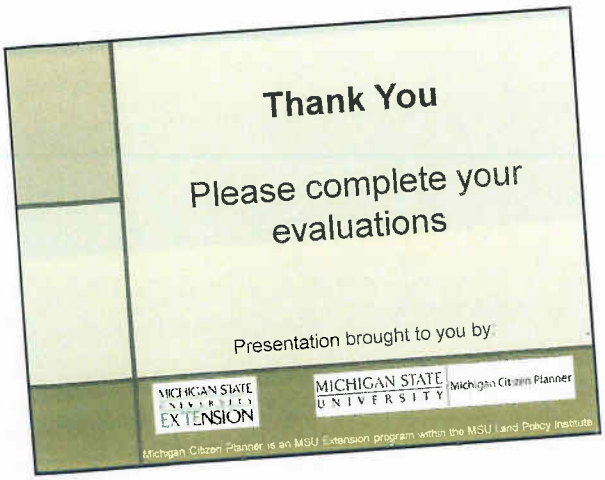
Lessons Learned

DO:

- **Emphasize benefits** *(supply documented & reputable facts)*
- **Build broad support** *(promote as adding choices for all users)*
- **Emphasize law and funding** *(supports local policies)*
- **Be reasonable** *(enact realistic and achievable policy)*
- **Stay committed** *(results will occur over the long term!)*

DON'T:

- **Make this a competitive issue** *(i.e. pedestrians v. bikes v. cars)*
- **Punish auto use** *(incentivize other modes instead)*
- **Go solo** *(broader support will garner better results)*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