



HRC

TRAFFIC TIPS



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COMPLETE STREETS

What is the complete streets concept?

A complete street assures that the entire roadway including adjacent right of way areas is designed for all users, including motorists, bicyclists, public transportation riders, and pedestrians. Complete streets typically provide for the greening of the road space, enhancement of the streetscape and managing storm water runoff from roadways. Complete streets achieves economic vitality while protecting the environment and providing a higher quality of life for residents.

"Complete streets" means roadways planned, designed, constructed, operated, and maintained 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.

"Complete Streets Policy" is a document that provides guidance for the planning, design, and construction of roadways or an interconnected network of transportation facilities being constructed or reconstructed and designated for a transportation purpose that promotes complete streets. The comprehensive streets vision allows communities to design transportation projects for all users in locations where that approach is appropriate.

How would complete streets benefit my community?

- Provide safe travel for all roadway users,
- Create a pedestrian-friendly environment,
- Provide connectivity to and from residences and destinations,
- Improve air quality with fewer vehicle miles traveled,
- Provide greater exposure to local businesses through activity on the streets,
- Maintain greater mobility through access management, and
- Create vibrant corridors and a sense of place.



How will complete streets legislation help?

The Michigan Complete Streets legislation of August 2010 helps advance cooperation among transportation and local government agencies. It encourages communities to develop a comprehensive streets vision identifying the road corridors that would benefit from complete streets principles.

How has complete streets legislation changed?

Passage of PA 134 and PA 135 made Michigan the 4th state in the nation to adopt state-wide Complete Streets legislation. Public Act 135 of 2010 is an amendment to Act 51 of 1951 as amended and Public Act 134 of 2010 amends the Planning Act 33. Both acts became effective August 2, 2010 and gave new project planning and coordination responsibilities to city, county, and state transportation agencies across Michigan. The acts encourage communities to develop a comprehensive streets vision identifying the road corridors that would benefit from Complete Streets principles.

Revisions to Act 51 (MI Transportation Fund) are as follows:

- Requires a minimum of 1% of Act 51 funds be expended for construction of or improvement of non-motorized transportation services and facilities,
- Encourages sharing and use of established best-practices,
- Establishes a state-wide Advisory Council to adopt a complete street policy for MDOT and to develop model policies for use by locals by August 2012.
- Requires inter-jurisdictional consultation on non-motorized projects,
- Enables inter-jurisdictional agreements for maintenance,
- Requires annual reporting on the status of complete streets policies in the state effective December 30, 2011.



Top left:
University of Michigan
Central Campus Transit Center

Middle left:
University of Michigan
Central Campus Transit Center

Bottom left:
City of Rochester
Downtown Pedestrian Walk

Reverse:
West Stadium Boulevard
City of Ann Arbor



Revisions to Act 33 (Planning Act) are as follows:

- Expands definition of “streets” to include all legal users,
- Expands elements in Master Plan to include all forms of transportation,
- Specifies cooperation with road commissions and MDOT on the development of or implementation of the master street plan.

Momentum is Growing

The Michigan Complete Streets Coalition keeps track of Michigan communities and agencies that have adopted Complete Streets policies. The list increases on a weekly basis. As of August 1, 2011, seven communities have local ordinances and over 40 communities and agencies have local resolutions. The first road commission to adopt a Complete Streets policy is Ingham County Road Commission.



The legislation does not require designing for all modes and all streets. It encourages communities to consider their entire roadway network and identify the roadways where planning for all modes is appropriate.

Multimodal Level of Service Analysis for Urban Streets

In many urban areas there is a desire to evaluate transportation services of roadways from a multimodal perspective. Improvements to non-automobile modes are often emphasized to achieve community goals such as “Smart Growth” and curbing urban sprawl. Federal highway legislation calls for mainstreaming of transit, pedestrian, and bicycle projects into the planning, design, and operation of the U.S. transportation system. In addition to measuring the levels of service for automobile users, measuring the levels of service for transit, pedestrian, and bicycle users along U.S. roadways is also desired. A recent study determined the key factors influencing travelers’ perceptions of urban street level of service from the perspective of auto drivers, bus riders, bicycle riders, and pedestrians. Four separate level of service models (one for each mode) were fitted to video laboratory and field

survey data. All four level of service models are sensitive to the street design (e.g. number of lanes, widths and landscaping), traffic control devices (signal timing, speed limits), and traffic volumes. The models incorporate directly and indirectly the interactions of various users of the street. For example, improved signal timing increases auto speeds and bus speeds which increases auto and bus level of service. However, the higher auto and bus speeds adversely affect the level of service perceived by bicyclists and pedestrians. The level of service models are ideal for evaluating the benefits of “complete streets” and “context sensitive” design options because they quantify the interactions of the modes sharing the right-of-way.

Adapted from SEMCOG, the Southeast Michigan Council of Governments. www.semco.org/completestreets.aspx

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