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## MINUTES OF MEETING

### COMPLETE STREETS STEERING COMMITTEE

DATE: April 13, 2011

TIME: 10:30 a.m.

PLACE: Washtenaw County LLRC, 4135 Washtenaw Avenue, Pittsfield Township

Members Present: City of Chelsea – Christine Linfield  
City of Ann Arbor – Eli Cooper  
City of Ann Arbor – Homayoon Pirooz  
MDOT – Larry Dropiewski  
WATS Policy Committee – Jim Carson  
WCRC – Matt MacDonell  
WCRC – Doug Fuller  
WCRC – Roy Townsend  
SEMCOG – Calvin Johnson  
Dexter Township – Patrick Sloan  
Scio Township – Nancy Hedberg  
Scio Township – Allison Arscott  
City of Saline – Jeff Fordice  
AACIL – Eleanor Chang  
Ypsilanti Township – Joe Lawson  
Ypsilanti Township – James Howell  
WBWC – Larry Deck  
MARP – Clark Charnetski  
Ann Arbor Township – Mike Moran  
Village of Dexter – Christine Phillips  
Pittsfield Township – Paul Montagno  
Ypsilanti Township – Larry Krieg  
City of Ypsilanti – Bonnie Wessler  
WATS – Ryan Buck, Nick Sapkiewicz, Mark Ferrall

#### POLICY COMMITTEE MEMBERS

- CITY OF ANN ARBOR • ANN ARBOR DDA • ANN ARBOR TRANSPORTATION AUTHORITY • ANN ARBOR TOWNSHIP •
- CITY OF CHelsea • VILLAGE OF DEXTER • DEXTER TOWNSHIP • EASTERN MICHIGAN UNIVERSITY •
- MICHIGAN DEPARTMENT OF TRANSPORTATION • CITY OF MILAN • NORTHFIELD TOWNSHIP • PITTSFIELD TOWNSHIP • CITY OF SALINE •
- SCIO TOWNSHIP • SOUTHWEST WASHTENAW COUNCIL OF GOVERNMENTS • SUPERIOR TOWNSHIP • UNIVERSITY OF MICHIGAN •
- WASHTENAW COUNTY BOARD OF COMMISSIONERS • WASHTENAW COUNTY ROAD COMMISSION • CITY OF YPSILANTI •
- YPSILANTI TOWNSHIP • EX OFFICIO: FEDERAL HIGHWAY ADMINISTRATION • SOUTHEAST MICHIGAN COUNCIL OF GOVERNMENTS •

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### 1. Call to Order/Introductions

Chair Buck called the meeting to order at 10:30 am and asked those present to introduce themselves.

### 2. Changes/Approval of Agenda

Mr. Cooper made a motion to approve the agenda as presented. Mr. Lawson supported and the committee approved the agenda.

### 3. Public Participation

Mr. Buck asked if anyone from the public wished to address the committee. No one from the public addressed the committee and public participation time was closed.

### 4. Approval of Minutes

Ms. Wessler made a motion to approve the minutes of the March 9, 2011 meeting. Ms. Arcscott supported the motion.

The committee approved the minutes.

### 5. Old Business

#### A. Needs Criteria

Mr. Buck reported that WATS staff updated the needs identification criteria based on comments from the previous steering committee meetings. He added that the criteria was used to help staff develop draft needs maps which were included in the meeting packet.

Mr. MacDonell commented that he circulated the Needs Criteria among staff at the Road Commission. He requested clarification of the Urban/Urban Fringe/Rural categorizations and that WATS email a map to committee members. Mr. Ferrall explained that in general, communities within the census defined urbanized area were classified as urban, communities with some area in the urbanized area were urban fringe and communities with no area within the urban boundary were classified as rural for the purposes of identifying draft needs maps.

Mr. MacDonell commented on the inclusion of AASHTO guidelines, and expressed concern that the reference did not reflect the prevailing standards. Mr. Buck asked the committee if this concern could be addressed by including a footnote that directs readers to the appropriate AASHTO guideline. Mr. MacDonell indicated this would address his concern.

Mr. MacDonell commented on the inclusion of rural bus needs criteria, and questioned whether buses would actually be running in the rural area. Mr. Moran responded that AATA is running buses to or through some rural areas on route to non-rural destinations. Ms. Arcscott indicated that she felt the plan should accommodate the potential for all modes in all areas.

Mr. Fordice commented on the structure of the Urban/Urban Fringe/Rural categorizations. He explained that the categories do not take into account the attributes of specific corridors.

Mr. Montagno commented that he felt the plan might need to address some corridor level characteristics, with some communities possessing urban, suburban, and rural characteristics.

Mr. Buck clarified that WATS uses the categories as an initial process for needs identification, and that committee meetings, public meetings, and local decision-making would provide flexibility within the categories.

Mr. Montagno commented that the term 'need' might include footnote to clarify that corridors with needs should be evaluated for improvement, but require local evaluation of context to ensure a need is actually present. Mr. MacDonnell added that the footnote should include a statement regarding community desire.

Mr. Cooper recommended that the committee keep in mind the criteria are ideal goals, not required improvements.

Mr. MacDonnell and Mr. Pirooz said they felt that the 20,000 ADT to recommend roads for a 4 to 3 conversion was too high, and asked where staff obtained the number. Mr. Buck responded that the number came from Dan Burden, a national complete streets expert, as an upper limit for some conversion projects.

Mr. Fuller and Mr. Townsend reported that the Road Commission received negative feedback regarding some conversion projects, and recommended the number be lowered to 15,000 ADT. Mr. Buck asked if the committee would like to lower the number to 15,000 ADT.

Mr. Buck recommended lowering the number listed on the needs criteria to 15,000 ADT and to add a note explaining that roads with a higher ADT can still be considered as a 4-3 candidate.

Mr. Townsend asked what was meant by drainage facilities in the needs criteria, and which AASHTO standards the criteria referred to.

Mr. Buck stated the intent was to incorporate Green Streets in the needs criteria but added discussion of Green Streets could be included outside of the needs identification criteria.

Mr. MacDonnell recommended that the drainage criteria be removed because it is a design element.

Ms. Wessler asked if criteria could be developed to identify potential park-and-ride locations.

Mr. Buck indicated that the committee could add consideration of park and ride lots in areas along a fixed bus route.

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Ms. Wessler asked what was considered adequate turn radius for trucks, and how a wide turn radius affects pedestrians and if inadequate sight distances should be considered as criteria.

Mr. Townsend responded that there are tradeoffs between truck size, turn radii, and pedestrian safety. Mr. MacDonnell recommended that turn radii and sight distance be considered on a case-by-case basis, again as part of project design.

### 6. New Business

#### A. Draft Maps of Needs-Discussion

Mr. Buck introduced the packet of draft needs maps, adding that the maps were the beginning of the needs identification process and that map layers were available for review by request.

Mr. Montagno commented that the needs maps should highlight the different criteria between Urban, Urban Fringe, and Rural communities.

Ms. Arscott indicated some data was out of date.

Mr. Buck stated that the purpose of presenting these maps at the meeting was to have local agencies assist with data updates.

Mr. MacDonnell requested staff remove isolated short segments of roads from the 4-3 conversion candidate map. He suggested that the crash maps might not be appropriate for the plan.

Ms. Arscott expressed concern that the crash maps might cause alarm among the public.

Mr. Cooper commented that he felt the crash maps did not directly relate to complete streets, and recommended moving them to a technical appendix.

Mr. MacDonnell added that crashes are a symptom rather than a direct measure of street completeness.

Ms. Wessler commented that congestion is also not a direct measure of complete streets, and recommended moving it to an appendix.

Mr. Montagno recommended adding pedestrian crossing needs at expressway interchanges.

Mr. Cooper commented that data points for crash data do not always reflect the exact crash location. He also added that staff might highlight pedestrian/bike needs at bridges. Mr. Montagno agreed, recommending these be included in the pedestrian/bike maps.

Mr. Dropiewski asked how staff defined corridors. Mr. Buck explained that it was by PR number. Mr. Buck thanked the Committee for their comments on the maps and agreed to move the crash maps to a technical appendix.

#### B. Draft Policies

Mr. Buck introduced the draft Complete Streets policies for the plan.

Mr. MacDonnell expressed concern that the plan oversteps what current law outlines for complete streets. He added that the communities should implement the law based on their own desires.

Mr. Fordice questioned the results of conflicts between WATS policy and local policy.

Mr. Buck indicated that the intent of the WATS policies is to support local policies for communities that have adopted them and provide a base to communities that have not.

7. Adjournment

Mr. Buck thanked those in attendance for their participation.

The meeting was adjourned at 12:13am