

What are Complete Streets?

Complete Streets are defined in statute as "Roadways 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."

Vision for Complete Streets in Michigan

- 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.



How will Michigan achieve this vision?

The Michigan State Transportation Commission (STC) passed a Complete Streets policy on July 26, 2012 for the transportation network of the Michigan Department of Transportation (MDOT). This policy was developed to:

- Promote safe and efficient travel for all legal users of the roadway
- Promote planning, design and construction of Complete Streets in context
- Encourage a proactive and consistent approach
- Further encourage partnership and mutual collaboration

As this policy is implemented, MDOT will:

- Revise or develop procedures and guidelines, including exceptions, by December 31, 2013
- Report annually to the STC on implementation progress and exceptions granted
- Work with locals on federally-funded projects to further encourage Complete Streets
- Work with the Context Sensitive Solutions policy already integrated into how MDOT does business



STC Policy Highlights:

- ❖ Applies to planning, design, construction or reconstruction undertaken or permitted by MDOT
- ❖ Implements Complete Streets through a Context Sensitive Solutions process in consultation with:
 - Customers
 - Local residents
 - Legal users
 - Stakeholders
- ❖ Considers:
 - Context – urban, suburban, rural
 - Functional classification of roadway
 - Safety and varying mobility needs of users
 - Cost – proportional to project and need
 - Surrounding facilities
 - Funding from other sources
- ❖ Encourages local transportation plans
- ❖ Takes a network approach
- ❖ Uses low-cost solutions where feasible
- ❖ Requires maintenance agreements
- ❖ Consider current and future use of facility

For more information...

- Michigan Complete Streets Advisory Council:
www.michigan.gov/completestreets
- Michigan Complete Streets Coalition:
www.micompletestreets.org