



GRETCHEN WHITMER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

BRADLEY C. WIEFERICH, P.E.
DIRECTOR

September 22, 2025

The Honorable Sarah Anthony
Chairwoman
Senate Standing Committee on Appropriations
Michigan Senate
Post Office Box 30036
Lansing, Michigan 48909

The Honorable Ann Bollin
Chairwoman
House Standing Committee on Appropriations
Michigan House of Representatives
Post Office Box 30014
Lansing, Michigan 48909

The Honorable Erika Geiss
Chairwoman
Senate Appropriations Subcommittee on
Transportation
Michigan Senate
Post Office Box 30036
Lansing, Michigan 48909

The Honorable Pat Outman
Chairman
House Standing Committee on Transportation
& Infrastructure
Michigan House of Representatives
Post Office Box 30014
Lansing, Michigan 48909

The Honorable Donni Steele
Chairwoman
House Appropriations Subcommittee on
State & Local Transportation
Michigan House of Representatives
Post Office Box 30014
Lansing, Michigan 48909

The Honorable Douglas Wozniak
Chairman
Joint Committee on Administrative Rules
Michigan House of Representatives
Post Office Box 30014
Lansing, Michigan 48909

The Honorable Paul Wojno
Chairman
Joint Committee on Administrative Rules
Michigan Senate
Post Office Box 30036
Lansing, Michigan 48909

Dear Chairs Anthony, Bollin, Geiss, Outman, Steele, Wozniak and Wojno:

Section 1109 of the boilerplate for the Michigan Department of Transportation's (MDOT) current budget requires:

"By not later than September 30, 2025, the department shall provide to the senate and house transportation committees and the standard report recipients the newly aligned complete streets policy as adopted by the state transportation commission."

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The State Transportation Commission has updated the Complete Streets Policy in accordance with the provisions outlined in PA 121 of 2024 SEC 1109, promoting safe and efficient movement of people and goods whether by car, truck, transit, assistive device, foot, or bicycle. These updates reflect the directives set forth in the Act, emphasizing enhanced safety, connectivity, and integration for all users, including pedestrians, bicyclists, transit riders, and motorists.

For your reference, an approved copy of the updated Complete Streets Policy #10214 is attached to this correspondence.

If you would like to discuss this issue further, please do not hesitate to contact me at (517) 282-7457 or matissoffa@michigan.gov

Sincerely,

A handwritten signature in black ink, appearing to read "Amy Matisoff". The signature is fluid and cursive, with a long horizontal stroke at the end.

Amy Matisoff

Deputy Director of Public Affairs for Policy and Government Relations
State Transportation Commission Advisor
Michigan Department of Transportation, Executive Office – Public Affairs

Attachments: Complete Streets Policy #20214

cc: Members of the Senate and House Appropriations committee
Members of the Senate and House Subcommittees on Transportation
Members of the Joint Committee on Administrative Rules
Senate Fiscal Agency
House Fiscal Agency



State of Michigan

STATE TRANSPORTATION COMMISSION

Commission Policy 10214
Complete Streets

Identifier:	10214	Effective Date:	7-26-12
Supersedes:	10214, dated 7-26-12	Last Reviewed:	7-31-25

Background and Purpose

Complete streets are roadways that are 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. Complete transportation networks prioritize safe transportation related outcomes by serving and connecting people, communities and the economy.

Michigan Compiled Law 247.660p(2)(a) (Public Act 135 of 2010, as amended) requires the Michigan State Transportation Commission to adopt a complete streets policy for the Michigan Department of Transportation (MDOT). The policy intends to outline guidance for the promotion of complete streets principles in planning, design, and construction or reconstruction of:

1. roadways, or
2. an interconnected network of transportation facilities being constructed or reconstructed and designated for a transportation purpose that promotes complete streets.

MCL 247.660p(2)(b) also required the Commission to develop a model complete streets policy or policies to be made available for use by municipalities and counties. MCL 247.660p(2)(b) was complied with prior to the sunseting of the Complete Streets Advisory Council in 2016.

This policy intends to provide complete streets guidance to MDOT that a) is sensitive to the local context and recognizes that needs vary according to urban, suburban, and rural settings, b) considers the functional class of the roadway and project costs and allows for appropriate exemptions, and c) considers the varying mobility needs of all legal users of the roadway, of all ages and abilities.



State of Michigan

STATE TRANSPORTATION COMMISSION

Requirements

MDOT shall pursue a proactive and consistent approach to complete streets and shall comply with MCL 247.660p. Within the constraints of reasonably available resources, this approach will aim to a) achieve mutual commitment, partnerships, flexibility and collaboration between MDOT and local agencies, transportation agencies, and the public and b) help identify opportunities to finance, plan, design, construct, rehabilitate, operate, and maintain complete street networks as recognized by MDOT and each transportation infrastructure jurisdiction.

1. MDOT shall demonstrate:
 - a. Sensitivity to the local context and recognition that needs vary according to urban, suburban, and rural settings.
 - b. Consideration of the functional class of the roadway and project costs and that it allowed for appropriate exemptions.
 - c. Maintenance of community engagement practices throughout its project planning process.
 - d. Consideration of the varying mobility needs of all legal users of the roadway, of all ages and abilities.
2. To demonstrate whether the complete streets program has achieved effectiveness, MDOT shall maintain robust systems of information, communication, documentation, collaboration, reporting, training and underlying procedures and guidance that focus on objective measures and evolution of complete streets principles.
3. Through coordination with applicable local agencies and consideration of vulnerable road users, MDOT shall put forth reasonable efforts to facilitate cost-effective, safe, accessible, resilient, and interconnected transportation networks that consider serving all travel modes through integrated, intermodal transportation systems.

This policy is intended to complement and be considered in conjunction with Commission Policy Number 10238 (Context Sensitive Solutions).

Adopted by the State Transportation Commission.

Responsible Area: Executive Bureau