

MDOT Complete Streets Process Guide for Southeast Michigan

What Objective is the Project Attempting to Accomplish?

A municipality or agency desires to change lanes or curbs within a road (such as conversion of 4 or 5 lanes to 3 lanes) and a change is recommended in the master plan or other plan adopted by the municipality.

OR

A study has been requested by an authorized representative (Mayor, City Manager, City/Village Council/Commission, DDA Board, City Engineer, etc.).

OR

The road has been identified by SEMCOG as a high priority safety location, a potential "road diet" corridor, or for reconstruction in the transportation improvement plan.

OR

An MDOT Road Safety Audit (RSA) has been conducted that suggested evaluating a change in the number or design of travel lanes.

Is the road segment under consideration an **MDOT trunkline** or does it intersect with an MDOT trunkline?

NO

YES

Use Multimodal Tool and conduct study. You may contact SEMCOG for available data, any safety studies, or advice.

Contact MDOT Regional Planner and TSC Manager to discuss situation, goals, and desired outcomes; performance measures; potential alternatives; and study methodology (i.e. scoping meeting); and agree on city or MDOT funding for study, implementation, and maintenance. The advocate must also inform MDOT of who is an "authorized agent" to approve a change (e.g. elected body, manager, staff).

Does the road meet **all three of the following criteria**?

1. The municipality or agency has an adopted complete streets policy, resolution, or ordinance
2. The desired design will result in average daily traffic volumes of 9,000 vehicles per lane or less (e.g. 18,000 daily to go from 4 or 5 lanes to 3) in an urban context, 6,500 in suburban, and 6,000 for rural
3. The road is not on the National Highway System as a Major Truck Route

YES

NO

MDOT Regional Engineer determines whether standard **MDOT Road Diet Checklist** applies.

If **study outcome** recommends reallocation of space within the ROW (and, if applicable, MDOT and municipality agree on funding for design, construction and maintenance based on the type of project), there are three types of projects:

Project Classification

Project Requirements for MDOT Trunklines

These requirements may be used as guidelines for local and county roads but are not required.

1. Temporary test
A trial period to evaluate outcomes

- Agreement with MDOT must be achieved on:
- Duration of test period, design, materials, signs, etc.
 - Public awareness of trial project
 - Collection of data before and during the pilot period to evaluate outcome (multimodal counts, traffic speeds, etc.)

If outcome satisfies expectations, then proceed to category 2 or 3.

2. Low-cost options
No change to curbs

- Municipality's authorized agent endorses the change
- Change has been approved by MDOT
- MDOT may require agreement on restoration of prior design under certain outcomes

3. Street reconstruction
Bumpouts, change to curbs, etc.

- Public meeting has been conducted and comments documented
- Municipality's authorized agent endorses the change

Implement complete streets project

Conduct follow-up studies on performance measures