greatly from the property development expected in each city. Also influencing Michigan's economy, the property value surrounding each BRT route would increase. Property value has been shown to increase by $10,000 when located within 100 to 1,000 feet of the mass transit platform ("Ann").

Besides creating nine different BRT systems in Michigan, this proposal also seeks to establish a private-public partnership (P3) with the Greyhound Bus Company. The Greyhound Bus Company is chosen for this proposal because it has provided transportation to more than 25 million passengers annually ("Greyhound"). The Greyhound buses will either utilize existing carpool parking lots similar to Park 'n Ride or rest stops along the highways. Besides providing transportation between these nine cities, the Greyhound buses will also stop at the Flint Bishop International Airport, Lansing Capitol City Airport and the Gerald R. Ford International Airport in Grand Rapids. By providing services to the airports, visitors from outside Michigan will be encouraged to utilize mass transit to reach their destination in Michigan.

Complete Streets

Communities that do not effectively include basic forms of transportation can leave many citizens disconnected from their surroundings. In these communities, residents who are without a car will find it difficult to travel to shopping locations or places of worship, effectively removing them from the rest of the community.

A complete streets policy is designed to eliminate disconnect that those without a car might feel, as well as to further promote a lively atmosphere within a city. A walkable community is built to scale and can be traversed in a reasonable amount of time. Effective walkable communities are within a quarter mile radius from the community's center. A walkable community is easily navigated. However, this is not a short-term program. Long term city planning is required to create the infrastructure that citizens will need and utilize ("12 Characteristics").

While Michigan already has laws relating to a Complete Streets policy, there are additional steps that need to be taken in order to ensure the future viability of urban areas. The National Complete Streets Coalition (NCSC) has devised a grading system to rate the policies for every state, county, and municipality. Policies are rated in ten different categories: intent, accommodation, network, jurisdiction, phasing, exceptions, design, context, measures, and implementation. The NCSC recommended that Michigan improve in the following areas:

1. Intent: The NCSC focuses on clear, direct language in this category. Michigan's policy lacks clarity and direction for cities looking to engage or expand their own policies.

2. Jurisdiction: This category focuses on the integration of all transportation departments from the state level to the municipal level. To improve in this category, NCSC recommends that Michigan amend its current law to include language mandating that local governments adopt a Complete Streets policy. For example, section 1a of Hawaii's Senate Bill No. 718 states, "The department of transportation and the county transportation departments shall adopt a complete streets policy" (Hawaii).

3. Phasing: The transformation towards complete streets needs to be paced appropriately to ensure that it is done in a timely manner. Advancements should be made not only through new construction projects, but also during scheduled road maintenance. Amending section 10p 2b of the Michigan Complete Streets Act to include maintenance along with planning, designing, and construction would put an emphasis on the importance of planning during the maintenance stage and achieve the maximum score.

4. Exceptions: The NCSC understands that not every road project needs to include complete streets and that is why they have included specified allowable exceptions. Michigan allows for each of these exemptions but does not have the enforcement mechanism in place to receive full marks. Connecticut and Rhode Island leave the decision making up to the Director of the Department of Transportation. This