would be a good decision for Michigan as well.

5. Design: When allowing exemptions, the Director of Transportation should be consulting the most up-to-date material available. Minnesota cites the materials the director will consult in the decision-making process and Michigan should do the same.

6. Measures: States need to be able to track the effectiveness of their complete streets policy. Very few states explicitly state their measurement tools, but the city of Roanoke, Virginia does. Roanoke measures the total amount of on-road bicycle lanes, linear feet of new pedestrian accommodation, and the number of new curb ramps installed to track the progress towards its complete streets goals of being more accommodating to cyclists, pedestrians, and the disabled ("Virginia").

7. Implementation: The NCSC is very future oriented in their goals and understands that complete streets policy is not only about the here and now, but also needs to look at the next steps of policy implementation. Michigan falls short in this category because it does not do enough to explain where the state is headed going forward. This also needs to be addressed.

8. Context: The NCSC wants complete streets plans to be able to meet the needs of the communities and understands there is not one overall solution for walkable infrastructure. Michigan recognizes the varying needs of urban, suburban, and rural communities and we receive full points.

By amending the policy in these focus areas, Michigan can have a more effective and efficient complete streets policy and lead the nation into the future of walkable infrastructure.

Problem 2

Lack of access to, and inability to maintain, quality roads and bridges.

Proposed Solutions:
1. Increase the funding allocated to local municipalities.

2. Increase lifespan on roads by using cost-effective alternative materials.
3. Transform the Michigan Fuel Surcharge Tax.
4. Revise the appropriations given under Act 51.
5. Implement a new international trade crossing.

Introduction

The Michigan economy is largely based on manufacturing, agriculture, and tourism. Transportation and warehousing alone represents $10 billion out of Michigan's $382 billion GDP and 90,300 jobs out of Michigan's 3.2 million jobs in the private sector (Hamilton, 2010). All of these things have one thing in common: they require good roads to get the products, whether corn, cars, or tourists, to the correct destination. Without a healthy transportation system, the Michigan economy will falter. To help create a solution we must analyze this problem: lack of access and inability to maintain quality roads and bridges.

Local Municipalities

One solution would be to fund local road projects. By simply finding a way to allow local municipalities to spend more money on their infrastructure we can improve Michigan's economy. One such example would be the intersection of Orr Road and M-46 in Hemlock. The intersection was improved to withstand the traffic going to and from Hemlock Semi-Conductor. This was made possible through the Michigan Economic Development Corporation. Category C (Urban Congestion Relief) helps to "promote increased economic potential and improve the quality of life by reducing urban traffic congestion levels" (Economic Development Fund, pg. 8, 2010) by completing three objectives:
1. Improve the operations level of service in heavily congested areas;
2. Reduced the accident rate on heavily congested roadways; and
3. Improve the surface and base condition of heavily congested roadways.

Michigan not only needs to increase funding to the local communities, but fix all roads and bridges in the State of Michigan as well.