

## Complete Streets and Non-Motorized Facilities

### What is a complete street?

- Per Public Act 51 of 1951, “complete streets” means 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... ”

### How does the Road Commission of Kalamazoo County’s Non-Motorized Facilities Policy support the development of complete streets?

- Offering the opportunity for input during planning stages of projects for both primary and local projects
- Partnering with each local agency to identify the needs of the community for local projects
- Participating in regional non-motorized facilities planning discussions

### Recent accomplishments that support safety, data, and all road users:

- Widening lanes and paving shoulders
- Per Act 51 of 1951 not less than 1% of Michigan Transportation Fund revenue is allocated for the improvement of non-motorized facilities; The RCKC has allocated an average of 5.3% per year since 2013
- Over \$820,057 was invested in non-motorized facilities in support of complete streets in 2023 (Note: the 1% requirement would have only been \$270,715)
- Non-motorized facilities agreements include Kalamazoo Township, Oshtemo Township, Texas Township, and Kalamazoo River Valley Trail
- 2016 Branch Award in Public Works Project of the Year Quality of Life from American Public Works Association for collaborative efforts with Texas Township on non-motorized facilities

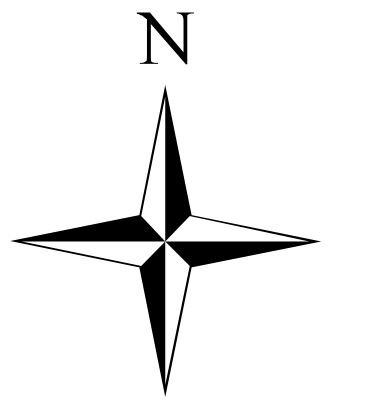
### More resources on complete streets and non-motorized facilities:

- Kalamazoo Area Transportation Study (KATS) [2050 Metropolitan Transportation Plan](#)  
[KATS Non-Motorized Map](#)
- RCKC Non-Motorized Facilities Policy (the RCKC policy that supports complete streets)
- Public Act 51 of 1951
- Public Acts 134 and 135 of 2010



# Non-Motorized Routes

Kalamazoo County



## ASSET MANAGEMENT

Asset Management is a systematic approach to selecting the best investment at the right time to maximize the life of the asset being measured, in this case, road surface conditions. The goal is to maintain our roads in good condition, making periodic investments in the pavement, rather than letting it deteriorate to a level that requires a major investment to bring it back to a good condition. Periodic maintenance investments typically total less than the major investment required to rebuild a road.

## Road Classifications

- State Trunkline
- County Primary
- County Local
- County Local - Gravel
- City
- Private

Non-Motorized Routes

Lakes & Rivers

## Boundary Designations

Township/City

City/Village Limits

## FACTOR CONSIDERED IN NON-MOTORIZED ROUTE REVIEW:

- Desired & High Use Routes (As Determined by Previous Efforts)
- Spacing of Routes (Reduce Redundant Routes or Parallel Routes)
- Road Type (Primary or Local)
- Traffic Volumes
- Traffic Mix (i.e. Truck Percentage)
- Speed Limits
- Road Conditions (i.e. Road and Shoulder Width, Intersection Controls, Horizontal Curves, Rumble Strip Locations)
- Topography (Sight Distance and Road Grades to Facilitate Use by Larger Non-motorized Demographic)
- Barriers (Rivers, Highways, etc.)
- Connectivity (to Non-motorized Trail Network and Adjacent Counties, City, and Township Facilities and Centers)
- Safety & Crash History

## DISCLAIMER

Projects may be subject to change and do not include design, non-motorized, preventative maintenance or local road projects. For more details on these projects, go to our website -- [www.kalamazoo-countyroads.com](http://www.kalamazoo-countyroads.com) and under Maintenance & Construction click on Projects. Also, feel free to contact us with any questions!

Last Updated: 11/10/2021

For more information on this, as well as on other topics, please feel free to contact our office or visit our website.

Stay informed on projects! Sign up for RCKC CONNECT!



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