



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 \$279,982 was invested in non-motorized facilities in support of complete streets in 2022 (Note: the 1% requirement would have only been \$256,442.27)
- 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