

## Complete Streets Policies



### Background

There is a nationwide movement advancing the notion of “Complete Streets,” with a goal of making roads safe for all users. The concept is for roadways to be designed to incorporate features that may include sidewalks, bike lanes, crosswalks, and room for mass transit. Complete Streets policies can help provide a long-term vision for what a community can look like and how a corridor can be designed to accommodate all potential legal users of the roadway, including drivers, bicyclists, public transportation riders, and pedestrians.

The State of Michigan passed laws in 2010 that helped to advance Complete Streets principles and help to advance cooperation between governmental agencies in doing so. Public Act 134 of 2010 amended the Michigan Planning Enabling Act to broaden the definition of transportation systems and Public Act 135 of 2010 amended Public Act 51 of 1951 governing expenditure of state transportation funding to encourage Complete Streets. The State of Michigan has set aside no funding for Complete Streets, but it encourages partnerships with federal and state agencies, the philanthropic and business communities, and others that could result in funding opportunities.

Communities can begin to implement Complete Streets by resolution, ordinance, or other policy action. Please note that under PA 134 or PA 135 legislation, this is a voluntary consideration for local governmental agencies. Complete Streets goals can be advanced in local plans, including Master/Comprehensive Plans, Nonmotorized Plans, Land-use Plans, and Transportation Plans. It is important to engage stakeholders in order to ascertain their needs along a given transportation corridor. Complete Streets can also complement other initiatives, including transit-oriented development (T.O.D.), mixed-use development, and green infrastructure to manage storm water runoff.

### Key Features

One size does not fit all, so Complete Streets needs can vary by community and by land use character (i.e., urban, suburban, rural). Some example features may include:

- Pedestrian-friendly environment (e.g., crossing islands, distinctive crosswalks, mid-block crossings, sidewalk bulb-outs, and sidewalks);
- Enhanced transit access (e.g., bus “pull-outs” or special bus lanes);
- Green infrastructure features (e.g., street trees and planter strips);
- Nonmotorized enhancements (e.g., bicycle lanes);
- Other opportunities (e.g., road diet, traffic calming techniques, wide shoulders)

## Examples

- Resolutions
  - Resolutions passed early in the process in Michigan include those passed by the Cities of [Berkley](#), [Hamtramck](#), and [Novi](#).
  - The [City of Frankfort](#) passed a combined Complete Streets and Safe Routes to School resolution.
- Ordinances passed early in the process in Michigan include those passed by the [Village of Dexter](#) and the Cities of [Ferndale](#) and [Saline](#).
- Other plan examples
  - Road Commission for Oakland County [Complete Streets General Guidelines](#).
  - Washtenaw Area Transportation Study (WATS) [Complete Streets Plan for Washtenaw County](#) and [Complete Streets Toolkit](#), which was developed in partnership with the U.S. Department of Transportation and the Michigan Department of Transportation.

## Resources

[Southeast Michigan Council of Governments](#) (SEMCOG) provides members with technical assistance, educational workshops, advocacy, data analysis, and resources and tools for implementing Complete Streets. SEMCOG can assist in developing a Complete Streets vision as well as the following Complete Streets components: access management, road safety assessment, bikeable/walkable assessment, and green infrastructure assessment.

[Michigan Complete Streets Advisory Council Report](#)

[Michigan Complete Streets Coalition](#)

State of Michigan Complete Streets laws

- [Public Act 134 of 2010](#) (House Enrolled Bill 6152)
- [Public Act 135 of 2010](#) (House Enrolled Bill 6151)