

Complete Streets Summary

The Complete Streets vision statement for Genesee County:

"Transportation improvements in Genesee County are planned, designed and constructed to encourage walking, bicycling, and transit use while promoting safety for all users."

By definition, Complete Streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street.

Some design elements of a complete street may include:

- Sidewalks
- Bike lanes
- Non-motorized paths
- ADA Accessible crosswalks and ramps
- ADA Accessible bus stops and shelters
- Pedestrian crossings at signalized intersections
- Bridges with non-motorized access
- Road Diets

The guiding principal of Complete Streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street. In order to complete our streets in Genesee County, changes in the policies and practices of our transportation agencies need to occur. A Complete Streets policy ensures that the entire right of way is routinely designed and operated to enable safe access for all users.

Complete Streets Policies should include Coverage Area, Design Guidelines, Planning Documents, Maintenance, and New Development.

Although there are many ways to complete a street, this technical report includes an in-depth look at one low-cost and simple complete street technique that can improve traffic safety, provide room for bike lanes and make it safer for pedestrians and bicyclists to travel, road diets. A road diet is a reconfiguration reducing the number of traffic lanes on a roadway to accommodate the introduction of a center-turn lane, on-street parking, bike lanes, a dedicated transit lane or a combination of these street amenities.

The benefits of a Road Diet include safety, traffic calming, bike lanes, and parking. Some other benefits are that they improve livability of a community and quality of life for residents, they're great for increasing mobility and accessibility for elderly and disabled, re-striping and signage is an inexpensive fix for roadway operations, they are great for urban areas, gives an option for additional streetscape enhancements, and they improve walkability.

Several road segments were studied to determine the viability of a road diet. The following map provides the recommendations from this study.

