

Guiding Principles of Complete Streets



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.

Transportation agencies must ensure that all road projects result in a street that is appropriate to local context and needs as determined by the transportation agency.

Genesee County Complete Streets Policies

Policy 1: Coverage Area

Complete Streets policies shall cover all roads in Genesee County that are part of the Federal Aid Road System.

Policy 2: Design Guidelines

All transportation improvements shall be constructed in accordance with prevailing ADA guidelines and AASHTO and existing MDOT standards.

Policy 3: Planning Documents

All Federal Aid Road Projects in the Genesee County Metropolitan Alliance Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) shall be evaluated according to the guiding principles of Complete Streets.

Policy 4: Maintenance

Maintenance agreements with clearly defined roles and responsibilities shall be established for any non-motorized facilities before the facilities are built.

Policy 5: New Development

Municipalities should consider adopting a Complete Streets policy and that all new development site plans, residential and non-residential, should provide non-motorized facilities:

- Built to ADA guidelines and AASHTO standards
- With adjacent connections to existing or future non-motorized facilities
- Regardless of land use, location or National Functional Classification
- At the minimum, along the road frontage Right-of-Way
- Consultation with local road and transit agencies should occur during the site plan review process

The following exceptions are suggested:

- Residential developments with one dwelling unit per more than five acres
- If the cost of providing non-motorized facilities becomes burdensome to the total infrastructure cost associated with the development
- The provision of non-motorized facilities is environmentally unfeasible due to natural resource constraints
- Segments along or to a facility where pedestrians and bicycles are prohibited (i.e. freeways)