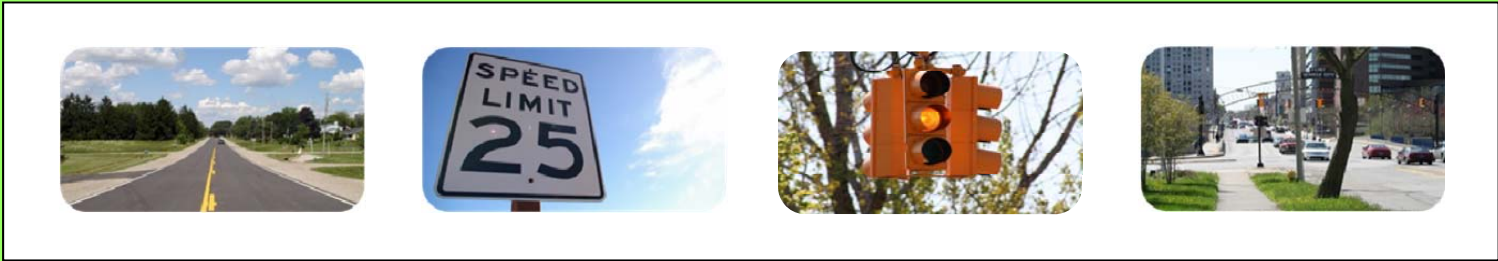


Complete Streets Technical Report

Summary



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:

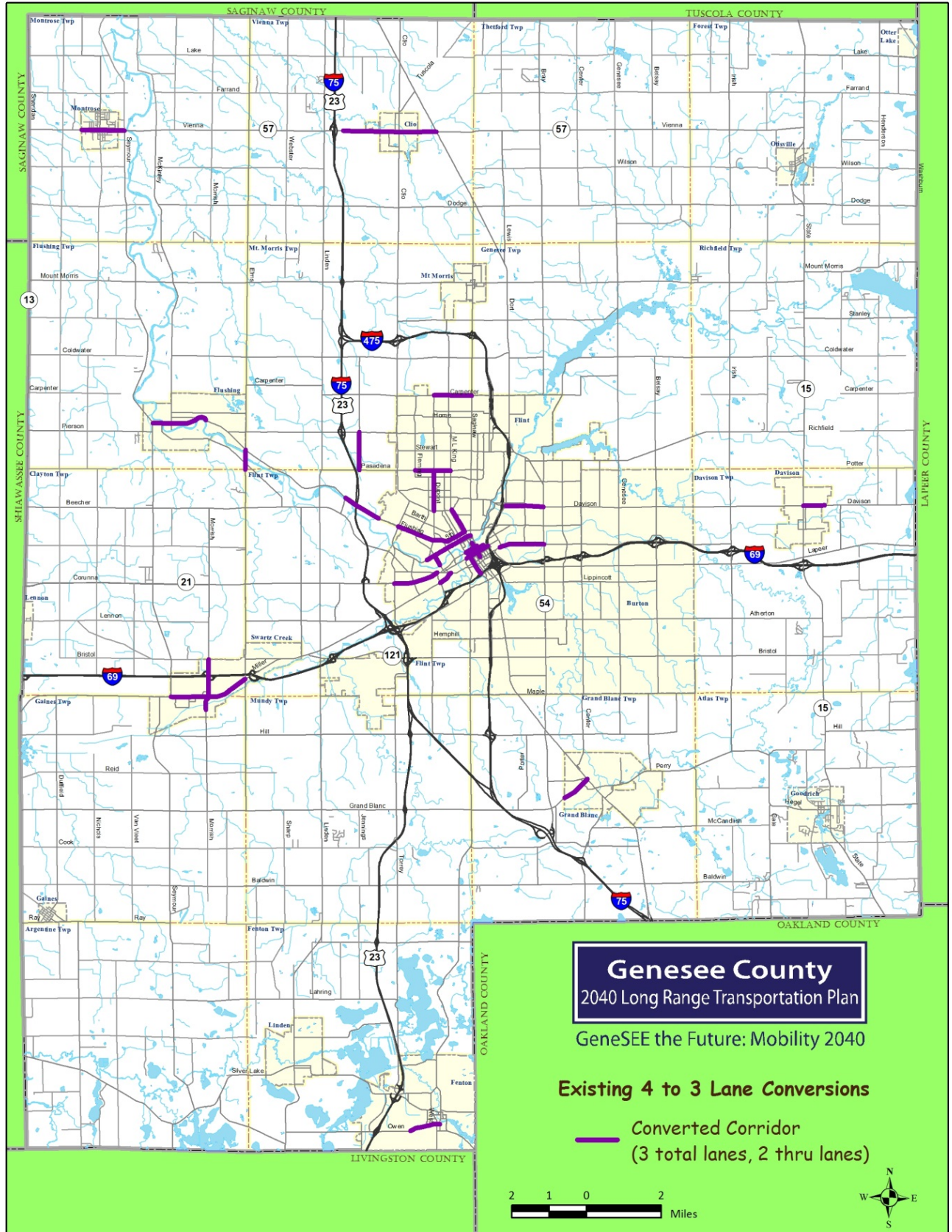
- Sidewalks
- Bike lanes
- Non-motorized paths
- ADA Accessible crosswalks and ramps
- ADA Accessible bus stops and shelters
- Dedicated Bus Lanes
- Pedestrian crossings at signalized intersections
- Bridges with non-motorized access
- On-street parking
- Road Diets

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. Road diets can typically be implemented at a low cost, since re-striping of lane markings can be done without having to resurface or reconstruct the roadway. Road diets are most appropriate for roads with low traffic counts that no longer require four-lane capacity. Road diets have a traffic calming effect that can reduce crashes, particularly on corridors with lots of turning movements or narrow lane widths.

This report studied road diets that have been implemented in Genesee County to measure their success. For each of these road diets, crash rates before and after conversions were studied. The report also studies current 4-lane roads in Genesee County to make recommendations for future road diets. The following maps show where road diets have already occurred and the corridors studied for future conversion.



SAGINAW COUNTY

SHAWANASSEE COUNTY

OAKLAND COUNTY

LIVINGSTON COUNTY

SAGINAW COUNTY

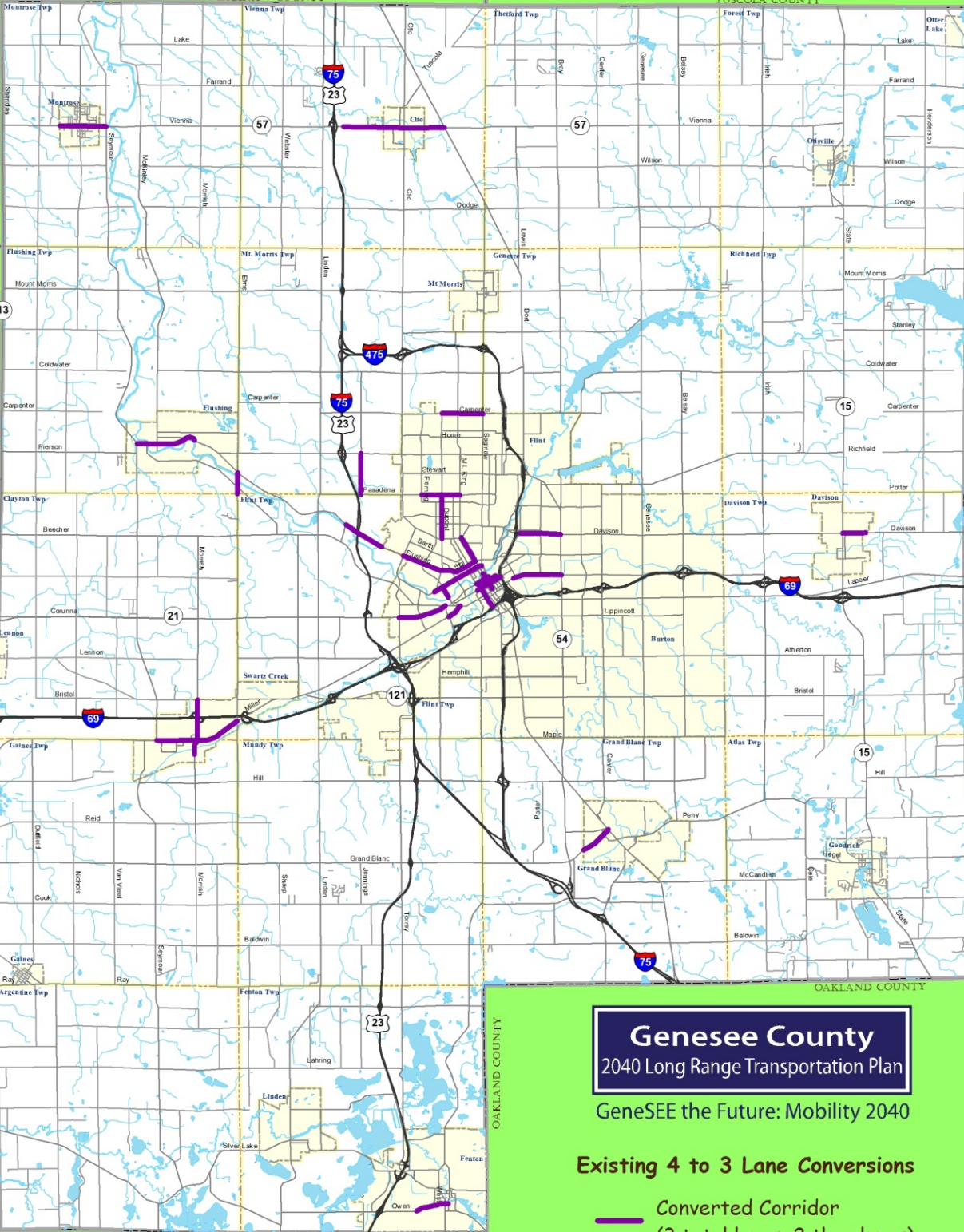
TUSCOLA COUNTY

OAKLAND COUNTY

LIVINGSTON COUNTY

MUSKOGEE COUNTY

LAUREL COUNTY



Genesee County
2040 Long Range Transportation Plan

GeneSEE the Future: Mobility 2040

Existing 4 to 3 Lane Conversions

— Converted Corridor
(3 total lanes, 2 thru lanes)



