

Genesee County Road Commission
Multi-Use/Non-Motorized Path Facilities & Americans with
Disabilities Act Transition Plan Policy

Multi-use/Non-motorized Facility Development

It will be the policy of the Road Commission that any multi-use/non-motorized facilities which are approved to be constructed within the Road Commission right-of-way will only be constructed as an unattached facility to the physical roadway. All such pathways or trails will be separated from and will not be connected to the roadway facility in the right-of-way.

All other previous policies regarding multi-use/non-motorized pathway facilities which are not affected by this new policy will remain in effect.

Americans with Disabilities Act Transition Plan

Previous Road Commission pedestrian policies (established November 4, 2008) in combination with these policies shall constitute the Genesee County Road Commission Americans with Disabilities Act (ADA) of 1990 transition plan.

It will be the policy of the Road Commission that locations where pedestrian facility connections are determined to be needed, such facilities will follow the federal ADA requirements, 28 CFR §35.150(d), and built to Michigan Department of Transportation pedestrian design standards.

When a Road Commission project is initiated the Road Commission will evaluate the needs, inventory the condition, determine any improvements and the cost needed for any pedestrian facility connections in order to satisfy the requirements of the ADA within that project. The annual construction budget will include project costs for ADA compliance. The Road Commission ADA transition plan will be implemented within this project design process.

If full compliance with the ADA design requirements cannot be implemented due to physical or site restrictions, these conditions will be documented.

The County Highway Engineer or Director of Engineering shall be the ADA coordinator for pedestrian facility connections on the county roadway system and the ADA transition plan. All Road Commission employees shall be informed that the County Highway Engineer is the ADA coordinator.

This policy for the ADA transition plan will be made available on the Road Commission web site.

Adopted 09-07-2011

Genesee County Road Commission
Multi-Use/Non-Motorized Path Facilities Cost Policy

Multi-use/Non-motorized Facility Development

The Road Commission will continue to act as an Act 51 applicant for any public agency which seeks to apply for federal or state transportation funds for multi-use/non-motorized transportation facilities who would otherwise not be eligible to apply for such funds. The Road Commission will draft an interagency agreement with the applying agency to determine the cost participation and the responsibilities of all parties. All previous policies of the Road Commission with regard to multi-use/Non-motorized Path facility development remain in force.

Agency Deposit

The Road Commission will require that any public agency which is approved to receive federal or state transportation funds for multi-use/non-motorized transportation facility development through the Road Commission as the funding agent shall deposit ten percent (10%) of the estimated project construction cost with the Road Commission. This deposit will be paid to the Road Commission as a condition within the interagency local agreement between the Road Commission and the public agency. This deposit shall act as a reserve should any unforeseen project expenses arise that are associated with the project. The Road Commission shall have the authority to draw upon this deposit and return any unused portion of the balance.

Adopted 11-04-2008

Genesee County Road Commission Pedestrian and Multi-Use/Non-Motorized Path Facilities Policy

Multi-use/Non-motorized Facility Development

The Road Commission will continue to act as an Act 51 applicant for any public agency which seeks to apply for federal or state funds for multi-use/non-motorized transportation facilities who would otherwise not be eligible to apply for such funds. The Road Commission will draft an agreement with the applying agency to determine the cost participation and the responsibilities of all parties.

If a road is proposed for resurfacing, rehabilitation or reconstruction and is on the county non-motorized plan, the Road Commission will inquire with the public agency associated with the project to determine if a multi-use/non-motorized facility is desired. If such a facility is desired, a determination will be made where the facility should be constructed relative to the roadway. The cost of building or adding this facility or the cost of matching available federal or state funds will be borne by the other public agency. This cost shall include design, construction, construction engineering, inspection, signing and any associated fees with the development of this facility. The Road Commission will incorporate the design and construction of this facility within the road project.

Pedestrian Facility Development

If a road is proposed for resurfacing, rehabilitation or reconstruction, the Road Commission will inquire with the public agency where the road resides to determine if a pedestrian facility such as a separate sidewalk, not connected with roadway construction, is desired. The cost of building or adding this facility or the cost of matching available federal or state funds will be borne by the other public agency. This cost shall include design, construction, construction engineering, inspection and any associated fees with the development of this facility. The Road Commission will incorporate the design and construction of this facility within the road project. If a road project involves interfacing the road way with a pedestrian facility; such as sidewalk ramps, signing, crosswalks or pedestrian signals and actuation; the Road Commission will pay for those costs or local match.

Multi-use/Non-motorized Facility Maintenance

If a multi-use/non-motorized facility is constructed which is not a part of the physical roadway or traveled way, the other municipal or public agency will be totally responsible for and pay one hundred Percent (100%) of the costs of all future maintenance such as snow removal, repairs, signing or other costs whatsoever relating to the facility. Should future road improvements require removal and relocation of the multi-use/non-motorized facility, the public agency shall pay all costs associated with such removal and relocation. The public or requesting agency shall hold harmless and indemnify the Road Commission, its officers, agents and employees against all claims for damages to public property and for injuries to persons arising out of the use of said facility.

If a multi-use/non-motorized facility is constructed as part of a roadway project, being part of the physical roadway or traveled way, defined as being between the outside edge of shoulder to outside edge of shoulder, the Road Commission will be responsible for all the future maintenance of that facility.

Pedestrian Facility Maintenance

If a pedestrian facility is provided or pedestrian interfaces are provided as part of a roadway project, the other municipal or public agency will be totally responsible for all future maintenance of the total pedestrian facility during the life of the facility according to state law.

THIS POLICY IS NOT INTENDED TO CREATE A RIGHT OR CAUSE OF ACTION FOR ANY MUNICIPAL OR PUBLIC AGENCY SHOULD THE GENESEE COUNTY ROAD COMMISSION NOT INQUIRE REGARDING THE DESIRE OF THE MUNICIPAL OR PUBLIC AGENCY OR IF THE GENESEEE COUNTY ROAD COMMISSION SHOULD DECIDE NOT TO PARTICIPATE IN ANY SPECIFIC PROJECT.

Billy W Bradshaw
11-4-08

Complete Streets Vision Statement

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

Guiding Principles of Complete Streets

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.

- Creating **Complete Streets** means changing the policies and practices of transportation agencies.
- 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 complete street appropriate to local context and needs.

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: New Construction and Reconstruction Projects

Non-motorized facilities shall be provided for all new construction and reconstruction projects of public roads and bridges that are utilizing federal aid transportation funding. Facilities shall also support multi-modal transit access and additional transit shelters as recommended by the MTA.

With the following exceptions (Exceptions to this policy must be approved by the local managing official of the road agency in writing):

- If the cost of providing non-motorized facilities exceeds 20% of the total of the development
- The provision of non-motorized facilities is environmentally unfeasible due to natural resource constraints
- Along or to a facility where pedestrians and bicycles are prohibited (i.e. freeways)

Policy 5: Maintenance

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

Policy 6: New Development

We recommend that municipalities adopt 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 exceeds 20% of the total infrastructure cost associated with the development
- The provision of non-motorized facilities is environmentally unfeasible due to natural resource constraints
- Along or to a facility where pedestrians and bicycles are prohibited (i.e. freeways)