

Chapter Five

Thoroughfare Plan

RECENT IMPROVEMENTS

The City of Fenton has pursued an aggressive roadway improvement schedule since the last Master Plan was adopted. In fact, every one of the transportation deficiencies outlined in 1996 has been, or is being, addressed in whole or on an ongoing basis.

Funds for these improvements to the public street system have come from both developer and public moneys and included construction on the City streets and Michigan Department of Transportation (MDOT) trunklines. Those improvements include:

- **Improving Circulation around Fenton Square.** S. Leroy has been reopened to provide better circulation and a continuous north/south connection through town.
- **Owen Road Widening.** Owen has been significantly improved on both sides of the highway to help accommodate new traffic demands (developer and public funds).
- **Crosstown Connections.** In addition to the reopening of S. Leroy, plans are set for 2003 construction of the new connection between Silver Lake Road and Main Street.
- **Silver Lake Road Improvements.** Developer funds were used to improve Silver Lake Road west of the highway to meet new demands and MDOT is planning on improving the Silver Lake/Poplar intersection in 2003.
- **Access Management Improvements.** The City is consistently applying access management principles in newly developed and retrofit areas that have been successful in other City corridors.

In addition to these there have been several other street improvement projects completed (or underway) that will continue to provide a sound roadway network for City's residents, schools, and businesses. However, as with any growing community, additional improvements will be needed as higher traffic volumes and other demands occur.

Map Six Transportation illustrates several transportation-related items including current daily traffic volumes on many of the City's major streets. Those streets have been further defined by function as either minor arterials or urban collector streets. The traffic volumes on these major-type roadways range from just over 2,000 vehicles per day up to over 26,000 vehicles per day.

Map Six also shows the location of most of the traffic signals within the City. Given the growth in the City over the last few years, the number of traffic signals has increased significantly and can be expected to continue to grow as future volumes require more finite ways of control at busy locations.

As stated in the last Master Plan, the transportation system can contribute significantly to the quality of life for City of Fenton residents. Therefore, ongoing transportation improvements, for both the motoring and non-motoring public, need to be identified to retain an efficient and safe system.

**PLANNED/
RECOMMENDED
IMPROVEMENTS**

There do not appear to be as many large transportation issues at this time as compared to what the City was facing several years ago. However, growth within and around Fenton is expected to continue to place heavier traffic demands on roadways within the City boundaries. Therefore, the City will need to continue to work with MDOT to monitor demands, pursue funds for future improvements, and look for opportunities to enhance or improve non-motorized facilities (e.g., bike paths) where possible. Planned and recommended transportation system improvements are outlined below and shown on **Map Six**.

Planned Improvements

1. **Silver Lake/Poplar Intersection.** MDOT and the City have plans set for improving this intersection in 2003. Those improvements will include a slight realignment of Silver Lake Road, adding turn lanes, and installing a traffic signal.
2. **Silver Lake/Main Street Connection.** This long-awaited reconfiguration of the Silver Lake/Main/Leroy area will provide a more efficient central circulation system. This project will provide a new railroad crossing and revised signals systems for this area.
3. **Torrey Road Bridge Improvement.** This project will result in a structure built to more modern standards and will improve the capacity of this vital northwestern link of the City's street system.

Recommended Improvements

1. **Silver Lake Road Corridor.** There are several subareas within this key corridor that will need improvements over the next three to five years. Given their U.S. 23 business route status, the first two of these will require working closely with MDOT for approval and construction.
 - Silver Lake/Adelaide. Improve the operating conditions at this intersection by adding turn lanes on Silver Lake Road and revising the signal operations. This will likely require additional right-of-way.
 - Silver Lake/Poplar Area. Extend center turn lane as area develops/redevelops and look for opportunities to apply access management standards.

- Silver Lake/Silver Boulevard. As this area continues to grow, improvements may still be needed such as an additional northbound right turn lane.
2. **Main Street Widening.** Although potentially a longer term issue, recent traffic growth history and the upcoming new connection with Silver Lake Road indicate that volumes on Main Street will grow steadily. The 16,000+ vehicles using this roadway now are accommodated acceptably but will that will not be the case when the weekday volumes approach 20,000 vehicles. Main Street will need to be widened to provide at least three lanes of travel at that point with a cross section that also provides for bike facilities.
 3. **Owen Road Monitoring/Improvements.** This corridor has had more improvements over the last few years than any other in the City. However, development in this area and west of the city will continue to drive traffic volumes upward. The City should monitor this activity, by taking new counts every year at several locations, to determine what can be done even if it is only ongoing adjustments to the traffic signal system.
 4. **Access Management.** A holdover from the past Plan and an ongoing pursuit. The City should continue to aggressively pursue good access management in commercial areas, especially retrofit corridor sections such as North Leroy Street. This means that when the opportunities arise, the City should look into closing unnecessary driveways, sharing driveways, and providing for internal connections between sites.

The benefits of such improvements include a safer roadway section (less crashes), extending the efficiency and capacity life of the current street (public investment), and improving the economic life of the adjacent businesses.

5. **Monitor for Traffic Signal Installations.** Based upon the current and expected growth and discussions with City staff, there are several locations that should be monitored for installation of a traffic signal when warrants are met. The potential locations include:
 - Owen Road/Fenway Drive
 - Main Street/Howard Street
 - Torrey Road/Long Lake Road
 - Main Street/Lemen Street
6. **Non-motorized Improvements.** A general goal but one that is important to the overall vitality and quality of life in Fenton. In conjunction with pathways/bikepaths outlined in the upcoming Recreation Plan, the City should pursue biking/walkway facilities adjacent to or part of any street improvement plan.