

Washtenaw County Access Management Plan

City of Ann Arbor, City of Ypsilanti, Ypsilanti Township, Pittsfield Township



Steering Committee Meeting Agenda – Monday, June 25 at 12:15 PM.

The following agenda is for the June 25 Steering Committee Meeting. The group will rendezvous at the Washtenaw Area Transportation Study (WATS) office on Zeeb Road (north of I-94); the tour will start and end at WATS.

12:15 – 12:45 – Check-in and Lunch

All of the Steering Committee members who will be joining us for the bus trip should arrive around 12:15 and check in with Paul Lott and the LSL/DLZ team. A lunch selection will be provided to eat before we depart.

1:00 – 4:00 – Bus Tour of Corridor

The bus tour will start and end at the west end of the study area, and will include driving the entire corridor to a number of pre-determined stops (4 or 5). At each stop, there will be a quick summary of the pertinent access and transportation issues and then an opportunity to offer comments and input on possible future improvements to the area. As we drive between stops, additional commentary and input opportunities will be on-going.

Please contact Paul Lott at MDOT to confirm your availability for this meeting so that we can have the appropriate accommodations in place. In addition, contact Robert Cramer at LSL Planning (248) 586-0505 or cramer@lsplanning.com with any questions about this meeting, or with any other suggestions or ideas that may be helpful in preparing this Plan.

Internal To-Do List (MDOT, LSL, DLZ):

- Finalize revised schedule
- Prepare existing conditions materials (LSL)
- Draft existing conditions text (LSL)
- Draft primer presentation and tri-fold (LSL)
- Work with County media relations to encourage local/regional news coverage of project introduction, meetings, progress, and final results (Paul Lott, LSL)
- Draft electronic access management presentation slides and post on web/local access television (coordinated with tri-fold primer) (LSL)
- Establish project web site and update bi-weekly, including project information, schedule, progress update blog, and opportunity to join an e-mail update list (LSL)
- List data obtained/received by each community/agency (LSL)
- Create a master contact list including steering committee, local community and agency staff and officials, and interested members of the public
- Identify business/business owners to meet with before the public workshops, set dates for meetings
- Work with MDOT to evaluate the feasibility and effectiveness of signs along the corridor to advertise public workshops (Paul Lott)
- Include Washtenaw County Planning and County Planning Advisory Board on notices, etc. (Paul Lott)
- Create a DLZ to-do list (started below):
 - Workshop notice
 - Crash analysis
 - Intersection analysis
 - Select model analysis
 - Map crash locations
- Draft agenda for June 25 bus tour and materials (make tri-fold, presentation, and existing conditions and concepts materials available on FTP site)
- Bus tour items:
 - 200 Scale Existing Conditions/Issues Handout Booklets, including overview study area map with general route and locations of “stops”
 - Examples of good driveway geometrics versus bad ones found on corridor
 - Access management primer materials draft
 - Crash locations map (DLZ)
- Coordinate with UP Engineering/WUPPDR regarding Northern Michigan University input on current pedestrian-heavy access management plan (LSL-RC)
- Send out generic list of questions to each community regarding format, intent of local access ordinance (LSL-RN)
- Coordinate with Jim Harmon re: safety examples (LSL-RC)
- Draft public workshop notice/invitations (LSL-SH)
- Prepare draft access management PowerPoint (LSL-SH)

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6-25-07 Van Tour Notes

The following is a compilation of all of the main ideas and concepts discussed on the June 25 van tour. The items are grouped together into similar segments along the study area. This listing will be used to guide the recommendations and detailed concepts that will be formed in the coming months and unveiled to the public at public workshops in the early fall. In addition, the following segments will be used in the plan text when describing existing conditions and recommendations prior to the graphics. Please consider whether the segments should be combined or further divided as a basis for organizing the final plan.

Segment	Notes
Overall	<ul style="list-style-type: none"> ▪ Evaluate mid-block pedestrian crossings ▪ Coordinate transit locations better with pedestrian facilities/parking areas ▪ Identify sites that could support park and ride network ▪ Utilize 3-D model to simulate concepts, where helpful ▪ Add language to encourage pro-active/consistently strong application of standards
Westgate Plaza Area	<p>Suburban-style commercial area directly adjacent to freeway interchange on 5-lane road</p> <ul style="list-style-type: none"> ▪ Several accesses in or very close to freeway ramps and ramp intersections need near-term attention ▪ Opportunities to connect new development on north side to adjacent parcels in future ▪ Minor modifications to Westgate Plaza entrances include, modified signage, extended/redesign medians, and restricted left turns in and out ▪ Possibility for enhanced transit stop at Westgate, including utilizing excess parking for park-and-ride ▪ Apparent need for internal pedestrian facilities to connect storefronts with sidewalks along the roadway
Residential Area from Maple to Downtown Ann Arbor	<p>Single- and multiple-family residential areas with commercial mainly near Maple and Dexter Roads</p> <ul style="list-style-type: none"> ▪ Need for enhanced/additional pedestrian crossings in between signals, especially at YMCA ▪ Coordinate pedestrian crossings with transit stops ▪ Review site distance/visibility of crossings and transit stops ▪ Consider signage warning drivers of approaching transit stop (at specified distance) to avoid side-swipe crashes and congestion due to stopped busses, especially where limited site distance ▪ Do preliminary evaluation of converting 4-lane road into 3-lane road with on-street bike lanes for Maple-Dexter and Dexter-Downtown ▪ Do preliminary evaluation of the feasibility of converting the Dexter/Jackson intersection into a roundabout

Downtown Ann Arbor	<p>Huron function primarily for autos; recent DDA study explores pedestrian and streetscape enhancements</p> <ul style="list-style-type: none"> ▪ Incorporate and reference ideas and concepts in current DDA study draft ▪ Explore mid-block pedestrian crossings ▪ Consider restricting/eliminating left turns at more cross streets to improve safety and add aesthetics to center lane/median ▪ Assess/review opportunities to add on-street bike lanes on cross streets
Residential Area from University east to Huron Pky	<p>Single- and multiple-family residential areas with commercial mainly near Stadium Road and Huron Pky</p> <ul style="list-style-type: none"> ▪ Need for enhanced/additional pedestrian crossings in between signals, especially just west of Stadium ▪ Coordinate pedestrian crossings with transit stops ▪ Review site distance/visibility of crossings and transit stops ▪ Consider signage warning drivers of approaching transit stop (at specified distance) to avoid side-swipe crashes and congestion due to stopped busses, especially where limited site distance ▪ Do preliminary evaluation of the feasibility of converting the Manchester/Stadium/Washtenaw intersections into a roundabout ▪ Minor modifications to the Stadium intersection include extended median along Saginaw and additional shared/consolidated accesses
Arborland Area	<p>High intensity commercial from west of Huron Pky to Hogback Road</p> <ul style="list-style-type: none"> ▪ Evaluate feasibility of improvement concepts for this stretch, including expanding roadway width to accommodate median, narrowing roadway to increase parking as part of park and ride with express bus, redesigned parking areas with area for enhanced transit facilities ▪ Consider minor reconfiguration of channelized intersections to provide better access ▪ Incorporate and reference ideas in the M-17/US-23 interchange study and other studies associated with a pedestrian connection across the interchange ▪ Minor modifications to the freeway ramps could create increased spacing from Hogback signal ▪ Encourage connection of M-17 pedestrian facilities with multi-use path south along Huron Pky to recent pedestrian/bike facilities ▪
Suburban Mixed-Use Pittsfield Township	<p>Mixture of single- and multiple-family properties along with suburban-style commercial</p> <ul style="list-style-type: none"> ▪ Significant sidewalk gaps, with many gaps stretching over 100' ▪ Many shallow and narrow lots with poor circulation, no connections, and multiple drives ▪ Opportunities for shared access/parking connections, rear service drives in certain areas ▪ Minor modification to existing commercial centers with signalized entrance drives is to re-stripe three-lane-wide drive to have distinct left-out and right-out lanes to improve traffic flow and safety ▪ Need for enhanced/additional pedestrian crossings in between signals, especially near multiple-family residential areas with high volumes of pedestrians ▪ Coordinate pedestrian crossings with transit stops
Ypsi-Arbor; Golfview Intersection Area and	<p>High intensity commercial and office with poor circulation, access design, and offset to adjacent drives</p> <ul style="list-style-type: none"> ▪ Many opportunities for rear service drives/shared access, especially on south side of M-17 ▪ Existing pedestrian signals, crosswalks without connected sidewalks at Golfview

East to City Limits	<p>intersection</p> <ul style="list-style-type: none"> ▪ Multiple access points within 100 feet of Golfview intersection in 3 of 4 quadrants ▪ Opportunity for shared parking (especially on north side) to create park and ride lot adjacent to transit stop ▪ Confusing turns to many drives at commercial center entrance signal is confusing, dangerous if south side reopens business (great opportunities for rear access drive, shared cross-accesses)
City of Ypsilanti	<p>Mixture of shallow commercial lots and single- and multiple-family residential</p> <ul style="list-style-type: none"> ▪ Continue to close, channelize, and consolidate drives as redevelopment occurs, especially near signals ▪ Need for enhanced/additional pedestrian crossings in between signals, especially west of EMU and East of Downtown ▪ Consider converting one lane of eastbound one-way pair to bike lane and/or parking (similar to westbound pair lanes) ▪ Coordinate pedestrian crossings with transit stops ▪ Review site distance/visibility of crossings and transit stops ▪ Consider signage warning drivers of approaching transit stop (at specified distance) to avoid side-swipe crashes and congestion due to stopped busses, especially where limited site distance
Michigan Avenue east of Ecorse	<p>Suburban commercial and residential development with larger parcels and lower driveway density and few signals</p> <ul style="list-style-type: none"> ▪ Many significant sidewalk gaps, apparent opportunities for multi-use path on at least one side ▪ Continue to evaluate access with adjacent accesses in mind as redevelopment occurs ▪ Need for pedestrian crossings in between signals at key areas
Ecorse Road	<p>Fragmented, unorganized land use pattern with commercial, residential, institutional, and vacant parcels along several-mile stretch</p> <ul style="list-style-type: none"> ▪ Many driveways on west end curves with no throat, minimal radius should be closed and consolidated to one or two well-designed access per development ▪ Need for enhanced/additional pedestrian crossings in between signals, especially on the west end of Ecorse ▪ Coordinate pedestrian crossings with transit stops ▪ Identify opportunities for pedestrian connections from existing sidewalks along Ecorse to existing sidewalks south of Ecorse along Ford Road

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Steering Committee Meeting Agenda – Monday, July 23 at 1:30 P.M.

The following agenda is for the July 23 Steering Committee Meeting. The group will meet at the Washtenaw Area Transportation Study (WATS) office on Zeeb Road (north of I-94).

- (1) Introductions
- (2) Review of Van Tour
- (3) Discussion of Preliminary Crash Analysis
- (4) Confirmation of Final Intersection Analysis Set
- (5) Preliminary Access Recommendations (individual driveways)

An initial set of recommendations will be reviewed tile-by-tile for individual driveway closures, consolidations, or relocations, as well as new or modified pedestrian crossings and transit facilities. The next agenda item will supplement the parcel-by-parcel concepts with larger improvement concepts for select segments.

(6) Overview of Detail Concept Alternative Segments

Several areas were identified on the van tour for larger-scale access-related improvements, including Arborland, Ypsi-Arbor, Downtown Ann Arbor, and other select locations. These will be reviewed and some initial sketches may be reviewed as available.

(7) Upcoming Public Workshop Format and Schedule

The Steering Committee has expressed a desire to have the two public workshops later in the project with similar content to assure accessibility at different facilities/times of the week/times of day. To stay on schedule for completion, we need to get both workshops completed by early October. To accommodate summer vacation, two September dates would likely be best for everyone; please be prepared to discuss possible dates so we can make sure at least some of the Steering Committee can attend each one.

(8) Next Meeting

Please contact Robert Cramer at LSL Planning (248) 586-0505 or cramer@lsplanning.com with any questions about this meeting, or with any other suggestions or ideas that may be helpful in preparing this Plan.

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7-23-07 Steering Committee Meeting Summary

Date: Monday, July 23, 2007

Time: 1:30 PM

Location: Washtenaw Area Transportation Study

Attendees:

Terri Blackmore, WATS
Brent Schlack, WCRC
Bruce Fowler, Pittsfield Township
Paul Lott, MDOT
Eli Cooper, City of Ann Arbor

Karen Hart, City of Ypsilanti
Dave Nicholson, Ypsilanti Township
Brad Strader, LSL Planning
Robert Cramer, LSL Planning

Meeting Notes:

1. Introductions – Brent Schlack was introduced as the replacement in attendance for the WCRC, taking the place of Jim Harmon on the Steering Committee.
2. Cramer and Lott summarized the second corridor tour, which took place with LSL, DLZ, MDOT, and Ypsilanti Township. Observations from the second tour not brought up during the initial tour included:
 - a. The second tour group took a closer look at opportunities for a significant (in length) rear connection opportunity from Golfside (starting at Ypsi-Arbor Bowl) east for over ½ mile through or behind the Citizen's Bank, Arby's, Chinese Restaurant, Asian Market, vacant Pita Hut, vacant Cottage Inn Pizza, Wendy's, and connecting on the end with the miniature golf/go-cart business. As the Chinese Restaurant and Asian Market are currently in the final stages of site plan approval, the study team is working with Ypsilanti Township to ensure any future rear service drive or rear parking connections will be accommodated.
 - b. Minon Street, which is a short north-south street that comes off of the Ecorse Road curve just before Michigan, has very difficult geometric design, and is the only access route for significant semi-truck traffic from a distribution center located on Minon (which recently completed a 60,000 square foot addition) and other industrial uses.
 - c. The importance of pedestrian connection across US-12 at the eastern end of M-17 was emphasized and expanded to include Dorsett Road and the neighborhood southwest of the Ford/Ecorse/US-12 intersection area. Poor maintenance and pedestrian facility location is especially hazardous in the winter, when snow and ice are plowed onto the sidewalk areas forcing pedestrians to walk in the street.

3. Review of notes from 6-25-07 van tour for any additional input not previously discussed. Additional points brought up:
 - a. Although significant sidewalk gaps were shown along the corridor, smaller gaps (especially in the City of Ann Arbor) should be noted as significant due to the lack of right-of-way/space to add appropriately designed connecting facilities.
 - b. A neighborhood connection study was prepared along Washtenaw Avenue near EMU, including the Cross/Cross/Washtenaw intersection area. The study recommended closing the segment of Cross that runs on the north side of the water tower, and curving Cross southward to create a four-way intersection aligned with Summit Street at Washtenaw, requiring a right turn on Washtenaw to continue westbound on Cross.
4. The study team tentatively agreed on nine intersections (that had not been part of any other studies recently) to be studied as part of this project for access modifications in the vicinity, intersection improvements, and pedestrian/transit related improvements. These intersections may be revised by the consultant team and the MDOT project manager pending a check against the crash rate analysis (if critical crash locations were left out, they may replace one of the nine below), and they are as follows:
 1. Jackson/Maple (also include the Maple/Stadium intersection just south)
 2. Huron/Fletcher (only if new signal cannot be confirmed)
 3. Washtenaw/Stadium (also include Manchester just west)
 4. Washtenaw/Hogback/Carpenter/NB US-23 Ramp
 5. Washtenaw/Golfside
 6. Washtenaw/Hamilton
 7. Ecorse/Michigan/Center
 8. Ecorse/Ford/Dorsett/US-12
 9. Huron/Cross

In addition, Jackson/Dexter (including general roundabout/road diet scenario) will be studied, and Washtenaw/Hewitt will be examined for possible access closures and will include reference to alternative signal controls to alleviate event traffic backups coming south on Hewitt onto Washtenaw.

5. A revised schedule for the project was distributed that reflected the two public workshops in September/October. The Steering Committee agreed on Thursday, September 27, and Tuesday, October 30 as tentative dates for the public workshops, pending room availability. Both workshops will include one or two formal presentations outlining the project and the benefits of access management, with the remainder of the scheduled time available for the public to view the draft recommendations and concepts and interact with the project team. Since the 7-23 Steering Committee meeting, the team has confirmed the following sites, dates, and times for the workshops:
 - a. **Thursday, September 27, 2007:** 4:00 – 5:30 (with presentation at 4:30) and 7:00–8:30 (with presentation at 7:30), at the Morris Lawrence Bldg, Room 101 of the Washtenaw County Community College, located at 4800 E Huron River Drive, Ann Arbor.
 - b. **Monday, October 29, 2007:** 5:15–6:30 (with presentation at 5:30) and 7:15–8:45 (with a presentation at 7:45), at the Washtenaw County Service Center Library. ***Please note that this is one day earlier than was tentatively agreed at the meeting.***
6. The publicity for the workshops will include multiple forms of media to achieve the greatest coverage possible. The study team will work with the Steering Committee members to get materials out and make invitational materials available during the month of August, including the following items:
 - a. One-page invitational fliers, including the date, time, and location of both workshops and information about the format and what to expect. These should be made available at each community/agency office, and posted in electronic format each respective websites by the Steering Committee members.

- b. Tri-fold access management brochure, to be made available with the invitations, that offers an overview of access management and this project's purpose, intent, and schedule.
 - c. Press release, for release by MDOT, outlining the project and public workshop information.
 - d. Each community will work with the study team to create a mailing list of key property owners and community groups. The study team will mail out packets of invitations and materials to key groups such as business associations, neighborhood groups, etc.
 - e. Mock-up post card, based on the information in the invitations, will be provided to each Steering Committee community, at which point they may elect to also do a postcard and/or invitation mailing to all property owners within the study area in their respective community.
 - f. Changeable message signs may be used in the City of Ann Arbor, if available, a few days before each workshop, to advertise the date, time, and location of the workshops.
7. The Steering Committee set the next two Committee meetings, both held again at the WATS office on Zeeb Road:
- a. Monday, September 10, 2007, 1:30 P.M., WATS Office, with draft materials going out the week of August 27 for extensive review.
 - b. Monday, October 1, 2007, 1:30 P.M., WATS Office, with the focus being reviewing input from the first public workshop and reviewing the ordinance options.

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















Steering Committee Meeting Agenda – Monday, September 10 at 1:30 P.M.

The following agenda is for the September 10 Steering Committee Meeting. The group will meet at the Washtenaw Area Transportation Study (WATS) office on Zeeb Road (north of I-94).

- (1) Introductions
- (2) Review of Project Schedule (see attached page)
- (3) Review of Public Involvement Materials (see e-mailed public involvement materials)
- (4) Discussion of September 27 Public Workshop Publicity
 - a. Targeted Information Packet Mailings
 - b. Invitations and Postcards for Individual Communities
 - c. Other Efforts to Coordinate
- (5) Discussion of Crash Analysis (see crash diagrams from FTP)
- (6) Discussion of Intersection Mitigation Concepts
- (7) Discussion of Draft Access Recommendations (see Tiles 1-30 PDF Documents from FTP)
- (8) Review of Detail Concept 3-D Models (to be provided at meeting)
- (9) Next Meetings

Please contact Robert Cramer at LSL Planning (248) 586-0505 or cramer@lsplanning.com with any questions about this meeting, or with any other suggestions or ideas that may be helpful in preparing this Plan.

TENTATIVE SCHEDULE (Updated September 1, 2007)

	May Month 1	June Month 2	July Month 3	August Month 4	Sept Month 5	Oct Month 6	Nov Month 7	Dec Month 8
Task 1 Agency Coordination <i>Kick-off Meeting (SCW 1)</i>								
Task 2 Data Inventory / Existing Conditions Map ELU, FLU, Zoning for Study Area Evaluate Existing Access Conditions Transit, non-motorized inventory <i>Release AM Primer and Pres</i> <i>SCW 2 - Bus Tour of Corridor (6-25)</i> <i>SCW 3 - Review Existing Conditions in Detail</i>		  						
Meetings:		25-Jun	23-Jul					
Task 3 Assemble Conceptual Plan Review Local Zoning Ord's Compliance Composite FLU/Zoning, ID Problem Areas Develop Conceptual AM Plan <i>SCW 4 - Review Conceptual Plan Draft in Detail</i> <i>PW 1 - AM Education, Review of Plan Recs.</i>			 		 10-Sep  27-Sep			
Task 4 Conceptual Plan Refinement Refine concepts, new overlay LU Plan, Recommend local ord./plan changes, <i>SCW 5 - Review Input from PW1 - ID Changes</i> <i>PW 2 - AM Education, Review Plan Draft</i> <i>SCW 6 - Review Plan, Ordinance Draft</i>				  		 1-Oct 30-Oct 30-Oct		
Task 5 Local Agency Review Review PW 2 with SC (if necessary) Conduct informal local review meetings of plan and ordinance <i>SCW 7 - (if necessary) - Review Local/PW 2 Combs</i> <i>Local Meetings - Four meetings to review with each local jurisdiction's staff, officials, etc recommendations in their community and ordinance draft for their community</i>					  			
Task 6 Develop Final Plan/Ordinance Final Presentation by Team (at WATS to all communities, with "Road Show" for presentation to local commissions/boards, Final document delivery					 			

-  Steering Committee Workshops (7)
-  Public Information Meetings/Presentations (3)
-  Meetings with Local Agencies (4)

* Project includes up to two additional meetings with the Steering Committee, local communities, and/or meetings with groups of local property owners as determined by the MDOT Project Manager.

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Zoning Ordinance Options

Successful implementation of the recommendations in an Access Management Plan requires a partnership between the various local units of government and MDOT. This requires each community's Planning Commission, elected body and Zoning Board of Appeals members to be aware of the benefits of access management and their role in its implementation. This memo outlines the options that are typically used by municipalities to successfully implement an access management plan. Please review the options as a community—we will custom-tailor the zoning ordinance amendment(s) based on the desires of each community for this study.

Option #1 – Include Access Management Regulations in Zoning Ordinance Text

One technique to help implement an access management plan is to amend the local zoning ordinance to acknowledge the special standards and review procedures for the corridor affected by the access management plan. Typically, this includes preparing a new section that identifies the lands that are affected by the standards (e.g. all lands fronting the affected road) and the regulations that apply to them. Alternatively, the lands that are subject to the access management plan could be noted on the official zoning map. In this case, the access management regulations would likely be adopted as part of the zoning ordinance's general provisions section.

In both of cases, the access management regulations become a section of the zoning ordinance that can be cross referenced with the site plan requirements and applied as part of a site plan's review and approval. This has the benefit of ensuring that the ordinance regulations and the access management plan's recommendations are applied in all site plan matters.

Option #2 – Overlay Zoning District

Another option is to prepare an overlay zoning district that is placed over the existing zoning regulations for all parcels with frontage along the affected road. For example, if the current zoning is residential, the uses permitted in that zoning district, the dimensional standards (setbacks, height, etc.) and other regulations would still apply, but the access spacing and circulation design standards of the overlay district would also apply. Like Option #1, this has the benefit of ensuring that the ordinance regulations and the access management plan's recommendations are applied when a development proposal is considered for approval.

Option #3 – Separate Access Management Ordinance

We have found that most municipalities prefer to implement an access management plan through Options #1 or #2. However, some communities choose to adopt the access management standards through a police power ordinance rather than through the zoning ordinance. In the case of a municipality that already has a separate police power ordinance, that ordinance could be amended to include the specific standards in the Access Management Plan. Among the advantages of this approach are that existing sites do not obtain the same nonconforming rights (i.e. existing driveways are not grandfathered) and no changes to the zoning ordinance or map are needed. However, the zoning ordinance should still include a reference to the separate police power ordinance so that the access management ordinance is not neglected by applicants or officials, particularly when reviewing a development/redevelopment proposal.

In all options, the access management plan should be referenced. This will help ensure that the specific recommendations included in the plan will be implemented. Samples of access management regulations and an access management overlay zone are attached. Both include very similar regulations and references to the applicable access management plans.

If you have any additional questions regarding these options and how they interface with the Access Management Plan also being prepared as part of this project, please contact Paul Lott at lottp@michigan.gov or by phone at (517) 750-0405.

(Option #1)

U.S. 12 Zoning Ordinance Regulations

Section 100. Findings

Conditions along U.S. 12 are unique in Pittsfield Township and the city of Saline. A primary function of this state highway is to move traffic through the southern Ann Arbor area and to points beyond. Studies of motorists traveling along this segment of U.S. 12 indicate, however, that a very high percentage of the traffic has an origin and or destination in the city or township. Thus, U.S. 12 also has a secondary, but important, function to provide access to adjacent and nearby land uses.

The need for access management standards is based, in part, on specific studies for U.S. 12 that conclude the road's capacity is insufficient to accommodate volumes in the future. Continued development along the corridor will increase traffic volumes and introduce additional conflict points which will further erode traffic operations and increase potential for crashes. Numerous published studies and reports document the relationship between systems and traffic operations and safety. Those reports and experiences of other communities demonstrate standards on the number and placement of access points (driveways and side street intersections) that can preserve the capacity of the roadway and reduce the potential for crashes. The standards herein are based on recommendations published by various national and Michigan agencies that were refined during preparation of the U.S. 12 Corridor Access Management Plan.

The city finds that special comprehensive standards are needed along the U.S. 12 corridor based upon the following findings:

1. The combination of roadway design, traffic speeds, current and projected traffic volumes, traffic crashes and other characteristics necessitate special access standards.
2. Studies by transportation organizations in Michigan and nationally have found a direct correlation between the number of access points and the number of crashes.
3. The standards are based upon considerable research and recommendations by the Michigan Department of Transportation ("MDOT").
3. Preservation of roadway capacity through access management protects the substantial public investment in the roadway system and helps avoid the need for costly reconstruction, which disrupts businesses.

Section 200. Purpose

The MDOT has jurisdiction within the highway's right-of-way, while the city of Saline has authority for land use and site plan decisions within individual parcels along the highway. The access management standards were created to help ensure a collaborative process between the MDOT and the city on access decisions along U.S. 12 to implement the recommendations of the "U.S. 12 Corridor Access Management Plan" and other adopted city plans such as the "Michigan Avenue Gateway Strategic Plan".

Section 300 Applicability

The standards of this Section shall apply to all lands with frontage along U.S. 12 and along adjacent streets within 100 feet of the U.S. 12 right-of-way. The standards herein apply in addition to, and simultaneously with, the other applicable regulations of the zoning ordinance. Permitted and special land uses on these lands shall be as regulated in the applicable zoning district (as designated on the zoning map), and shall meet the following additional provisions:

1. The number of access points is the fewest needed to allow motorists reasonable access to the site.
2. Access spacing from intersections and other driveways shall meet the U.S. 12 access management standards and MDOT's guidelines.
3. Provision has been made to share access with adjacent uses, either now or in the future, including any necessary written shared access and maintenance agreements to be recorded with the County.
4. No building or structure, nor the enlargement of any building or structure, shall be erected unless the U.S. 12 access management regulations are met and maintained in connection with such building, structure, or enlargement
5. No land division or subdivision or site condominium project shall be approved unless compliance with the access spacing standards herein is demonstrated.
6. Any change in use that requires a site plan review per Section ____ shall identify the extent of compliance with the standards herein and shall submit information to the MDOT to determine if a new access permit is required.
7. For building or parking lot expansions, or changes in use, the Planning Commission shall determine the extent of upgrades to bring the site into greater compliance with the access standards. In making its decision, the Planning Commission shall consider the existing and projected traffic conditions, any sight distance limitations, site topography or natural features, impacts on internal site circulation, and any recommendations from the MDOT. Required improvements may include removal or rearrangement or redesign of site access points.
8. The standards herein were developed collaboratively between the city of Saline and MDOT. Where conflict occurs, the more restrictive standards shall apply.

Section 400 Additional Submittal Information

In addition to the submittal information required for site plan review in Section ____, the following shall be provided with any application for site plan or special land use review. The information listed in items 1-4 below shall be required with any request for a land division.

1. Existing access points. Existing access points within 500 feet on either side of the U.S. 12 frontage, and along both sides of any adjoining roads, shall be shown on the site plan, aerial photographs or on a plan sheet.
2. The applicant shall submit evidence indicating that the city's and or MDOT's sight distance requirements are met.
3. Dimensions between proposed and existing access points (and median cross-overs if applicable in the future).
4. Where shared access is proposed or required, a shared access and maintenance agreement shall be submitted for approval. Once approved, this agreement shall be recorded with the Washtenaw County Register of Deeds.
5. Dimensions shall be provided for driveways (width, radii, throat length, length of any deceleration lanes or tapers, pavement markings and signs) and all curb radii within the site.
6. The site plan shall illustrate the route and dimensioned turning movements of any expected truck traffic, tankers, delivery vehicles, waste receptacle vehicles and similar vehicles. The plan should confirm that routing the vehicles will not disrupt operations at the access points nor impede maneuvering or parking within the site.
7. Traffic impact study. A traffic impact study is a specialized study which assesses the effects that a particular development's traffic will have on the surrounding transportation network. A traffic impact study will vary in range and complexity depending on the type and size of the proposed development. Such a study will determine the potential need for transportation improvements due to the changes in projected traffic and traffic movements. Submittal of a traffic impact study may be required for any special land use that would be expected to generate 100 or more vehicle trips during any peak hour, or 1000 or more vehicle trips daily, or where modifications from the generally applicable access spacing standards are requested. The traffic impact study shall be prepared by a firm or individual that is a member of the Institute of Transportation Engineers with demonstrated experience in production of such studies. The methodology and analysis of the study shall be in accordance with accepted principles as described in the handbook "Evaluating Traffic Impact Studies, a Recommended Practice for Michigan," developed by the MDOT and other Michigan transportation agencies. The city and or MDOT may require calculations or micro-scale modeling to illustrate future operations at the access points and nearby intersections and/or to evaluate various access alternatives.
8. Review coordination. The applicant shall provide correspondence that the preliminary site plan has been submitted to the MDOT for their information and comment. Any correspondence from the MDOT on the general access design and geometrics (not approval) shall be considered during the preliminary and final site plan review processes. The city may request attendance at coordination meetings with representatives of the MDOT. Once a final site plan has been approved by the city, the applicant shall request

an access permit from MDOT. The approval of a land division or site plan does not negate the responsibility of an applicant to subsequently secure access permits from the MDOT.

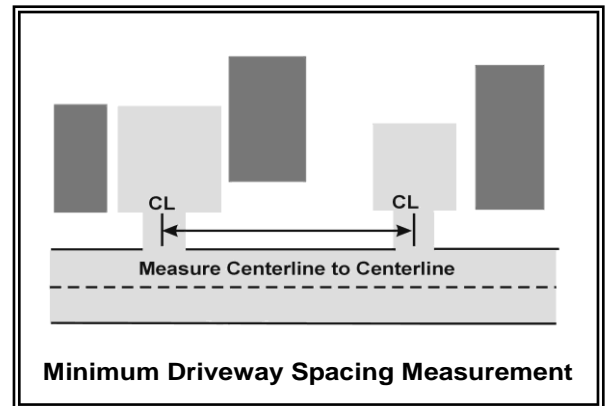
Section 500 Access Management Standards

Access points (not including driveways that serve a single family home, duplex or essential service facility structure) shall meet the following standards. These standards are based on considerable research in Michigan and nationally, and were prepared concurrent with guidelines promoted by the MDOT.

1. Each lot shall be permitted one access point. This access point may consist of an individual driveway, a shared access with an adjacent use, or access via a service drive or frontage road. As noted above, land divisions shall not be permitted that may prevent compliance with the access location standards.
2. An additional driveway may be permitted by the Planning Commission upon finding the conditions A and B, or C and D, below exist. The additional driveway may be required to be along a side street or a shared access with an adjacent site.
 - A. The site has adequate frontage to meet the spacing standards between access points listed below, and
 - B. The additional access will not prevent adjacent lands from complying with the access spacing standards when such lands develop or redevelop in the future.

or

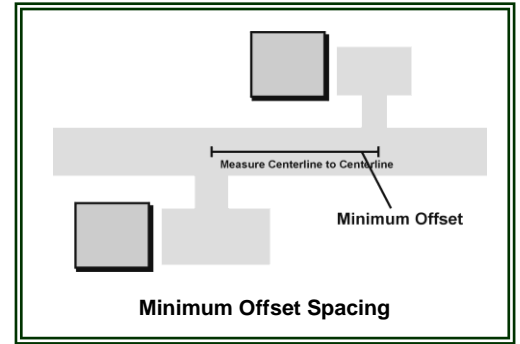
- C. A traffic impact study, prepared in accordance with accepted practices as described in this chapter, demonstrates the site will generate over 300 trips in a peak hour or 3000 trips daily, or 400 and 4000 respectively if the site has access to a traffic signal, and
- D. The traffic study demonstrates the additional driveway will provide improved conditions for the motoring public and will not create negative impacts on through traffic flow.



3. Access points shall provide the following spacing from other access points along the same side of the public street (measured from centerline to centerline as shown on the figure), based on the posted speed limit along the public street segment. Required spacing along U.S. 12 is greater than other roadways to acknowledge MDOT access guidelines and that their primary function is to accommodate through traffic while the function of other roads is more balanced with access to properties.

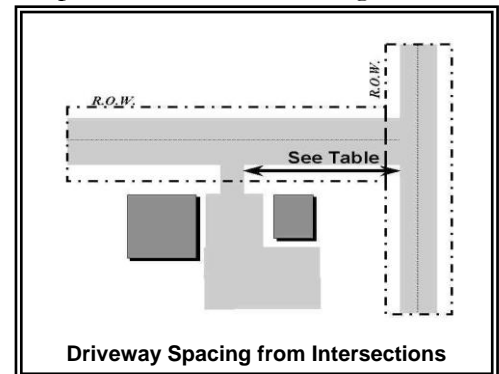
Posted Speed limit	Along U.S. 12*	Intersecting Streets
* 35 mph or less	245 ft.	150 ft.
40 mph	300 ft.	185 ft.
45 mph	350 ft.	230 ft.
50 mph	455 ft.	275 ft.
55 mph	455 ft.	350 ft.

*unless greater spacing is required by MDOT or required to meet other standards herein



- Where the subject site adjoins land that may be developed or redeveloped in the future, including adjacent lands or potential outlots, the access shall be located to ensure the adjacent site(s) can also meet the access location standards in the future.
- Access points along sections of U.S. 12 with an existing or planned median shall be located in consideration of existing or approved median crossovers. A sufficient length for weaving across travel lanes and storage within the median shall be provided, consistent with MDOT published standards. The city supports MDOT policies to limit the number of median crossovers to maintain traffic flow and reduce the potential for accidents. In some cases, existing median cuts may need to be redesigned to meet current design standards.
- Access points shall be aligned with driveways on the opposite side of the street or offset a minimum of 250 feet, centerline to centerline. The Planning Commission may reduce this to not less than 150 feet where each of the opposing access point generates less than 50 trips (inbound and outbound) during the peak hour of the public street or where sight distance limitations exist.
- Minimum spacing of access points from intersections shall be in accordance with the table below (measured from pavement edge to pavement edge as shown on the figure):

<u>Signalized locations:</u> *	
along U.S. 12	300 feet
along other public streets	200 feet
<u>Unsignalized locations:</u>	
along U.S. 12	300 feet
intersections with U.S. 12	300 feet
other intersections	150 feet



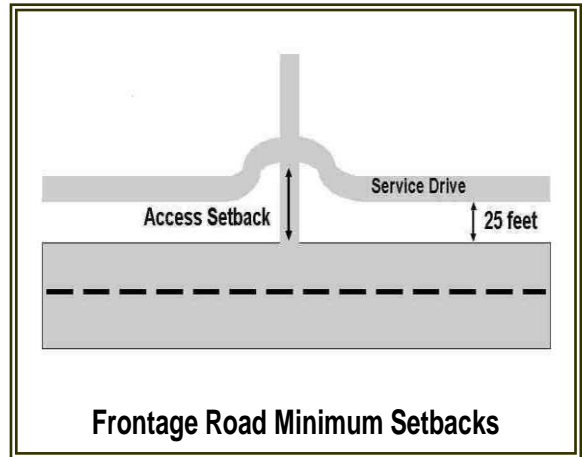
* Spacing shown for signalized intersections shall also be applied at intersections where MDOT indicates spacing and approach volumes may warrant a signal in the future.

- Where direct access consistent with the various standards above cannot be achieved, access should be via a shared driveway or service drive, and or side street. In particular,

the Planning Commission may require development of frontage roads, or rear service drives where such facilities can provide access to signalized locations, where service drives may minimize the number of driveways, and as a means to ensure that traffic is able to more efficiently and safely ingress and egress.

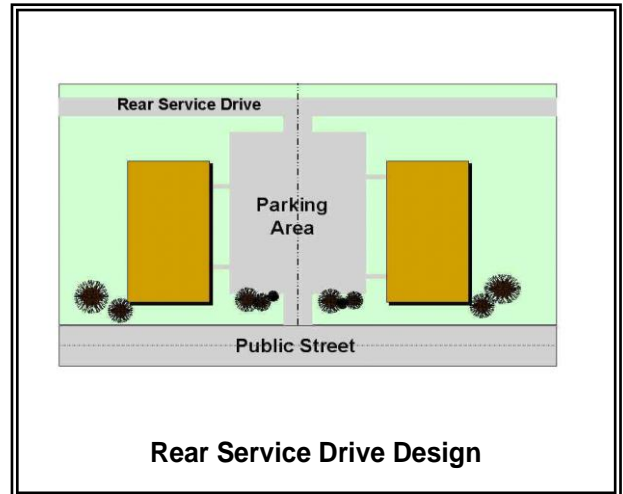
Frontage roads or service drives shall be constructed in accordance with the following standards:

A. Service drives and frontage roads shall be set back as far as reasonably possible from the intersection of the access driveway with the public street. A minimum of twenty-five (25) feet shall be maintained between the public street right-of-way and the pavement of the frontage road, with a minimum 60 feet of throat depth provided at the access point.



B. The alignment of the service drive can be refined to meet the needs of the site and anticipated traffic conditions, provided the resulting terminus allows the drive to be extended through the adjacent site(s). This may require use of aerial photographs, property line maps, topographic information and other supporting documentation

C. In cases where a shared access facility is recommended, but is not yet available, temporary direct access may be permitted, provided the plan is designed to accommodate the future service drive, and a written agreement is submitted that the temporary access will be removed by the applicant, when the alternative access system becomes available. This may require posting of a financial performance guarantee.



9. Driveways shall be located to provide safe sight distance, or determined by the applicable road agency.
10. No driveway shall interfere with municipal facilities such as street light or traffic signal poles, signs, fire hydrants, cross walks, bus loading zones, utility poles, fire alarm supports, drainage structures, or other necessary street structures. The Zoning Administrator is authorized to order and effect the removal or reconstruction of any driveway which is constructed in conflict with street structures. The cost of reconstructing or relocating such driveways shall be at the expense of the abutting property owner.

SECTION 600 Application to Existing Sites and Modification of Standards

Modifications by Planning Commission. Given the variation in existing physical conditions along the corridor, modifications to the spacing and other standards above may be permitted by the Planning Commission as part of the site plan review process upon a finding that the following conditions apply:

1. Practical difficulties exist on the site that make compliance unreasonable (sight distance limitations, topography, wetlands, drain or water body, woodlands that will be preserved, existing development, existing non-conforming width, unique site configuration or shape), or existing off-site access points make it impractical to fully comply with the standards.
2. The use involves an access improvement to an existing site or a new use that will not generate any more traffic than the previous use or there is only one access point that is not being changed.
3. The proposed modification is consistent with the general intent of the preceding standards, the recommendations of the U.S. 12 Corridor Access Management Plan in the City's Master Plan and/or the Michigan Avenue Corridor Preservation Plan, MDOT guidelines, and both city and MDOT staff support the proposed access design.
4. If deemed necessary by the Planning Commission, a traffic study by a qualified traffic engineer has been provided that certifies the modification will improve traffic operations and safety along U.S. 12, and is not simply for convenience of the development. Roadway or intersection control or driveway design change improvements will be made to improve overall traffic operations prior to the project completion or occupancy of the first building.
5. Indirect or shared access has been provided to the extent practical.
6. The decision of the Planning Commission may be appealed to the Zoning Board of Appeals. In consideration of this variance, the Board shall also apply the standards above in addition to the other variance criteria.

(Option #2 – Overlay District) **M-55 Corridor Overlay Zone District**

Section _____ Findings

The need for this district is based, in part, on specific studies for M-55 that conclude that the continued development along the corridor will increase traffic volumes and introduce additional conflict points which will further erode traffic operations and increase potential for crashes. Numerous published studies and reports document the relationship between systems and traffic operations and safety. Those reports and experiences of other communities demonstrate standards on the number and placement of access points (driveways and side street intersections) that can preserve the capacity of the roadway and reduce the potential for crashes. The standards herein are based on recommendations published by various national and Michigan agencies that were refined during preparation of the M-55 Corridor Access Management Plan.

The townships find that special comprehensive standards are needed along the M-55 corridor based upon the following findings:

1. The combination of roadway design, traffic speeds, current and projected traffic volumes, traffic crashes and other characteristics necessitate special access standards.
2. Studies by transportation organizations in Michigan and nationally have found a direct correlation between the number of access points and the number of crashes.
3. The standards of this district are based upon considerable research and recommendations by the Michigan Department of Transportation (“MDOT”).
4. Preservation of roadway capacity through access management protects the substantial public investment in the roadway system and helps avoid the need for costly reconstruction in the future, which disrupts businesses.

Section _____ Purpose

The Roscommon County Roads Department and Michigan Department of Transportation have jurisdiction within the highway’s right-of-way, while Denton Township and Roscommon Township have authority for land use and site plan decisions within individual parcels along the highway. The standards of this overlay zoning district were created to help ensure a collaborative process between the MDOT, County, and the townships on access decisions along M-55 to implement the recommendations of the M-55 Corridor Access Management Plan and other adopted community plans.

Among the specific purposes of this Corridor Overlay Zoning District are to:

1. Preserve the capacity of M-55 by limiting and controlling the number, location and design of access points, and requiring alternate means of access through shared driveways, service drives, and access off cross streets in certain locations.

2. Encourage efficient flow of traffic by minimizing the disruption and conflicts between through traffic and turning movements.
3. Improve safety and reduce the potential for crashes.
4. Avoid the proliferation of unnecessary curb cuts and driveways, and eliminate or reconfigure existing access points that do not conform to the standards herein, when the opportunities arise.
5. Implement the recommendations of the M-55 Corridor Access Management Plan.
6. Require longer frontages or wider minimum lot widths than required in other zoning districts to help achieve access management spacing standards
7. Required coordinated access among adjacent lands where possible.
8. Require demonstration that resultant parcels are accessible through compliance with the access standards herein prior to approval of any land divisions to ensure safe accessibility as required by the Land Division Act.
9. Address situations where existing development within the corridor area does not conform with the standards of this overlay district.
10. Identify additional submittal information and review procedures required for parcels that front along M-55.
11. Avoid the need for unnecessary and costly reconstruction which disrupts business operations and traffic flow.
12. Ensure efficient access by emergency vehicles.
13. Improve safety for pedestrians and other non-motorized travelers through reducing the number of conflict points at access crossings.
14. Establish uniform standards to ensure fair and equal application.
15. Provide landowners with reasonable access, though the access may be restricted to a shared driveway or service drive or via a side street, or the number and location of access may not be the arrangement most desired by the landowner or applicant.
16. Promote a more coordinated development review process for the township with the Michigan Department of Transportation and the Roscommon County Road Commission.

Section _____ Applicability

The standards of this Section shall apply to all lands with frontage that lies along M-55 and illustrated as the M-55 Corridor Overlay Zone on the Zoning Map. The regulations herein apply in addition to, and simultaneously with, the other applicable regulations of the zoning ordinance and MDOT standards. The regulations of this Overlay Zone apply in addition to and simultaneously with the other applicable regulations, including permitted and special land uses, of the underlying zoning district. An evaluation of compliance with the standards of this Overlay Zoning District and the M-55 Access Management Plan (*Section _____ Access Management Standards*) by the Planning Commission, Road Commission, and MDOT shall be conducted, and shall comply or be brought into compliance prior to issuance of any permits or approvals, if any of the following circumstances exist:

1. Proposed erection of a new building or structure, or the reconstruction, demolition, rehabilitation or expansion of an existing site;
2. Proposed land division, subdivision or site condominium project;
3. Proposed construction or expansion of a parking lot;
4. Any other circumstances where a building permit, other construction permit, or zoning or occupancy certificate is sought for use, site upgrade, or change of use for any land, buildings, or structures;
5. Any other change of use or business where there will be an increase in accepted average daily trip generation figures significant enough to move the site to a higher Trip Generation Intensity Category (Low to Medium, Medium to High, or Low to High), according to the thresholds established in Table _____.1;

Table _____.1 Trip Generation Intensity Categories and Examples

Intensity Categories		
Low (Less than 1,500 Daily Trips)	Medium (1,500 – 4,000 Daily Trips)	High (Greater than 4,000 Daily Trips)
150 Unit Apartments (1,050)	Gas Station w/ Convenience (1,950)	200,000 s.f. Shopping Center (10,650)
150 Room Hotel (1,350)	Fast Food w/ Drive-Thru (1,500)	50,000 s.f. Strip Commercial Center (4,300)
Pharmacy w/ Drive-Thru (1,320)	50,000 s.f. Medical/Dental Office (1,835)	

If any of the circumstances of this section exist on a site that does not meet the access standards of this Overlay Zone District, the owner and/or applicant shall be required to submit a site plan for approval by the Planning Commission and submit information to the County or MDOT to determine if any modifications to the site’s access is required. The standards herein were developed collaboratively between the township, the county and MDOT. Where conflict occurs, the more restrictive regulations shall apply.

Where the opportunity arises to improve access management on a site, the site should be modified to meet the standards of this ordinance and the access management plan for M-55, in the following order:

1. the improved access is to meet MDOT standards reflected in this ordinance, where possible, or;
2. the improved access is to meet the site-specific recommendations in the M-55 Access Management Plan, with the applicable standards applied in the following order:
 - i) spacing from signalized intersections;
 - ii) offset from driveways and access points on the opposite side of the street;
 - iii) spacing of driveways on the same side of the street and the number of driveways on the same side of the street.

Section _____ Additional Submittal Information

In addition to the submittal information required for site plan review in Section _____, the following shall be provided with any application for site plan or special land use review, as deemed necessary by Planning Commission. The information listed in items 1-4 below shall be required with any request for a land division.

8. Existing access points. Existing access points within 300 feet on either side of the M-55 frontage, and along both sides of any adjoining roads, shall be shown on the site plan, aerial photographs or on a plan sheet.
9. The applicant shall submit evidence indicating that the sight distance recommendations of the road agency are met.
10. Dimensions between proposed and existing access points (and median cross-overs if applicable in the future).
11. Where shared access is proposed or required, a shared access and maintenance agreement shall be submitted for approval. Once approved, this agreement shall be recorded with the Roscommon County Register of Deeds.
12. Dimensions shall be provided for driveways (width, radii, throat length, length of any deceleration lanes or tapers, pavement markings and signs) and all curb radii within the site.
13. The site plan shall illustrate the route and dimensioned turning movements of any expected truck traffic, tankers, delivery vehicles, waste receptacle vehicles and similar vehicles. The plan should confirm that routing the vehicles will not disrupt operations at the access points nor impede maneuvering or parking within the site.
14. Traffic impact study. Submittal of a traffic impact study may be required for any special land use that would be expected to generate 100 or more vehicle trips during any peak

hour, or 1000 or more vehicle trips daily, or where modifications from the generally applicable access spacing standards are requested. The traffic impact study shall be prepared by a firm or individual that is a member of the Institute of Transportation Engineers with demonstrated experience in production of such studies. The methodology and analysis of the study shall be in accordance with accepted principles as described in the handbook "Evaluating Traffic Impact Studies, a Recommended Practice for Michigan," developed by the MDOT and other Michigan transportation agencies. The township road agency may require calculations or micro-scale modeling to illustrate future operations at the access points and nearby intersections and/or to evaluate various access alternatives.

8. Review coordination. The applicant shall provide correspondence that the proposal has been submitted to the MDOT or County Road Commission for their information. Any correspondence from the MDOT and RCRC shall be considered during the site plan review process. The Township may request attendance at coordination meetings with representatives of the applicable road agency. An access permit shall not be requested from the road agency until a land division or site plan is approved by the township. The approval of a land division or site plan does not negate the responsibility of an applicant to subsequently secure access permits from the road agency.

Section _____ Access Management Standards

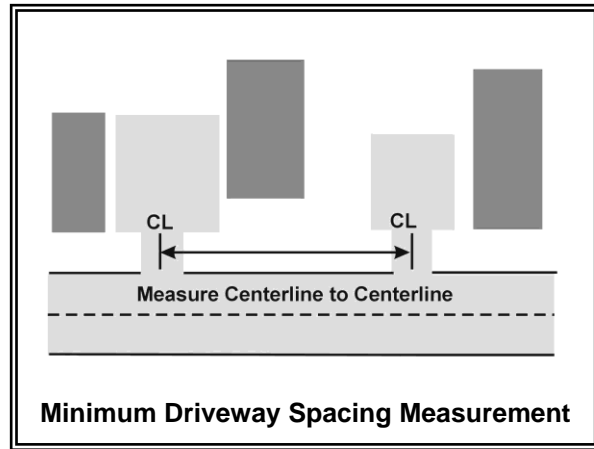
Access points (not including driveways that serve a single family home, duplex or essential service facility structure) shall meet the following standards. These standards are based on considerable research in Michigan and nationally, and were prepared concurrent with guidelines promoted by the MDOT.

1. Each lot shall be permitted one access point. This access point may consist of an individual driveway, a shared access with an adjacent use, or access via a service drive or frontage road. As noted above, land divisions shall not be permitted that may prevent compliance with the access location standards of this district.
2. An additional driveway may be permitted by the Planning Commission upon finding the conditions A and B, or C and D, below exist. The additional driveway may be required to be along a side street or a shared access with an adjacent site.
 - A. The site has a frontage of over 660 feet and the spacing standards between access points listed below are met, and
 - B. The additional access will not prevent adjacent lands from complying with the access spacing standards when such lands develop or redevelop in the future.

or

- C. A traffic impact study, prepared in accordance with accepted practices as described in this chapter, demonstrates the site will generate over 300 trips in a peak hour or 3000 trips daily, or 400 and 4000 respectively if the site has access to a traffic signal, and

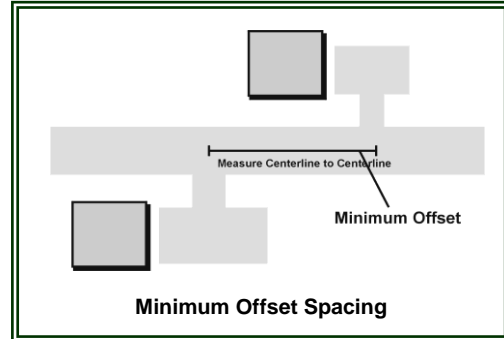
D. The traffic study demonstrates the additional driveway will provide improved conditions for the motoring public and will not create negative impacts on through traffic flow.



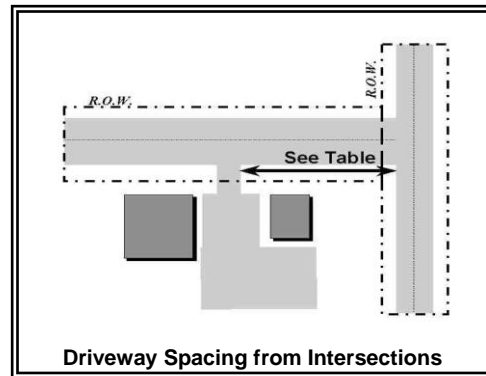
3. Access points shall provide the following spacing from other access points along the same side of the public street (measured from centerline to centerline as shown on the figure), based on the posted speed limit along the public street segment. Required spacing along M-55 is greater than other roadways to acknowledge MDOT access guidelines and that their primary function is to accommodate through traffic while the function of other roads is more balanced with access to properties.

Posted Speed limit	Along M-55 *	Along other Roadways
* 35 mph or less	245 ft.	150 ft.
40 mph	300 ft.	185 ft.
45 mph	350 ft.	230 ft.
50 mph	455 ft.	275 ft.
55 mph	455 ft.	350 ft.

*unless greater spacing is required by MDOT or required to meet other standards herein



Where the subject site adjoins land that may be developed or redeveloped in the future, including adjacent lands or potential outlots, the access shall be located to ensure the adjacent site(s) can also meet the access location standards in the future.



10. Access points shall be aligned with driveways on the opposite side of the street or offset a minimum of 250 feet, centerline to centerline.

The Planning Commission may reduce this to not less than 150 feet where each of the opposing access point generates less than 50 trips (inbound and outbound) during the peak hour of the public street or where sight distance limitations exist.

11. Minimum spacing of access points from intersections shall be in accordance with the table below (measured from pavement edge to pavement edge as shown on the figure):

Signalized locations: *

along M-55	300 feet
along other public streets	200 feet

Unsignalized locations:

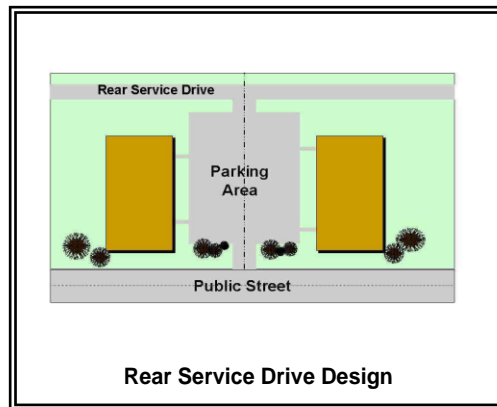
along M-55	300 feet
intersections with M-55	300 feet
other intersections	150 feet

* Spacing shown for signalized intersections shall also be applied at intersections where MDOT indicates spacing and approach volumes may warrant a signal in the future.

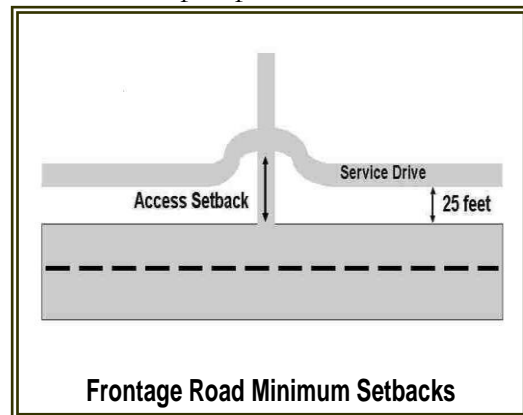
12. Where direct access consistent with the various standards above cannot be achieved, access should be via a shared driveway or service drive. In particular, the Planning Commission may require development of frontage roads, or rear service drives where such facilities can provide access to signalized locations, where service drives may minimize the number of driveways, and as a means to ensure that traffic is able to more efficiently and safely ingress and egress.

Frontage roads or service drives shall be constructed in accordance with the following standards:

- D. Service drives and frontage roads shall be set back as far as reasonably possible from the intersection of the access driveway with the public street. A minimum of twenty-five (25) feet shall be maintained between the public street right-of-way and the pavement of the frontage road, with a minimum 60 feet of throat depth provided at the access point.



- E. The alignment of the service drive can be refined to meet the needs of the site and anticipated traffic conditions, provided the resulting terminus allows the drive to be extended through the adjacent site(s). This may require use of aerial photographs, property line maps, topographic information and other supporting documentation



- F. In cases where a shared access facility is recommended, but is not yet available, temporary direct access may be permitted, provided the plan is designed to accommodate the future service drive, and a written agreement is submitted that

the temporary access will be removed by the applicant, when the alternative access system becomes available. This may require posting of a financial performance guarantee.

13. Driveways shall be located to provide safe sight distance, as determined by the applicable road agency.
14. No driveway shall interfere with municipal facilities such as street light or traffic signal poles, signs, fire hydrants, cross walks, bus loading zones, utility poles, fire alarm supports, drainage structures, or other necessary street structures. The Zoning Administrator is authorized to order and effect the removal or reconstruction of any driveway which is constructed in conflict with street structures. The cost of reconstructing or relocating such driveways shall be at the expense of the abutting property owner.

SECTION _____ Modification of Access Standards

Conformity with the M-55 Access Management Plan. In the event that the proposed access to a site is unable to conform to the above-noted standards, Planning Commission shall require conformity with the site-specific recommendations set out in the M-55 Access Management Plan. Conformity with the access management plan shall be preferred over any additional modifications as set out below.

Additional Modifications by Planning Commission. Given the variation in existing physical conditions along the corridor, modifications to the standards in Section _____ above and beyond those recommended in the M-55 Access Management Plan may be permitted by the Planning Commission as part of the site plan review process upon a finding that all of the following conditions apply:

7. The proposed modification is generally consistent with the intent of the standards of this overlay district and the recommendations of the M-55 Access Management Plan and Study.
8. Practical difficulties exist on the site that make compliance unreasonable (sight distance limitations, topography, wetlands, drain or water body, woodlands that will be preserved, existing development, unique site configuration or shape), or existing off-site access points make it impractical to fully comply with the standards.
9. The use involves an access improvement to an existing site or a new use that will generate less traffic than the previous use.
10. The proposed modification is consistent with MDOT guidelines and MDOT and/or RCRC staff supports the proposed access design.
11. If deemed necessary by the Planning Commission, a traffic study by a qualified traffic engineer has been provided that certifies the modification will improve traffic

operations and safety along M-55, and is not simply for convenience of the development.

12. The applicant shall demonstrate with dimensioned drawings that such modification shall not create non-compliant access to adjacent lands that may develop or redevelop in the future.
13. Roadway improvements will be made to improve overall traffic operations prior to the project completion or occupancy of the first building.
14. Indirect or shared access is not reasonable.
15. Such modification shall be demonstrated to be the minimum necessary.

The decision of the Planning Commission may be appealed to the Zoning Board of Appeals. In consideration of this variance, the Board shall apply the standards above.

OR

In the case where it can be demonstrated that conditions prohibit adherence to the access standards of this district, the Zoning Board of Appeals may consider a variance from the standards herein. In such cases, the Board shall make a finding that the applicant meets all of the following criteria

1. Practical difficulties exist on the site that make compliance unreasonable (topography, wetlands, drain, unique site configuration or shape, sight distance limitations or a unique traffic operations situation)
2. The practical difficulty can not be resolved by use of a shared access system.
3. The MDOT has been consulted and supports the need for some type of variance.
4. The variance is consistent with the general intent of this district and the recommendations of the M-55 Access Management Plan.
5. A traffic study by a qualified traffic engineer has demonstrated that the variance is in the public interest and supports the proposed access design.
6. Such modification shall be demonstrated to be the minimum necessary.

M-55 Access Management Plan Review Checklist

- θ Is the subject site located within the M-55 Access Management Plan study area?
- θ Has the most recent plan been submitted to the Roscommon County Roads Department/MDOT contact person for their review and comments?
- θ Has the applicant been made aware of the special requirements and standards?
- θ Is the site within an area where specific access recommendations were provided in the M-55 Access Management Plan? If so, provide the applicant with a copy.
- θ Does the site plan or submittal illustrate all of the additional information on other existing access points and adjacent lot configurations so compliance with the standards can be determined?
- θ Can the site meet the spacing standards between access points?
- θ Is the number of access points the minimum needed to provide reasonable access to the site?
- θ Is there a potential to provide an alternative, shared access, system?
- θ Is the access point properly aligned with, or spaced from, existing driveways or the location where driveways can be expected in the future?
- θ Has information on sight distance been provided?
- θ Is there a need for a traffic impact study to evaluate the impacts and determine if changes to the site design or road system are needed?
- θ Should other communities along the M-55 corridor be informed of the proposal (i.e. is the project large enough that it will have a major impact)?
- θ Is there a reason to request a meeting with Roscommon County Roads Department and/or MDOT to discuss and address access issues prior to review by the Planning Commission?

Washtenaw County Access Management Plan

City of Ann Arbor, City of Ypsilanti, Ypsilanti Township, Pittsfield Township



10-11-07 Steering Committee Meeting Summary

Date: Thursday, October 11, 2007

Time: 1:30 PM

Location: Washtenaw Area Transportation Study

Attendees:

Terri Blackmore, WATS
Brent Schlack, WCRC
Bruce Fowler, Pittsfield Township
Paul Lott, MDOT

Karen Hart, City of Ypsilanti
Dave Nicholson, Ypsilanti Township
Brett Lenart, WC Planning
Robert Cramer, LSL Planning

Meeting Notes:

Public Workshop #1 Review

The public workshop comments (written, presentation questions, and individual comments) were summarized and discussed for any changes to the recommendations. One main comment is to summarize the reference and use of past plans affecting the corridor in the recommendations and Plan text. The comment summary will be part of the Informational CD distributed to all Steering Committee members that can be used by Steering Committee members communicate project progress and public workshop results to local officials and staff.

Public Workshop #2 Publicity

In lieu of the light attendance at PW #1, the following steps were outlined to increase publicity for the second public workshop:

1. Directly contact (or re-contact) media, including Khalil Hachem for the Ypsilanti area, the Courier/Echo, and John at the Ann Arbor News.
2. Ask AATA if they would place (or permit us to place) public workshop flyers or notices on their buses and/or at bus shelters.
3. Re-send a wave of e-mails to all of the e-mail recipients identified for the first public workshop.

Intersection Mitigation Concepts

The intersection diagrams and proposed mitigation concepts were discussed for all of the intersections where mitigation is proposed. The following items were identified to include in the intersection concepts:

1. Spend time on review of the pedestrian crossings and pedestrian facilities connections around intersections along Ecorse (esp. at Ford/Dorset and Michigan/Center), including addition of connecting pedestrian route to the schematics at Ford and Ecorse
2. Do an intersection concept for the corner of Huron and Cross showing the direct left cut-off lane eliminated and replaced with a conventional intersection that could accommodate two-way traffic in the future
3. Include low-cost alternatives for all intersections that have concepts (e.g. signal timing and geometrics versus roundabout and realignment)

4. Confirm the City of Ann Arbor's interest in showing a realigned Maple/Stadium intersection
5. Include concepts for Golfside/Washtenaw that realign the roadway to the east (assuming redevelopment), possibly including a roundabout to the east or southeast of the current intersection—could also include a fifth leg for park and ride lot on northeast quadrant

In the short term, the consultant team is going to make a final push to secure any additional available data, and then use that data to create intersection concept sketches to address the identified traffic problems and add or improve pedestrian and transit access and facilities. The steering committee will receive electronic image files of the sketches on Monday, October 22, and is asked to promptly review them and provide any changes/feedback by noon on Thursday, October 25. Identified changes will be made and new graphics printed for the second public workshop on Monday, October 29.

3-D Model

The revised 3-D model of Arborland area and the road diet along eastbound Washtenaw/Hamilton was reviewed and generally met with approval. The concepts will be reviewed with the City of Ann Arbor and the AATA in the coming days/weeks.

Zoning Ordinance

The three main options for zoning ordinance amendments were reviewed with local community Steering Committee members. The City of Ann Arbor's ordinance will be reviewed separately with Eli Cooper in the coming days. All three communities in attendance expressed initial interest in zoning ordinance amendments that would update, upgrade, and solidify the AM standards in their ordinances' general regulations. The overlay district option seemed troublesome to all three communities due to either the excessive number of overlays already in place (City of Ypsilanti), or the complete lack of overlays and familiarity of public and officials with them (Ypsilanti and Pittsfield Townships). Therefore, the zoning ordinance amendments will review current standards in place, check the ordinance for references to access management, and upgrade the language to reference this Plan and strengthen the standards for implementation of access management.

In addition to local ordinances, the Steering Committee discussed general concern with the hesitancy of the Board of County Commissioners to embrace and support access management. In addition to the meeting we already presented at, the project team will continue to discuss ways to build support amongst the Board for access management at the county level, including building local support in the four study communities for access management.

Next Meetings/Project Schedule

The project team is going to send a CD to each Steering Committee member that includes a PDF of the most recent map tiles, intersection diagrams, PW#1 presentation, and PW#1 summary slides from the 10/11 Steering Committee meeting. This will also be done later in the project, and is suggested for use as a "road show" which the local Steering Committee members can present to planning commissions and elected officials to provide a more formal update/summary of the project, plan, and ordinance.

As mentioned above, the Steering Committee will be receiving electronic images of intersection concepts on Monday, October 22, and must return any comments or changes to the consultant team by noon on Thursday, October 25, if they want the changes to be reflected in the graphics shown at the PW#2 on the following Monday.

In addition, the final meeting venue was discussed and possibly will be held at a WATS committee meeting, with local officials and staff invited to attend. The final 'road show' would allow Steering Committee members to do their own presentation of the final plan and ordinance to their respective officials.

At the next Steering Committee meeting (to be held at 1:30 on Monday, October 29), the Steering Committee will set the date, time, venue, and theme of the respective local meetings for the month of November to review draft plan and ordinance amendments. The holiday season may mean that the final meetings, Plan, and ordinance items might be delayed until January or February 2008, at the latest.

Please contact Robert Cramer at 248.586.0505, or cramer@lsiplanning.com with any questions or concerns about these notes or the upcoming tasks and deadlines.



Washtenaw County Access Management Plan

City of Ann Arbor, City of Ypsilanti, Ypsilanti Township, Pittsfield Township

11-26-07 Steering Committee Meeting Summary

Date: Monday, November 26, 2007

Time: 1:30 PM

Location: Washtenaw Area Transportation Study

Attendees:

Eli Cooper, City of Ann Arbor
Mark Lloyd, City of Ann Arbor
Jeff Kahan, City of Ann Arbor
Dave Nicholson, Ypsilanti Township
Karen Hart, City of Ypsilanti
Bruce Fowler, Pittsfield Township
Terri Blackmore, WATS

Paul Lott, MDOT
Larry Dropiewski, MDOT
Chris White, AATA
Brad Strader, LSL Planning
Robert Cramer, LSL Planning
Steve Metzger, DLZ Michigan

Complete Draft One Review

The first complete draft of the plan was distributed electronically in the week prior to the Steering Committee meeting. Chris White provided his comments via e-mail to the Steering Committee on behalf of the Ann Arbor Transportation Authority (AATA) for review prior to the meeting (those comments are attached). For 'word-smithing,' grammar, and spelling changes, the Steering Committee was given a deadline of Thursday, December 6, 2007, to turn in any changes (to be made prior to the draft being included in the Ypsilanti City Planning Commission meeting packets the following week). Any minor changes will be made using the best judgment of the project team, while any potentially substantive changes will be electronically submitted for review and comment by the Steering Committee. The following list is a summary of the major changes to be made to the draft and recommendations graphics discussed at the meeting.

All Chapters

Reference to non-motorized will include either of the terms 'users' or 'facilities' to more accurately describe the subject.

Chapter One: Introduction

- The Primary Goal will be revised to include a Secondary Goal that emphasizes access to and from transit and non-motorized facilities.
- Preparation of This Plan will include a note that U of M and EMU were both invited to participate in the project and did not attend any meetings.
- Specific reference to Chapter Three: Using the Plan and additional description of how and where this plan is applied will be added to the Plan Implementation section at the end of Chapter One.
- Additional information on the role of the committee will be added to Plan Implementation and Chapter Three: Using the Plan, including how often the Steering Committee should meet after plan adoption, to coordinate on road improvement projects,

inform of decisions on plans, discuss access issues, coordinate transportation improvements including pathways, and discuss relocation or consolidation of transit stops and expansion of transit related facilities with AATA.

- Plan Implementation will be revised to emphasize/reinforce the flow chart condition that any site plan within ¼ mile of a community boundary should be forwarded to adjacent communities for their review and comment.

Chapter Two

- Add that the corridor's bus stop locations should be reevaluated by AATA to improve bus stop spacing to meet AATA standards and relocated bus stops to signalized intersections with pedestrian crossings or mid-block crossings, wherever possible.

Chapter Three

- More discussion of 'transition areas' within ¼ mile on either side of local boundaries to ensure additional coordination on site plans and other transportation decisions (transit, non-motorized, and vehicular access). Should include a map of the four (or three if Ypsilanti City/Township are grouped together) transition areas, which will be blown up and re-used in each local community chapter with more detailed discussion of each relevant area.
- Should note the applicability of the standards and principles in the plan to other corridors in all four communities, such as the additional leg on the west end of the plan corridor (illustrated in Chapter Four).
- Additional discussion of AATA bus stops, consolidating them, and moving/locating them at pedestrian crossings (mainly to increase safety for all users). All bus stop locations will be removed from tiles due to the tentative nature (due for AATA location review along much of corridor).
- Opportunity for development in interchange.
- More discussion of the public-private nexus illustrated in the Washtenaw Avenue Boulevard and Land Use Intensification concept; the plan has gone beyond typical access management plans to conceptualize the interaction and potentially mutual benefits of individual access, road projects to support access management principles, and transit-friendly land use intensities on adjacent areas (including reference to Chapter Four).

Community-Specific Chapters (in general)

- More discussion of the individual transition areas (with blow-up map), and recommendations for making them more seamless (in a good way), while preserving individual identity and improving images of all four communities.

Intersection Concepts (in all four chapters)

- The following elements will be added or revised based on Steering Committee discussion:
- Ensure roundabouts are not the only option and add additional qualifier to roundabouts that the provision and location of non-motorized facilities is a critical aspect of any intersection project, and would need to be determined as part of a more detailed analysis.
- Add additional qualifier to relevant intersections specifically noting the need to examine nearby signals and intersections before determining the design or feasibility of a roundabout (specifically at Jackson/Maple intersection).
- General language for the intersection concepts:
- Discuss the next steps needed to evaluate these concepts and other alternatives, including the types of data needed.
- Discuss/note (possibly in Intersection Concepts introductory paragraph) that some of the alternatives may have a fatal flaw that might be addressed through adjustments determined by a more detailed analysis.
- Discuss the potential impact and consideration of businesses, homes, and right-of-way needs.
- Identify intersection and corridor design changes that could accommodate a signature transit corridor in the future.

Chapter Four: Ann Arbor

- Work in an additional access recommendation area to cover Jackson Avenue west of I-94 overpass to the eastbound exit ramp overpass. Could be in this chapter with reference in Chapter One, noting the recommendations were logically extended

½ mile to the west to cover the remainder of the MDOT trunkline, and Chapter Three in the section outlining applicability to other corridors in all four communities.

Chapter Seven: Ypsilanti City

- Add 3-D graphic of road diet and project location map.

Discussion of Ordinances

The project team distributed a template of an access management section for a zoning ordinance developed using the latest practice from access management codes across the country. The project team will be working with each community to adjust the language to conform to the specifics of each community's code, and finalize the listing of other areas in the zoning ordinance and other codes that may need to be changed or modified to include reference to this new section.

Next Steps

The project team will be holding the first of the four community meetings with the staff and planning commission of the City of Ypsilanti on Wednesday, December 19, 2007. A revised draft plan will be provided to Karen Hart for inclusion in the packets the week prior to the meeting. A representative from LSL and MDOT will meet with City staff in the late afternoon (4:00 PM), and then make a presentation and answer any questions that arise at the Planning Commission meeting later that night. Ypsilanti and Pittsfield Townships are each going to have their local meetings on a regular planning commission meeting date in January (to be confirmed), and the project team is working with the City of Ann Arbor staff to prepare the Planning Commission for their local meeting at some point in January.

Relevant to the local adoption process, the project team will draft generic motion or resolution language for the local communities to condition adoption of the plan to provide for the incorporation of any adjustments the other communities might make to their individual chapters in the final plan adopted by all four communities.

Washtenaw County Access Management Plan

City of Ann Arbor, City of Ypsilanti, Ypsilanti Township, Pittsfield Township



FINAL Steering Committee Meeting Agenda – Monday, March 24, 2008 3:00 – 5:00 P.M.

The following agenda and notes are for the March 24 Steering Committee Meeting. The group will meet at the Washtenaw Area Transportation Study (WATS) office on Zeeb Road (north of I-94).

- (1) Introductions
- (2) Review of comments related to local meetings, by community
 - a. City of Ypsilanti
 - b. Pittsfield Township
 - c. City of Ann Arbor
 - d. Ypsilanti Township
- (3) Review of illustrative tiles in numeric order for any final changes
- (4) Overview of changes to individual community ordinance templates, by community
- (5) Overview of deliverables and timetable for final products
 - a. Revised project brochure, electronically and 25 printed color copies for each steering committee member agency/community
 - b. Thirty color copies of final plan document, including final zoning ordinance template, with illustrative tiles embedded (delivered to MDOT?)
 - c. Eight CD copies of the final plan/tiles, road show, brochure, 3-d model, and associated GIS and sketch-up files

Please contact Robert Cramer at LSL Planning (248) 586-0505 or cramer@lsplanning.com with any questions about this meeting, or with any other suggestions or ideas that may be helpful in preparing this Plan.