

PART 11

TRANSPORTATION

11.01 Introduction

An integral part of the Master Plan is the Township's internal transportation network and the degree to which land uses interact effectively is dependent upon this concept. The primary objective is to maintain a roadway network which provides safe, convenient and efficient vehicular circulation. The implementation of a functional transportation network depends upon a close cooperation between private developers, Township, County and State officials, and a strict adherence to sound planning principles and standards. Any realignments, roadway improvements, and new roadways must be of adequate right-of-way but of a character that does not diminish the integrity of the Township.

Lodi Township contains a variety of roadways that range from rural gravel roads, serving agricultural areas, to regional arterials which pass through Lodi Township connecting other communities and regions. The transportation component of the Master Plan recognizes the current and future functions of these roadways and their interaction of an overall transportation network. Most township roadways, particularly those of a rural/agriculture nature, are not anticipated to change or alter their character within the foreseeable future.

Of notable attention are the collector and regional arterials that pass through the Township. These generally consist of Parker, Zeeb, Pleasant Lake, Scio Church, Wagner, Maple and Ann Arbor/Saline Roads which are instrumental in moving traffic through Lodi Township and have served as regional

roadway networks between Lodi Township and the adjoining communities. It is understood that certain roadways may need improvement or new roadways may need to be constructed; however, any improvements to roadways shall be done with minimal negative impacts on existing land uses and physical resources and according to the character, scale, and land use concepts contained within this Master Plan.

It is recognized that even though these roadways serve as transportation systems, it does not mean that they are corridors for development. In many cases these roadways pass through rural and agricultural areas. In no case should the road dictate development when it is not suitable, practical or designated to do so as depicted within this Master Plan. Speculation of future land uses should not take place based upon only a road network classification. The Lodi Township Master Plan has established specific areas for future development based upon several criteria.



Rural Road in Lodi Township

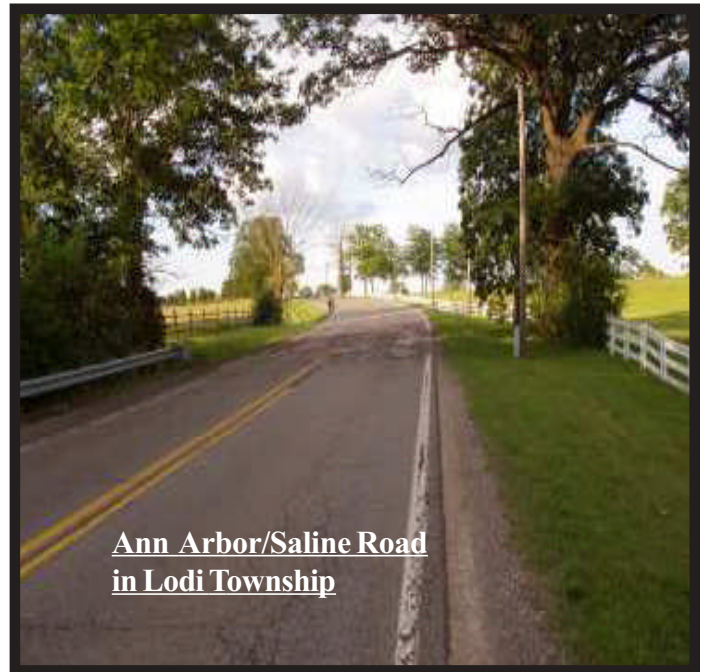
11.02 Goals, Objectives, and Strategies

Goal A: Promote a transportation network which facilitates safe, efficient movement of vehicles and pedestrians throughout the Township.

Objective 1: Promote the modification of existing road networks to improve circulation patterns, alleviate potential traffic hazards and reduce congestion on major roads.

Strategies

- a. Inventory and assess potential traffic hazard locations, (i.e. roadway intersections).
- b. Provide/accommodate adequate right-of-way in appropriate planned areas for road additions, extensions and bridge improvements during the site plan review and approval process.
- c. Require developer financing of road extensions planned to service new development.
- d. Coordinate with the Washtenaw County Road Commission to assure adequate provision of necessary right-of-way to accommodate planned extensions/designs based upon Lodi Township's character and scale.



Objective 2: Minimize the impact of development and the number of curb cuts on major roads throughout the Township.

Strategies

- a. Coordinate the long-range planning process at the local level with future circulation plans and improvements considered at the county, state, and federal levels.
- b. Revise the zoning ordinance to require pre-preliminary site plan meetings between developers, Township officials, and the Washtenaw County Road Commission.
- c. Work in conjunction with the Washtenaw County Road Commission to reduce the number of curb cuts permitted for individual developments through the use of combined drives and service drives.

- d. Develop corridor specific area plans which require designated performance and design standards including minimal curb cuts and landscaping for proposed development projects.

Objective 3: Create a hierarchy of roadways within the Township based upon character and scale.

Strategies

- a. Designate Arterial roadways which are intended to serve through, or regional traffic within Lodi Township.
- b. Designate Collector roadways which are intended to serve traffic which is more local than that which the arterial streets carry.
- c. Designate Local roadways which provide access to abutting properties and are intended to primarily serve local traffic, rather than regional or through traffic.
- d. Designate Special corridors which have a recognized scenic or historic character that should be protected, and other roadways, such as Township entrances, that require special treatment.
- e. Pursue designation of natural beauty road status for appropriate unpaved roads throughout the Township.
- f. Coordinate with the Washtenaw County Road Commission to provide designated rights-of-way for all roadway classifications.

Objective 4: Accommodate alternative means of transportation (public, bicycle, pedestrian).

Strategies

- a. Amend the zoning ordinance to consider bicycle and pedestrian circulation systems within new developments to connect adjacent residential areas, residential areas with Lodi Central, residential areas with regional open space systems, and within designated municipal service areas.
- b. Encourage a network of rural bikeway routes in appropriate locations throughout the Township and potential links to regional open space and municipal areas.
- c. Allow carpool facilities in appropriate areas within the Township.