

## **M-11 (Wilson Avenue) Corridor Adoption and Use of the Plan and Overlay Zoning District**

The M-11 access management study area extends from Butterworth Drive to Remembrance Road within the City of Walker. During the past 20 years, growth within and around the corridor has resulted in increased traffic and additional development pressure along M-11. More recently, areas surrounding Walker have experienced increased development and resulting traffic congestion. Along M-11, the City of Walker is planning for a mix of residential uses and non-residential uses. The city recognizes that the preparation and implementation of an access management study can help alleviate some of the existing traffic congestion, while allowing for the more effective accommodation of traffic generated by future development.

Access management is an effort to maintain efficient traffic flow, preserve the street capacity, and reduce the frequency and severity of crashes while maintaining reasonable access to land uses. This can be accomplished through careful placement of access points to reduce conflicts with traffic using other access points and traffic flowing through intersections. Access management usually involves tools to space access points or restricts certain turning movements. Some of these tools are:

- proper spacing of access points along the same side of the street,
- alignment or spacing from access points on the opposite side of the street,
- placing driveways a sufficient distance from intersections to minimize impact to intersection operations,
- geometric design to restrict certain turning movements (usually left turns),
- location of traffic signals, and
- shared access systems (connections between land uses, shared driveways, frontage roads or rear service drives).

Access management can provide several benefits to motorists, communities and land uses along the M-11 corridor. Among the benefits, based on experience and studies for similar corridors, are the following:

- reduce crashes and crash potential;
- preserve roadway capacity and the useful life of roads;
- decrease travel time and congestion;
- improve access to and from properties;
- ensure reasonable access to properties (though not necessarily direct access nor the number of driveways preferred by the landowner/developer);
- coordinate land use and transportation decisions;
- improve environment for pedestrians and bicyclists (less driveways to cross);
- improve air quality; and
- maintain travel efficiency and related economic prosperity.

While individual land owners may see the regulations as restricting access to their property, a well managed access system will improve access to properties and maintain travel efficiency, thereby enhancing economic prosperity for local businesses. A strong access management program also has

the benefit of closely coordinating land use and transportation decisions to improve the overall quality of life in the community.

Access related decisions along M-11 (Wilson Avenue) are under the purview of several agencies. The City of Walker has jurisdiction over land use planning, zoning, site plan and subdivision review outside the street right-of-way. MDOT and Kent County Road Commission (KCRC) have jurisdiction within the rights-of-way of M-11 (Wilson Avenue) and intersecting streets. The shared authority means that successful implementation of the recommendations in the M-11 (Wilson Avenue) Access Management Plan requires a partnership between City of Walker, MDOT and the KCRC. This requires the Planning Commission, City Commission, Zoning Board of Appeals and road agencies to be aware of access management standards and their role in its implementation.

Two documents were prepared to help guide access management decisions. The first is an access management plan. This plan provides specific access recommendations along the corridor based on a review of existing conditions and identifying the best practices (through research and application) to address them. The second is an overlay zoning district to implement the plan recommendations.

The overlay zoning district is expected to be placed over the existing zoning regulations for all parcels within 350 feet of the M-11 right-of-way. Not all sites will be able to meet all of the access management standards, particularly older sites. In order to address these situations the ordinance provides the authority to modify the standards on a case-by-case basis. The model ordinance provides planning commissions with the authority to modify the standards during site plan review, provided the intent of the standards is being met to the maximum extent practical on the site. The ordinance also requires traffic impact studies to be performed for larger developments that have the potential to generate significant volumes of traffic. These studies would evaluate the impact that a proposed development will have on the road system and identify mitigation to offset the impact.

Given existing conditions, the plan needs to be flexible and subject to adjustments and improvements as development and redevelopment occurs along the corridor. The recommendations of the access plan are partially based on parcel configurations and land use plans in existence at the time this plan was prepared. Although the basic design parameters should remain in place, exact locations and configurations of driveways and service roads may shift as development plans come into focus.

The M-11 Access Management Plan and ordinances were prepared under the direction of a Steering Committee comprised of representatives from the City of Walker, Kent County Road Commission and MDOT, and designed to be adopted by the City as part of their Master Plan. Public involvement included two (2) public workshops/open houses. Comments and recommendations by the public, local officials and MDOT staff at the workshops and public hearings were considered and incorporated into the final plan.

## Sec. 94-189. M-11 (Wilson Avenue) Corridor Overlay Zone

### (a) *Findings.*

The primary function of M-11 (Wilson Avenue) is, as a state trunkline, to move traffic through the area. A secondary function of the roadway is to serve shorter distance travel through the city and to/from land uses along the corridor.

The City's Master Plan recommends that segments of the corridor will be developed for more intense commercial and residential use, while other segments will be developed for mixed uses. 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 direct relationship between access points and traffic operations and reducing crash potential. The standards herein are based on the findings of studies in Michigan and other states, experience with similar corridors in Michigan, specific evaluation along this corridor and public input through workshops conducted as this ordinance was being prepared.

### (b) *Intent.*

The specific purposes of this Corridor Overlay Zoning District are to:

1. Preserve the capacity of M-11 (Wilson Avenue) 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-11 (Wilson Avenue) 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. Require 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.

9. Address situations where existing development within the corridor area does not conform to the standards of this overlay district.
10. Identify additional submittal information and review procedures required for parcels that front along M-11 (Wilson Avenue).
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 by reducing the number and width of access crossings.
14. Establish uniform standards to ensure fair and equal application of access management standards.
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. Help ensure a collaborative process between MDOT, KCRC and the City on access decisions along M-11 (Wilson Avenue) to implement the recommendations of the M-11 (Wilson Avenue) Corridor Access Management Plan and other adopted community plans.

(c) *Applicability.*

The standards of this Section shall apply to residential and non-residential development and development proposals on all lands with frontage along M-11 (Wilson Avenue) and those parcels in proximity to M-11 (Wilson Avenue) that are illustrated as the M-11 Corridor Overlay Zone on the Zoning Map. The regulations apply to developments and proposals for multiple family and single-family residential subdivisions and site condominiums consisting of more than one single-family dwelling unit.

The regulations do not apply to existing single-family dwellings or individual single-family dwellings that are not contained within new subdivision or site condominium developments. .

The regulations herein apply in addition to, and simultaneously with, the other applicable regulations of the zoning ordinance. Permitted and special exception uses within the M-11 (Wilson Avenue) Corridor Overlay Zone shall be as regulated in the underlying zoning district (as designated on the zoning map), and shall meet all the applicable requirements for that district, with the following additional provisions:

1. No building or structure, nor the enlargement of any building or structure, shall be erected unless the Overlay Zone Regulations are met and maintained in connection with such building, structure, or enlargement
2. No land division or subdivision or site condominium project shall be approved within this

district unless compliance with the access spacing standards herein is demonstrated.

3. Any change in use on a site that does not meet the access standards of this overlay district, shall be required to submit a site plan for approval by the Planning Commission and submit information to MDOT to determine if a new access permit is required.
4. 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 of this district. 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 MDOT. Required improvements may include removal or rearrangement or redesign of site access points.
5. The standards herein were developed collaboratively between the City, MDOT and KCRC. Where conflict occurs, the more restrictive regulations shall apply.

In recognition that specific instances may warrant exception from the access standards that typically apply, this ordinance provides for a certain level of exceptions by the Planning Commission with input from the road agencies, when certain conditions exist.

(d) *Additional Submittal Information.*

In addition to the submittal information required for site plan review in Section 94-280, the following shall be provided with any application for site plan or special exception uses review. The information listed in items 1-4 below shall be required with any request for an applicable land division.

1. Existing access points. Proposed and existing access points within 500 feet on either side of the M-11 (Wilson Avenue) frontage, and along both sides of any adjoining roads, shall be shown and dimensioned on the site plan, aerial photographs or on a plan sheet.
2. Evidence shall be submitted indicating that the sight distance requirements of MDOT and/or KCRC, as applicable, are met.
3. 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.
4. 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.
5. Traffic impact study. Submittal of a traffic impact study may be required for any land uses expected to generate 100 or more vehicle trips during any peak hour, or 1000 or more vehicle trips daily, or where exceptions 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 or unless otherwise approved by MDOT to perform 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 MDOT and other Michigan transportation agencies. The City or KCRC 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.

6. Review coordination. The applicant shall provide correspondence that the proposal has been submitted to MDOT and/or, where appropriate, the Kent County Road Commission for their information. Any correspondence from MDOT and Kent County Road Commission shall be considered during the site plan review process. The City 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 City. 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.
7. 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 Kent County Register of Deeds.

(e) *Access Management Standards.*

Access points (not including driveways that serve existing single family dwellings or individual single family dwellings not contained within a new subdivision or site condominium development, or essential service uses) shall meet the following standards. These standards are based on considerable research in Michigan and nationally, and were prepared concurrent with guidelines promoted by MDOT.

1. The number of access points shall be the fewest needed to allow motorists reasonable access to the site. As a minimum, 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. Access spacing from intersections and other driveways shall meet the standards within the M-11 (Wilson Avenue) overlay zone district and the guidelines of the applicable road agency (MDOT and/or Kent County Road Commission).
3. 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.

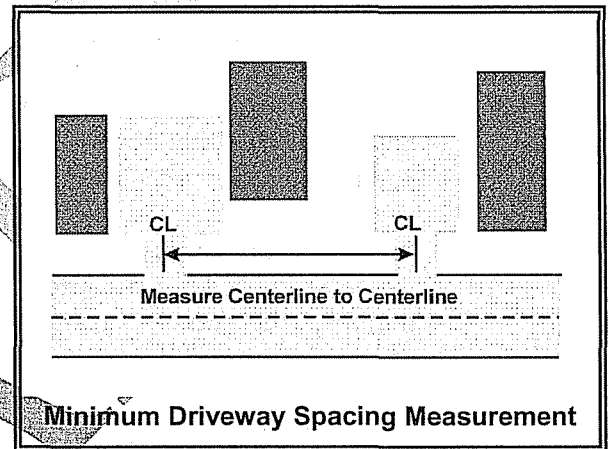
or

- 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, and the spacing standards between access points listed below are met.

4. 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.

Posted Speed limit	Along M-11*	Along other Roadways
35 mph	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.

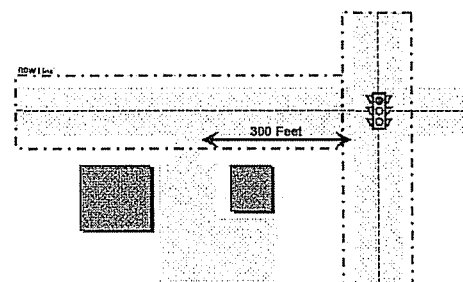
\*unless greater spacing is required by MDOT or required to meet other standards herein



5. 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.
6. Access points shall be aligned with driveways on the opposite side of the street or offset a minimum of 630' within 45 mph areas and 750 feet within 50 mph zones. The Planning Commission may reduce this 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.
7. Minimum spacing of access points from intersections shall be in accordance with the table below (measured from pavement edge to pavement edge). Also see the most recent standards of Section 608.A of MDOT Traffic and Safety Notes.

Signalized locations: \*

along M-11	300 feet
along other public streets	200 feet

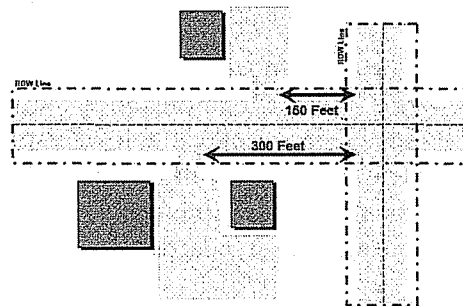


Driveway Spacing from Signalized Intersections

Unsignalized locations:

along M-11	300 feet
intersections with M-11	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.



Driveway Spacing from Unsignalized Intersections

8. Where direct access consistent with the various standards above cannot be achieved, access should be via a shared driveway or service drive per the M-11 (Wilson Avenue) Access Management Plan. Shared access with adjacent uses, either now or in the future, should include any necessary written shared access and maintenance agreements to be recorded with Kent County.
9. 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.

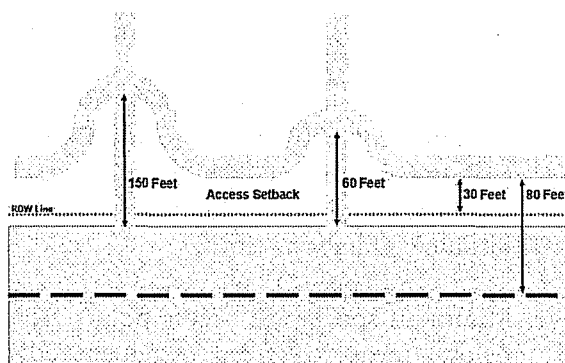
Frontage roads or service drives shall be constructed in accordance with the following standards:

- 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, and maintain the following distance requirements (whichever is greater):

Minimum of thirty (30) feet from the nearest edge of the service drive to the edge of the M-11 right-of-way.

or

Minimum of eighty (80) feet from the nearest edge of the service drive to the M-11 centerline.

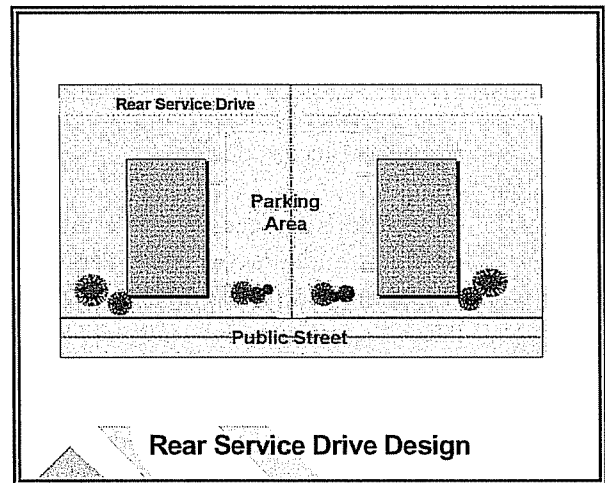


Frontage Road Minimum Setbacks

Between a minimum of sixty (60) feet and one-hundred fifty (150) feet of throat depth, depending on the trip generation characteristics of the site, shall be provided at the access point, as measured from exit lane stop bar to service drive.



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. Where the M-11 (Wilson Avenue) Access Management Plan recommends a shared access or compliance with the access spacing standards requires a shared access with an adjacent parcel, but connection is not yet available, the Planning Commission shall either require construction of the segment on the subject parcel or to postpone construction when there is an easement for future connection(s) at a practical location from a topographic and engineering prospective, and construction of the future connection is assured through a financial guarantee accepted by the City. The Planning Commission may allow a temporary access that conforms to the standards herein to the highest degree practical, with a written agreement to eliminate that access point where the shared access system becomes available. In all cases, an access easement and maintenance agreement shall be submitted with the site plan and recorded with the Kent County Register of Deeds

10. Driveways shall be located to provide safe sight distance, or determined by MDOT or KCRC as applicable.

11. No driveway shall interfere with municipal and county road commission 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 building official 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.

(f) *Exceptions of Access Standards.*

Exceptions by Planning Commission. Given the variation in existing physical conditions along the M-11 (Wilson Avenue) corridor, the plan and ordinance need to be flexible and subject to adjustments and improvements as development and redevelopment occurs. Exceptions 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 all of 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, unique site configuration or shape), or existing off-site access points make it impractical to fully comply with the standards.

2. The proposed exception is consistent with MDOT guidelines and MDOT staff support the proposed access design.
3. The proposed exception is consistent to the greatest extent practical with the general intent of the standards of this overlay district and the recommendations of the M-11 (Wilson Avenue) Access Management Plan given the situation on the subject parcel and adjacent parcels.
4. If deemed necessary by the Planning Commission, a traffic study by a qualified traffic engineer has been provided that certifies the exception will improve traffic operations and reduce crash potential along M-11 (Wilson Avenue); and is not simply for convenience of the development.
5. The applicant demonstrates with dimensioned drawings that such exception shall not create non-compliant access to adjacent lands that may develop or redevelop in the future.
6. Indirect or shared access is not reasonable at this time but provision for potential future connections has been provided.
7. Such exception shall be demonstrated to be the minimum necessary.
8. The M-11 Corridor Advisory Committee has reviewed and approved the proposed access design.

The decision of the Planning Commission may be appealed to the Zoning Board of Appeals (the ZBA must use its assigned standards for a variance).

## M-11 (Wilson Avenue) Corridor Plan Review Checklist

Access management is an effort to maintain efficient traffic flow, preserve the street's capacity, reduce the frequency and severity of crashes while maintaining reasonable access to land uses. This can be accomplished through careful placement of access points to reduce conflicts with traffic using other access points and traffic flowing through intersections.

The following checklist can be used by the City (staff, zoning administrator or whoever receives applications and discusses procedures with potential applicants).

- ☐ Is the subject site located within the M-11 (Wilson Avenue) Access Management Plan study area?
- ☐ Has the most recent site plan or submittal been submitted to MDOT contact person for their review and comments?
- ☐ Has the applicant been made aware of the special requirements and standards?
- ☐ Is the site within an area where specific access recommendations were provided in the M-11 (Wilson Avenue) Access Management Plan? If so, provide the applicant with a copy.
- ☐ 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?
- ☐ Can the site meet the spacing standards between access points?
- ☐ Is the number of access points the minimum needed to provide reasonable access to the site?
- ☐ Is there a potential to provide an alternative, shared access, system?
- ☐ Is the access point properly aligned with, or spaced from, existing driveways or the location where driveways can be expected in the future?
- ☐ Has information on sight distance been provided?
- ☐ 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?
- ☐ Is there a reason to request a meeting with MDOT to discuss and address access issues prior to review by the Planning Commission?



## TRAFFIC AND SAFETY NOTE 608A

**SUBJECT:** Spacing for Commercial Drives and Streets

**PURPOSE:** To Promote a Uniform Practice in Determining Access Spacing

**COORDINATING UNIT:** Geometric Design Unit

**INFORMATION:** The spacing of access for commercial driveways and streets is an important element in the planning, design, and operation of roadways. Access points are the main location of crashes and congestion. Their location and spacing directly affect the safety and functional integrity of the roadway.

Region Review: The Region/TSC Utility and Permit Engineer shall forward the site plan and the access request to the Region/TSC Traffic and Safety Representative for review. In general, one access point is adequate for a single business. When one-way pair driveways (In-Out) are requested and the inside traffic circulation promotes such operation, these driveways may be considered as a single access point. In some cases multiple access points are requested. In this case, the Region/TSC Traffic and Safety Representative may require a traffic impact study from the business owner/property owner to justify the need for the multiple accesses. A copy of the Traffic Impact Study Note (Traffic Safety Note 607A (7.8)) may be sent to the business owner/property owner to outline the traffic analysis needed.

Unsignalized Access Spacing: Adjacent accesses should be spaced as far apart as on-site circulation allows. In some cases the Region/TSC Traffic and Safety Representative may require that the business owner/property owner redesign his site plan, and relocate the access point to meet the desirable spacing distance. Table 1 shows the desirable unsignalized access spacing as a function of posted speed. These distances are based on average acceleration and deceleration considered adequate to maintain good traffic operations. The sight distance at the access points must also be investigated.

Posted Speed mph (km/hr)	Center-to-Center of Access feet (meters)
25 (40)	130 (40)
30 (50)	185 (55)
35 (60)	245 (75)
40 (60)	300 (90)
45 (70)	350 (105)
50 (80) and above	455 (140)

Table 1

Lack of Sufficient Frontage to Maintain Adjacent Spacing: In the event that a particular parcel lacks sufficient frontage to maintain adequate spacing, the Region/TSC Traffic and Safety and Utility and Permit Engineers have the following options.

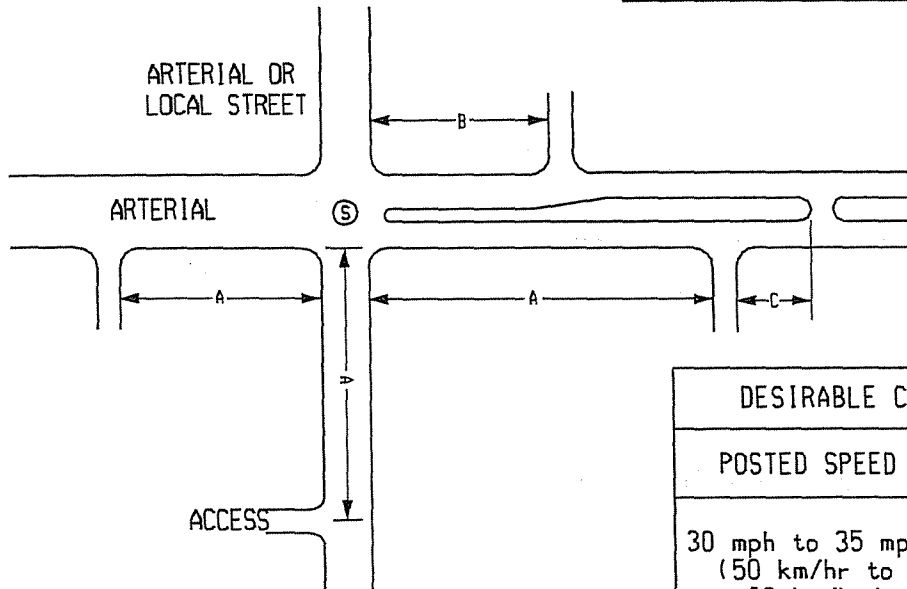
- a. Choose the next lowest spacing from Table 1. For example, on 30 mph (50 km/hr) roadway requiring 185 ft (56 m) spacing, the distance may be reduced to no less than 130 ft (40 m) which is the spacing for 25 mph (40 km/hr) speed.
- b. Encourage a shared driveway with the adjacent owners. In such case the driveway midpoint may be located at the property line between two parcels. However, all parties must agree to the joint driveway in writing.
- c. Provide an access point to the side street when it is possible.
- d. In areas where frontage roads or service drives exist or can be constructed, individual properties shall be provided access to these drives rather than directly to the main highway.
- e. After all the above options are exhausted, an access point may be allowed within the property limits as determined by the Region/TSC Traffic and Safety and the Utility and Permit Engineers.

Intersection Corner Clearance: AASHTO specifically states that driveways should not be situated within the functional boundary of at-grade intersections. This boundary includes the longitudinal limits of auxiliary lanes. An access point may be allowed within the above boundary if the entire property frontage is located within this boundary. In all quadrants of an intersection access points should be located according to the dimensions shown on page 3.

Conflict Reductions: Restricting or prohibiting left turns at unsignalized access points aligned across from each other can greatly reduce safety and operational problems. A typical four-legged intersection, such as where two accesses line up across a four-lane roadway, has 36 conflict points. By prohibiting left turns and through movements the number of conflicts can be reduced from 36 to four, as illustrated on page 4.

In cases where these movements cannot be prohibited, as illustrated on page 4, the Region/TSC Traffic and Safety Representative may choose to offset the access points. Table 2 provides the desirable distances between two access points on the opposite side of the roadway.

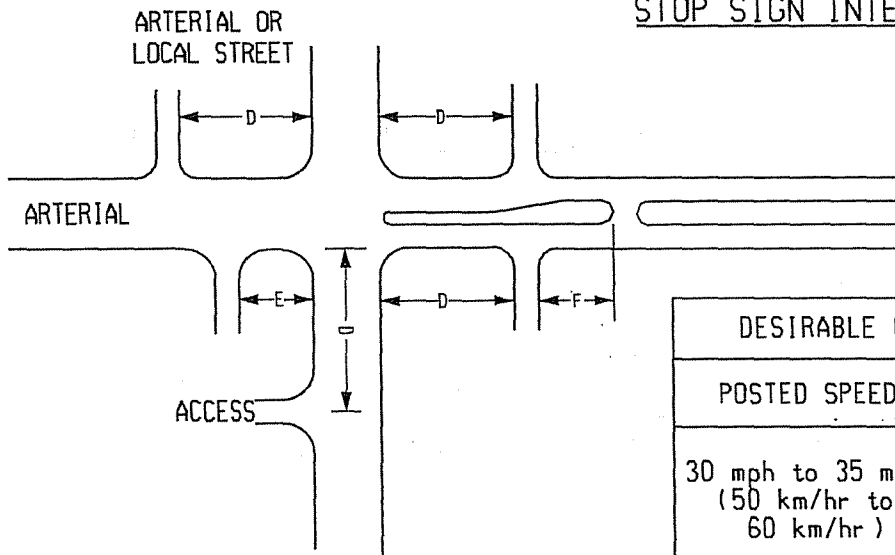
## SIGNALIZED INTERSECTION CONTROL



- Coordinate with the Local Government Agency Regarding the Local Street Clearances.

DESIRABLE CORNER CLEARANCES		
POSTED SPEED	ITEM	ft (m)
30 mph to 35 mph (50 km/hr to 60 km/hr)	A	230 (70)
	B	115 (35)
	C	75 (22)
40 mph to 55 mph (60 km/hr to 90 km/hr)	A	460 (140)
	B	230 (70)
	C	150 (44)

## STOP SIGN INTERSECTION CONTROL



- Coordinate with the Local Government Agency Regarding the Local Street Clearances.

DESIRABLE CORNER CLEARANCES		
POSTED SPEED	ITEM	ft (m)
30 mph to 35 mph (50 km/hr to 60 km/hr)	D	115 (35)
	E	85 (25)
	F	75 (22)
40 mph to 55 mph (60 km/hr to 90 km/hr)	D	230 (70)
	E	170 (50)
	F	150 (44)



TRAFFIC AND SAFETY  
NOTE

SPACING FOR  
COMMERCIAL DRIVES AND STREETS

DRAWN BY: MTS

08/05/2004

CHECKED BY: JAT

PLAN DATE:

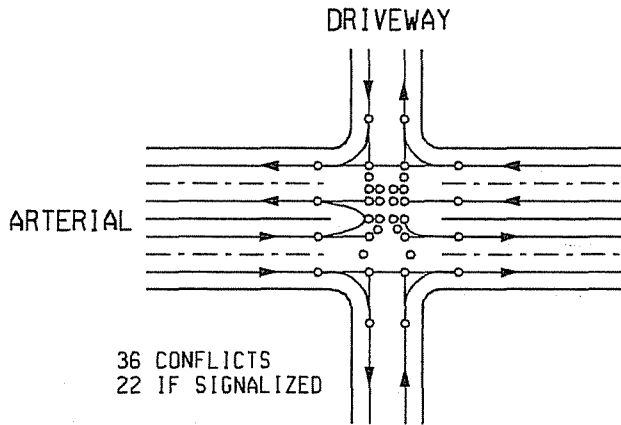
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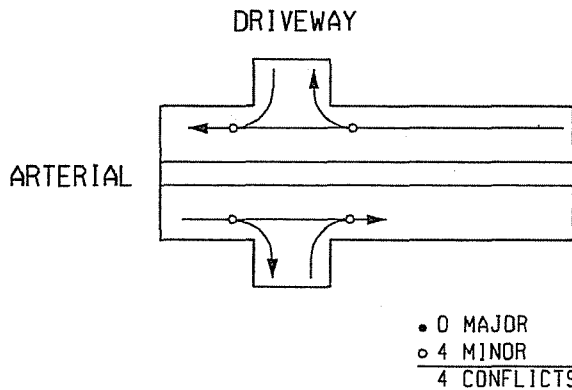
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## SAMPLE INTERSECTION CONFLICT POINTS



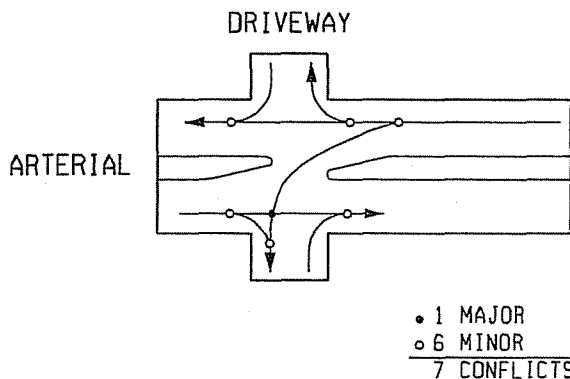
Two Driveways Line Up Across A Four Lane Arterial, Has 36 Conflict Points or 22 if Signalized.

### TYPICAL FOUR-LEGGED INTERSECTION



Restricting Left Turns and Through Movements can Reduce the Number of Conflicts to Four Which is Two Per Arterial Direction of Travel.

### INTERSECTION WITH RIGHT TURN IN AND RIGHT TURN OUT



Notice the Distinction Between Major and Minor Conflicts. Merge and Rear-end Conflicts Are Less Severe Than Crossing or Head-on Conflicts. Sometimes it is Appropriate to "Trade" Major Conflicts For Minor Conflicts

### INTERSECTION WITH LEFT TURN IN, RIGHT TURN IN AND RIGHT TURN OUT

**MDOT**  
Michigan Department of Transportation

TRAFFIC AND SAFETY  
NOTE

SPACING FOR  
COMMERCIAL DRIVES AND STREETS

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Posted Speed mph (km/hr)	Desirable Offset Between Access Points on Opposite Sides of the Roadway Center-to-Center of Access On Undivided Highways
25 (40)	255 (80)
30 (50)	325 (100)
35 (60)	425 (130)
40 (60)	525 (160)
45 (70)	630 (190)
50 (80)	750 (230)

Table 2

Passing Flares at Driveways: To evaluate the need for passing flares at driveways on two-lane, two-way roadways, refer to Traffic and Safety Note 603A (7.3).

Right-turn Lanes or Tapers at Intersection: The addition of right-turn lanes or tapers should be considered to enhance the movement of traffic through intersections. To evaluate the need for right-turn lanes and tapers, refer to Traffic and Safety Note 604A (7.5).

Left-Turn Lanes or Passing Flares at Intersections: To evaluate the need for left-turn lanes or passing flares at intersections, refer to Traffic and Safety Note 605A (7.6).

Access Design: All access points shall be designed to meet the Michigan Department of Transportation guides, standards and Construction Permit Manual.

Signalized Intersection Spacing: Traffic signal spacing criteria should apply to all intersecting public streets and access drives. They should take precedence over unsignalized spacing standards where there is a potential for signalization. Ideally, locations of signalized intersections should be identified first. Various studies have shown that the number of traffic signals per mile has an even greater influence on travel speeds than the traffic volume per lane. Therefore, selecting a long and uniform signalized intersection spacing is the first essential element in establishing access spacing guides. The variables involved in the planning, design and operation of signalized roadways are reflected in the relationship between speeds, cycle length and signal spacing which yield maximum bi-directional progression band widths.

Thus, a signal timing plan must be able to provide efficient traffic flow with a speed compatible to the roadway posted speed. Table 3 represents the relationship between cycle length, speed and approximate distances between

signals for bidirectional progression. The traffic representative may elect to relocate or consolidate drives in order to meet the spacing in Table 3. Spacing criteria can be reduced when only one direction of travel is signalized.

Peak Hour Cycle Length (sec)	Speed mph (km/hr)													
	25 (40)		30 (50)		35 (60)		40 (60)		45 (70)		50 (80)		55 (90)	
	Distance													
	feet	m	feet	m	feet	m	feet	m	feet	m	feet	m	feet	m
60	1,100	335	1,320	400	1,540	470	1,760	540	1,980	600	2,200	670	2,430	740
70	1,280	390	1,540	470	1,800	550	2,050	625	2,310	700	2,500	760	2,820	860
80	1,470	450	1,740	540	2,050	625	2,350	720	2,640	800	2,930	890	3,220	980
90	1,630	500	1,980	600	2,310	700	2,640	800	2,970	900	3,300	1,000	3,630	1,100
120	2,200	670	2,640	800	3,080	940	3,520	1,070	3,960	1,210	4,400	1,340	4,840	1,475

Table 3  
Approximate Distances between Signalized Intersections Needed to Achieve  
Efficient Bidirectional Progression at Various Speeds and Cycle Lengths

# **You are Invited to Learn about the Benefits of Access Management & Express Your Opinions on the Access Management Draft Plan & Ordinance**

**Introduction** The City of Walker, Michigan Department of Transportation and Grand Valley Metro Council are currently preparing an Access Management Plan and related Ordinance Amendments for a portion of M-11/Wilson Avenue from the Grand River to Remembrance Road.

**Access Management** This Access Management Plan and Ordinance Amendments will recommend ways to improve traffic movement and safety along the corridor through control on the number, placement, and design of driveways and land use management. Studies have found that the number and location of driveways can have a great influence on capacity and safety. Fewer, better-spaced driveways can improve traffic flow, reduce the likelihood of crashes, and provide businesses with reasonable access.

**The Access Management Project** The Access Management Plan will include recommendations for access spacing, use of shared service drives along certain segments, and driveways to close or redesign. The recommendations will be based on significant published research, the State Access Management Handbooks, and a review of conditions along the roadways.

The end result will be a plan that the city can adopt as part of their Comprehensive (Master) Plan with specific recommendations and guidelines, and an ordinance to help with implementation at the local level. Another important element will establish a procedure for MDOT, the City of Walker, and Kent County Road Commission to coordinate advisement on development proposals.

**Public Workshop** A presentation of access management principles, existing land use, and initial access conditions along M-11/Wilson Avenue will be presented and benefits of access management will be reviewed. Representatives of the city, MDOT and Grand Valley Metro Council and their consultants will be available to share information and gather input. Following the workshops, city officials will conduct study sessions and public hearings as part of their adoption process.

**Monday, July 11, 3:30 p.m. – 6:30 p.m.**  
**Walker City Hall**  
**4243 Remembrance Road NW**

**Brief Presentation at 4:00 p.m. & 5:30 p.m.**  
**Come Anytime!**  
**Stay as long as you'd like!**

For more information about the M-11/Wilson Avenue study contact the following project representatives:

Christopher Van Norwick  
Grand Region Cost & Scheduling Engineer  
Michigan Department of Transportation Grand Region Office  
(616) 451-3091

Frank Wash  
Planning Director  
City of Walker  
(616) 791-6850

FOR IMMEDIATE RELEASE

**Public Open House for M-11/Wilson Avenue Access Management Plan set for July 11, 2005**

In an effort to help ensure efficient traffic flow and safety along M-11/Wilson Avenue, the Michigan Department of Transportation (MDOT) and City of Walker have begun a joint effort to evaluate roadway access design and land use improvements for a portion of M-11 (Wilson Avenue) from the Grand River to Remembrance Road. The public and local officials are encouraged to attend a public workshop to learn about access management principles and design concepts, and to share information on how to use the existing roadway to improve traffic movement and increase safety along the approximately 6.5 mile stretch of M-11. The public open house will be held on Monday, July 11<sup>th</sup> from 3:30 p.m. to 6:30 p.m. at Walker City Hall, 4243 Remembrance Road NW.

The structure of the meeting will consist of an open house session from 3:30 p.m. to 4:00 p.m. and a short presentation by project staff at 4:00 p.m. and again at 5:30 p.m. An open house format will resume after both presentations and conclude at 6:30 p.m. Aerial maps of the study corridor will be available for review and notecards will be available to provide comments. Project staff will be available to share information and gather input.

Information to be discussed at the public workshop includes a presentation regarding standards for roadway and driveway access, and existing land use information and initial access conditions along the corridor. The project team will be available to discuss potential concepts to improve traffic flow and safety along M-11/Wilson Avenue as they relate to access management. Since the focus of this study is access management, not roadway widening, **the process will not include any analyses or discussions regarding widening of Wilson Avenue within the study area.**

Access Management principles are driven by techniques that manage access between the roadway and adjacent land developments to maximize safety and reduce traffic delays. These techniques are being implemented statewide to reduce the amount of vehicle crashes that are associated with access movements.


The goal of the workshop is to gather input from the public and elected officials regarding existing traffic and access management conditions within the corridor, and to discuss what types of improvements are desired along the corridor exclusive of roadway widening to improve traffic flow and safety. This information will help identify important design and land use development issues that need to be considered as the project advances toward the formation of a plan and incorporation into existing City regulations.

For more information, the public can contact the study representatives at the phone, fax or email numbers listed below.

**Contacts:**

Christopher Van Norwick  
Grand Region Cost & Scheduling Engineer  
Michigan Department of Transportation Grand Region Office  
(616) 451-3091  
email: VanNorwickC@michigan.gov

Frank Wash  
Planning Director  
City of Walker  
(616) 791-6850  
email: fwash@ci.walker.mi.us



**WALKER MICHIGAN**

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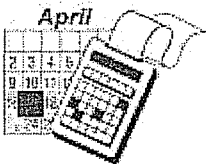
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## M-11 Access Management Plan

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Welcome to the M-11 Access Management Plan page! This site is intended as an informational message board for everyone involved in the project. Check back for updates that will include our public workshops. Thank you for your involvement and input!

### Project Introduction

The City of Walker, Michigan Department of Transportation and Grand Valley Metro Council currently preparing an Access Management Plan and related Ordinance Amendments for a M-11/Wilson Avenue from the Grand River to Remembrance Road.

### What is Access Management?

The main goals of Access Management are to improve traffic movement and safety along the corridor through control on the number, placement, and design of driveways and land use management.

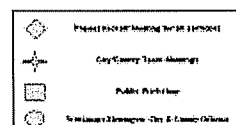
### Project Team

- City of Walker
- MDOT Grand Region
- Grand Valley Metro Council
- Kent County Road Commission
- Consultant Team:
  - Progressive Architects & Engineers
  - LSL Planning, Inc.

### Project Schedule

[Click here to view the project schedule in a new window.](#)

### What is the Purpose of the Public Workshops?



A presentation of access management principles, existing land use, and initial access conditions for M-11/Wilson Avenue will be presented and benefits of access management will be reviewed. Representatives of the city, MDOT and Grand Valley Metro Council and their consultants will be available to share information and gather input. Once a plan is prepared, city officials will conduct public sessions and public hearings as part of their adoption process.

### **Public Open House \ Workshop #1 Summary – Monday July 11, 2005**

Public comments were received during the first open house in three formats; through one-on-one discussions at the presentation boards, through the questions and answer session, and through comment cards. The following are a complete list of the notes collected, with no priority or ranking.

#### ***Presentation Boards Notes***

- Long southbound queues occur at rush hour west of Butterworth – surprises drivers.
- Need middle turn lane at American Legion.
- Signal should have been placed at Riverbend instead of Burton (explained).
- Left turns from Riverbend onto Wilson are very difficult.
- Need a signal at Riverbend as soon as possible.
- Foliage and intermittent car sales block views from eastbound Riverbend looking north.
- Crashes at Covenant Christian HS driveway should be addressed.
- Restrict truck turns at Hall Street and Butterworth.
- Wilson at Hall Street needs either left-turn lanes and/or right turn lanes – scary.
- Revise M-11 grades instead of intersection changes at Fennessey.
- Speeds are THE real issue along Wilson.
- Move bus stops off Wilson.
- Lake Michigan/Wilson works better but still long delays.
- Southbound left phase at Lake Michigan is too short.
- Very hard to turn left from Warrington or other streets.
- Some delivery trucks from commercial sites are using Cloverdale to exit.

#### ***Q&A/Comment Presentation Notes***

- Balance rights; preservation still being followed? Permit violations? Water/sewer line wetlands
- Block Riverbend & access via O'Brien – Issues
- Who pays for access changes/improvements? (A: Developers/owners typically unless road project)
- Timeline – when will improvements be made/required? (A: Depends on type of improvement; many/most not until site comes in for development/redevelopment approval)
- Lower speed limits – Trucks
- Roadway not designed for so much truck traffic
- What is the percent (%) of traffic using M-11 through whole corridor (river to Remondino)? (A: do not know, not part of the scope of this study/plan).
- Are there plans for an alternate road to West? (A: No)
- What is the status of O'Brien and Fennessey? (A: currently in design process).
- How to handle west side of O'Brien (curve) - minor improvements for safety
- Hall St. potholes make it tough to turn quickly, need turning lanes.
- AAA directions said to use M-11 to avoid US131 traffic – still being used that way.
- Where does eminent domain come in? (A: As sites redevelop).
- Hall St. – south on Wilson; must go to Riverbend (need center left turn lane and north/southbound access / decel lanes)
- M-11 asset – focus should be on getting people and students in and out.
- Need safe ped. & bike crossings, especially at locations like O'Brien and schools on Wilson
- Need mass transit improvements (routes and facilities)
- Can signal timing at Lake Michigan and Wilson be changed (A: MDOT has revised timing proposed)
- North of Leonard – many homes, activity (ped, bike), no turning lanes, hard to access
- Lower speeds on Wilson from Lake Michigan Drive to 3 Mile - school children to Cross

- school
- When do access recommendations come out? (A: August/Sept.).
- Lake Michigan Drive & Wilson - north side tough for residential at Warrington. Can dr be used? Left turn lane?
- Lights north of Lake Michigan Drive - bad (signal timing) – closer signals help.
- Left turns out tough from res. Streets
- Light at Richmond? Warrant study needed with – residential dev.
- Additional lane south side of corridor or along entire section p.m. traffic full M-45 – O
- Left turn light short southbound M-11 to M-45. Future dual left?
- No room to get in line, need to open hatched area, right lane signage needed – turn : thru, could impact merge.
- Close Warrington?
- Close Cloverdale?
- Left turn light/phases at Remembrance & at Leonard needed.
- Consider left turn thru corridor and removing shoulder. Good at I/S and commercial c

#### **Note Cards**

- Wilson Ave. should be 3 lanes or 4 lanes from Remembrance to the river, the 3<sup>rd</sup> lan left turn lane.
- Maintenance on Wilson is a problem; where the asphalt meets the gravel. It seems tl few attempts to fill in the potholes that develop. Consequently it's difficult to exit and driveways. (Cal Kalsbeek, 1313 Wilson SW).
- Wilson Ave. has been very dangerous for years, whether have a center lane for turni it 4 lanes, lets get started, what's the big hold up?
- Hall Street is in desperate need of either a left turn lane or right turn lanes.
- A light by Riverbend should be of utmost importance because of 3 schools and a chu families and safety is needed by Covenant drive with so many young drivers. It's frigl when cars go over speed limit. There should be a lower speed limit and enforced.

#### **Public Open House \ Workshop #2 Summary -- September 21, 2005**

(Held from 4:00pm - 6:45pm at Walker City Hall)

Like the first M-11 public open house in July, public comments were received during the op three formats; through one-on-one discussions at the presentation boards resulting in sticky through the questions and answer session following the Access Management "training" pre and preliminary recommendations summaries (2), and through comment cards. The followi obtained through that process (in no particular order or priority).

#### **Presentation Boards Notes**

- Make Warrington one-way westbound (at M-11)
- Reiterated that left turns from Riverbend onto Wilson are very difficult.
- Need a signal at Riverbend as soon as possible.
- Wilson at Hall Street needs either left-turn lanes and/or right turn lanes.
- Passing should not be allowed on Wilson between Leonard and Richmond.
- Very hard to turn left from Warrington or other streets.

#### **Q&A/Comment Presentation Notes**

- When will Fennessy and O'Brien improvements be done? In 2006
- How far out were the traffic projections developed? Projections are from preliminary developed for 2030
- We really need traffic light at Riverbend and Wilson. Discussed warrants and noted is currently monitoring the intersection for meeting those warrants.
- Is current 100-foot right-of-way enough for a traffic signal at that location? Yes
- What will be the timing and coordination of this project with others? This is not really but a study, and its recommendations will be addressed/completed over a long period coordination with construction projects will only be as needed.
- MDOT should level hill south of Fennessy instead of spending money on proposed reconstruction.
- We should be looking at ways to reduce traffic on Wilson. M-11/Wilson was originally designed/intended to be the GR area's "west beltline" with higher volumes and speed functioning as designed.
- What are the spacing recommendations based upon? Several factors, but primarily speed limit (set by State Police).
- Are the recommendations just based upon current conditions? Recommendations are based upon the current M-11 cross section but do take into account the potential for widening in the future if that occurs – again, these A. M. improvements will be done over a period of time.
- Is there going to be a traffic light at Richmond? MDOT currently has that intersection study for potential improvements, including a signal.
- Does this plan contribute to sprawl? Access management allows existing roadways to maintain capacity, thereby reducing (or delaying) the need to construct/improve other roadways.
- Several lots are being used as a place to privately sell used vehicles – needs to be addressed.
- If Wilson is a major "beltline," should MDOT look to widen it? MDOT is in a preserve mode; access management is a key step to take/pursue before widening can be fully considered.
- We need left-turn lane for entire corridor.

#### **Note Cards**

- Cut hill down south of Fennessy to give clear vision and you won't have to close off Fennessy
- Reduce the speed limit (from 55 to 45) from Lake Michigan Drive north to Leonard to help residents to safely turn onto Wilson from their subdivision. Enact a no downshifting for semis.

#### **Check Back For Future Updates!**

*<information last updated November 15, 2005>*

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**Public Open House Comments  
M-11 Access Management Plan  
July 11, 2005 3:30 p.m. - 6:30 p.m.  
Walker City Hall**

Public comments were received during the open house in three formats; through one-on-one discussions at the presentation boards resulting in sticky notes, through the questions and answer session following the Access Management "training" presentations (2), and through comment cards. The following are notes obtained through that process (in no particular order or priority).

Presentation Boards Notes

- Long southbound queues occur at rush hour west of Butterworth – surprises drivers.
- Need middle turn lane at American Legion.
- Signal should have been placed at Riverbend instead of Burton (explained).
- Left turns from Riverbend onto Wilson are very difficult.
- Need a signal at Riverbend as soon as possible.
- Foliage and intermittent car sales block views from eastbound Riverbend looking north.
- Crashes at Covenant Christian HS driveway should be addressed.
- Restrict truck turns at Hall Street and Butterworth.
- Wilson at Hall Street needs either left-turn lanes and/or right turn lanes – scary.
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Q&A/Comment Presentation Notes

- Balance rights; preservation still being followed? Permit violations? Water/sewer lines. Alternate wetlands
- Block Riverbend & access via O'Brien – Issues
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- Lower speeds on Wilson from Lake Michigan Drive to 3 Mile - school children to Cummings school
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- A light by Riverbend should be of utmost importance because of 3 schools and a church with 90 families and safety is needed by Covenant drive with so many young drivers. It's frightening when cars go over speed limit. There should be a lower speed limit and enforced.

Name	Company	Address	Phone/Fax	E-Mail Address	Attend Mtg 7/11/05	Attended Mtg 9/21/05
Joe & Beverly Lenk		1040 White Pine Drive SW	453-7403		x	x
Eileen De Meesta		4558 Richmond NW	453-2259		x	
Bill & Norma Stapley		514 Cloverdale NW	453-5642		x	
Peter Foebreiger		4218 King Row			x	
Deb & Ed Vanderwall		4467 Hall St. SW	453-4110		x	x
Chad Foxworthy		7021 Crawford St., Fennville MI 49408			x	
Dan Hibma	Land+Co.	1701 Porter SW	534-5792	<a href="mailto:dhibma@land-co.com">dhibma@land-co.com</a>	x	
John Webster		4337 Fennessy	791-9123		x	
Teresa Savina		649 Cloverdale	453-2082		x	
Russ Feringa		657 Kinney Dr.	453-2994		x	
Kathleen McDonald		760 Cloverdale	453-1467	<a href="mailto:Kathy760@comcast.net">Kathy760@comcast.net</a>	x	
Debbie Brown		4524 Richmond NW	453-1809		x	
Tim Brown		4524 Richmond NW	453-1809		x	
Heather DeVries		4476 Richmond	453-2847		x	
Christopher Davis		1790 Wilson Avenue	791-7519		x	x
Gerrit DeVries		67 Cummings			x	
Greg Wilson		420 Wilson Ave. SW	735-4185		x	
Katy Wilson		420 Wilson Ave. SW	735-4185		x	
Louis & Ruth Elzinga		4174 Riverbend SW	453-4293		x	x
Karl Lundeen		1035 CountryGarde	435-8894		x	
Jane Smith		415 Wilson Ave SW	735-0755		x	
Lloyd Powell		415 Wilson Ave SW	735-0755		x	
Maury Lemmer		680 Kenowa SW	453-0707		x	x
Dane and Liz Little		178 Wilson	453-6150		x	x
Bob Shoemaker	Shoemaker & Sons Hauling, Inc.	2635 Wilson	791-0946		x	
Denise deWit		4344 Richmond	453-6568		x	
Terry LindaMeyer		1820 Wilson NW	453-5354		x	
Bruce deWitt		4344 Richmond	453-6568		x	
Ruth Luyendecker		1782 Moellsen	453-3480		x	
Harry and Dorothy Weller		8335 Kenowa	453-3117		x	
Dewey Bultsma		0-703 Lake Michigan	735-5530		x	
Mike and Tray Pursley		4388 Richmond	735-2346	<a href="mailto:Mpursley@sbcglobal.net">Mpursley@sbcglobal.net</a>	x	
Harry Lane		456 Pickeral, Newaygo MI (Hall & Wilson)	560-6505		x	x
Steve Meyers		783 Wilson Ave	453-5225 (3885)		x	x
Rick Noorman	Covenant Christian High School	1401 Ferndale SW			x	
Rick DeVries	Covenant Christian High School	1401 Ferndale SW	453-5048		x	
Randy Smith	Grand Valley Land Development	0-699 Tallmadge Wads DR NW Suite B, W	791-7240	<a href="mailto:randy@grandvalleyproperty.com">randy@grandvalleyproperty.com</a>	x	x
Ed and Leslie VanPortfliet		4545 Richmond NW	453-0377		x	
Homer and Joan Earl		4440 Burton SW	453-9658		x	x
Bernie Stanko		1706 Wilson NW	735-9947		x	
Alvin & Phyllis Rarr		1446 Wilson Ave SW	453-2628		x	x

Ike Sproat		105 Cummings	453-9768		x	x
Jim Hicker		430 St. Clair NW	453-1063		x	
Cal Kalsbeek		1313 Wilson	453-2698		x	
Lisa Pietrzak		1140 Kinney SW	453-2322		x	
Larry Hebal	Grand Rapids Press		868-6790		x	
Scott Connes		4243 Remebrance	791-6792	<a href="mailto:sconnes@ci.walker.mi.us">sconnes@ci.walker.mi.us</a>	x	
Norm Stiles		3897 O'Brien	453-2237		x	
Miro Kubala		1529 Maderia SW	453-4767	<a href="mailto:judkamiro333@aol.com">judkamiro333@aol.com</a>	x	x
Charlotte Otto		0-13219 Woodrow Ave NW, GR MI 49534-	677-3308			x
Jim Reitsma		684 Wilson	791-8194			x
John & LeAnn Streyle		1487 Maderia SW	791-9411			x
Nick Kleyz (sp?)		3653 O'Brien	735-4533			x
Ryan Bosscher		Samanza Ct. NW Apt. 1A	453-4419	<a href="mailto:ryanbosscher2000@yahoo.com">ryanbosscher2000@yahoo.com</a>		x
Dez Haryn (sp?)		3752 Deena (sp?)	735-4709			x
Scott Moelker		554 Kenowa, Walker	791-6091	<a href="mailto:scott@speedwrench.com">scott@speedwrench.com</a>		x
Sibley Dykstra		81 Cummings SW	453-0401			x
Gary Moelker		1287 Wilson	791-0407	<a href="mailto:gmoelker@toolingsystemsgroup.com">gmoelker@toolingsystemsgroup.com</a>		x
Nancy Squires		0-433 Fennessey	453-3385			x
Barb Veldman		0-374 Fennessey	791-4553			x
Michael Hood		600 Faircrest	453-0281			x
Dennis Kent		1420 Front Ave, GR 49504	451-3091	<a href="mailto:kentd@michigan.gov">kentd@michigan.gov</a>		x
Jodi Miller		1660 Wilson & 3647 Deenar Dr	791-8572			x
Bill E. Dikauskas		761 Faircrest	299-7748	<a href="mailto:bedikauskas@republicbk.com">bedikauskas@republicbk.com</a>		x
Mark Langerak		0-864 Chicago Drive	735-4248	<a href="mailto:mlangerak@hotmail.com">mlangerak@hotmail.com</a>		x
Jerry Churow (sp?)		751 Faircrest	735-1252			x
Vito Dolci		1622 Geddes	791-1020 fax			x
George Karzmeir (sp?)		5649 Longbridge, Pentwater	231-869-5888			x
Dustin Surber (sp?)		1824 Wilson Ave	862-3842			x
Kathy Fischer		1621 Wilson NW	453-6520			x
Owen Hildahl (sp?)		4330 Burton SW	791-9971			x
Pat Goodeh (sp?)		10601 2nd Ave	453-3226			x
Steve Hanson		12856 Oak Highland (sp?)	291-2668			x
Phyllis Timon (sp?)		2227 Wilson SW	453-3226			x
Iva Soulsweil (sp?)		2301 Wilson	453-4850			x
Marikay Chipman		2228 Wilson	453-7113			x
Pat Bigorowski		4350 Chesterfield	453-8566			x
Wallace Arthur	German Village	4378 Lake Michigan Drive	453-8140			x
Laura Platt		1689 Wilson	453-0781	<a href="mailto:laura99RQ@comcast.net">laura99RQ@comcast.net</a>		x
Darlene Thomas		4490 Richmond	453-5701			x
Forrest & Evely (sp?) Satteler		4501 Burton SW	791-2185			x
Nick Kleyz (sp?)	Hope ARC (sp?) School	Wilson	291-4647 453-5674			x
Scott Smith	R.S. Smith & Associates	361 Summit Blvd, Birmingham AL 35243	205-968-9295	<a href="mailto:rsmithandassoc@aol.com">rsmithandassoc@aol.com</a>		x

## What Is Being Done?

The Michigan Department of Transportation (MDOT) is investing approximately \$700,000 to improve the intersections of M-11 (Wilson Avenue) at O'Brien Road and Fennessy Street, in the city of Walker. This project includes asphalt resurfacing, construction of left-turn and right-turn lanes at O'Brien Road, a right-turn lane and directional island on the west side of Fennessy Street, and a cul-de-sac on Fennessy Street east of M-11 (Wilson Avenue).

## When Will This Be Done?

Construction is scheduled to begin in early June and will continue through late August 2006.

## How Will Traffic Be Affected?

Because M-11 is a heavily traveled commuter route, this project will be completed in three stages to reduce the impact to motorists.

## For More Information

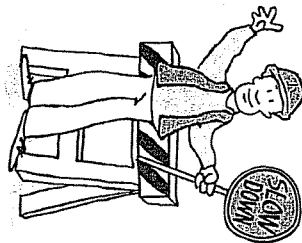
Call the Grand Rapids Transportation  
Service Center (TSC) at:  
**616-451-3091**

Visit MDOT's Web site at:  
[www.michigan.gov/mdot](http://www.michigan.gov/mdot)

*MDOT: Providing the highest quality  
integrated transportation services for  
economic benefit and improved quality of life.*

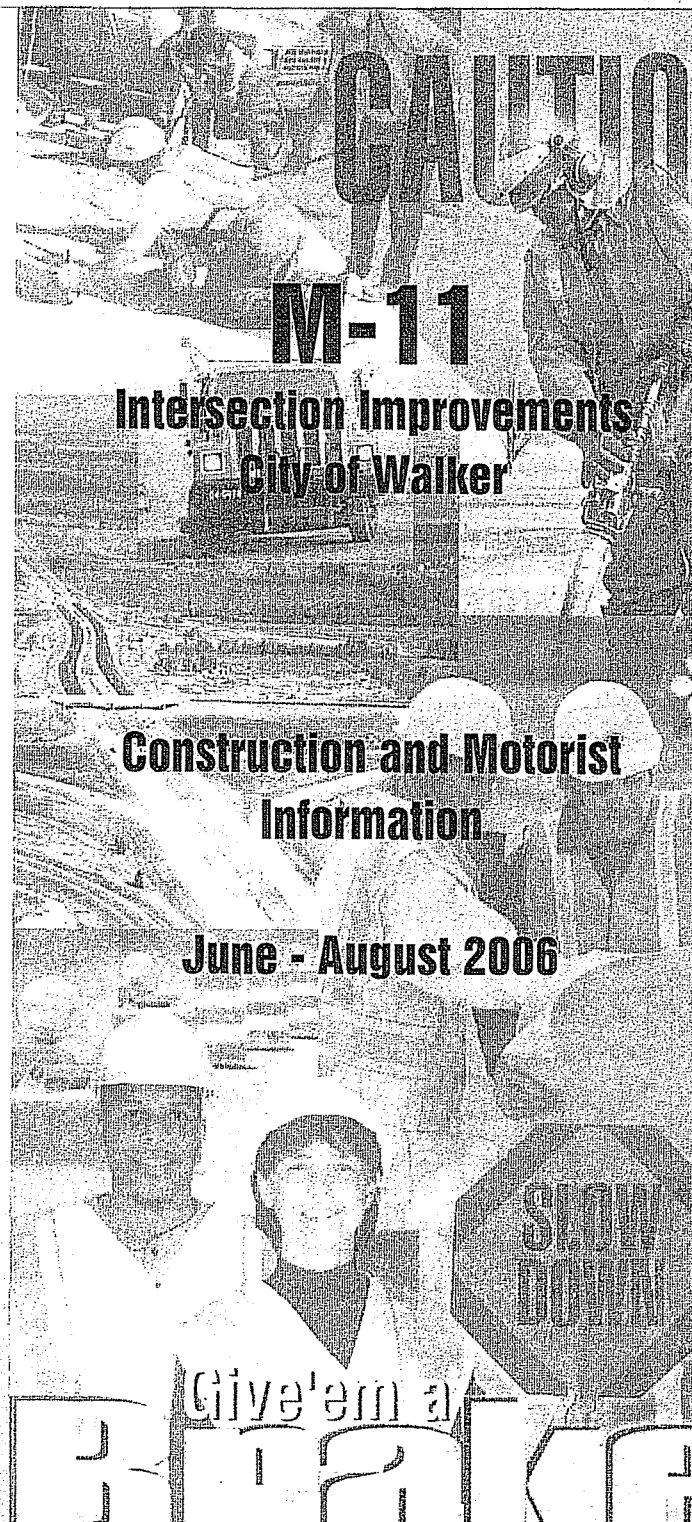


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Michigan Department of Transportation  
Grand Rapids Transportation Service Center  
2660 Leonard Street, NE  
Grand Rapids, MI 49525

**MDOT**



## Stage One

During stage one, northbound and southbound traffic along M-11 will be shifted to the east side of the roadway while the southbound roadway is reconstructed. O'Brien Road will remain open to traffic during this stage via flag control. Fennessy Street also will remain open to traffic during this stage via flag control – with the exception of a 10-day period when the intersection will need to be closed to permit construction of the directional island.

## Stage Two

During stage two, scheduled to begin in mid-July, northbound and southbound traffic along M-11 will be shifted to the west side of the roadway while the northbound roadway is reconstructed. O'Brien Road will remain open to traffic during this stage via flag control. During and after this stage, the east side of Fennessy Street will permanently close to traffic.

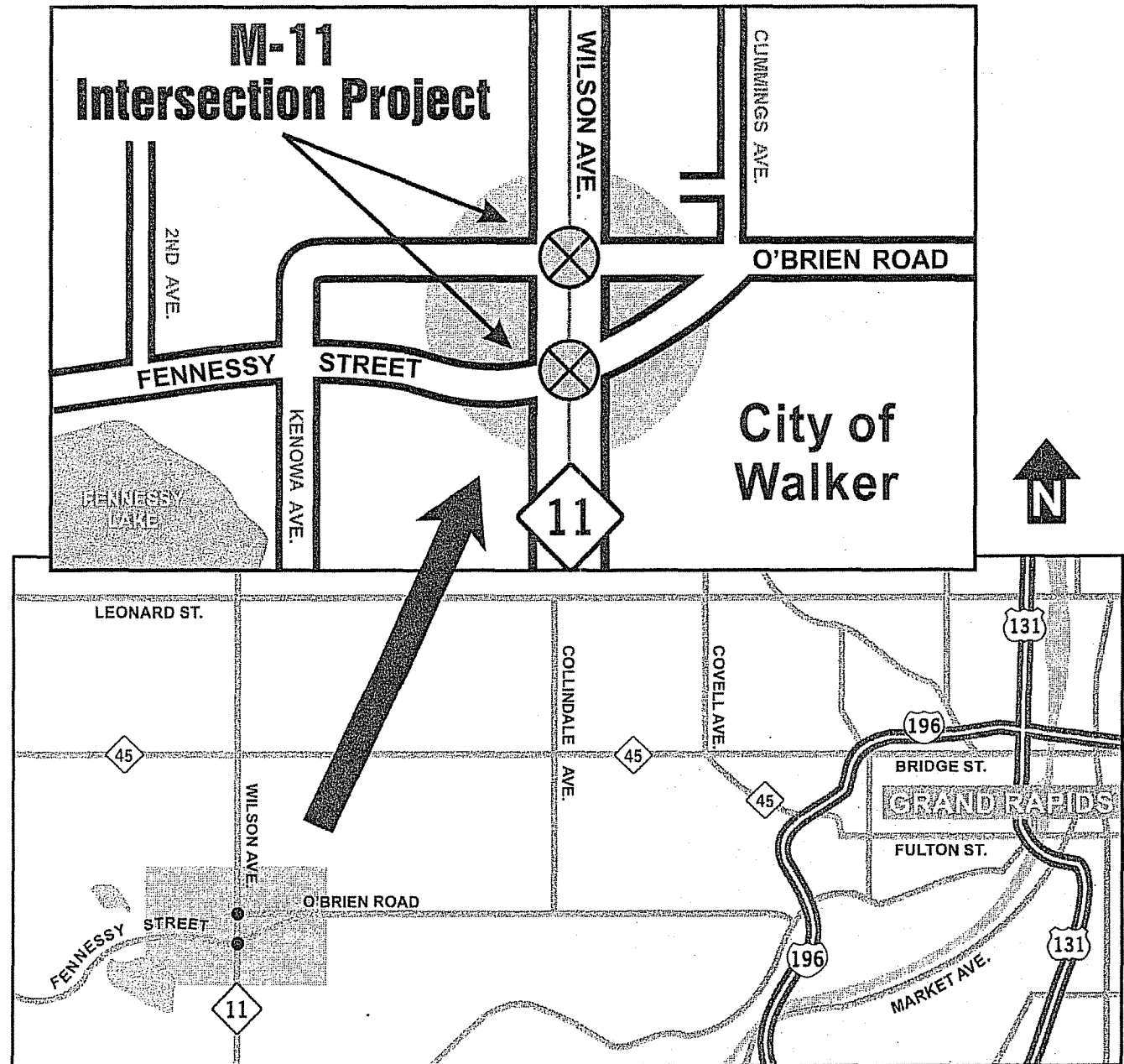
## Stage Three

During stage three, northbound and southbound traffic along M-11, from south of Fennessy Street to north of O'Brien Road, will be maintained via flag control to allow for milling and placement of new asphalt pavement.

## Long-term Benefits

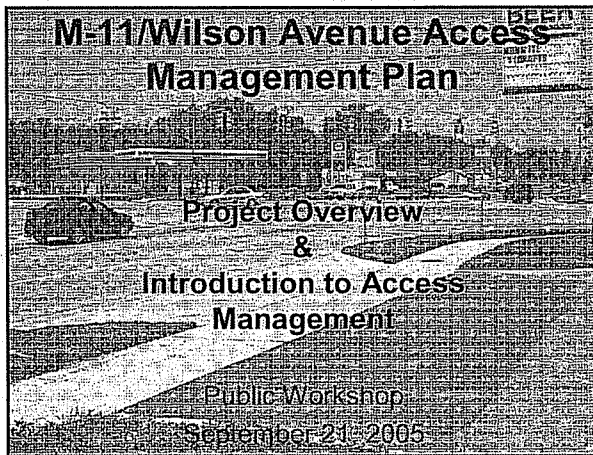
These intersection improvements will serve motorists for many years to come. The project will promote safety, improve traffic flow, and enhance the ride quality at these intersections.

Since 2003, MDOT's road and bridge program has improved more than 6,500 miles of state trunkline (M, U.S. and I routes) and 1,200 state highway bridges. MDOT is committed to preserving and improving Michigan's transportation system, growing Michigan's economy, and creating and retaining jobs. We protect Michigan families with safety measures that make roads safer for motorists and pedestrians alike.



## How Will We Keep Motorists Informed?

MDOT is committed to keeping you informed about current and future lane closures, detour routes, and project updates. For lane closure information, visit the MDOT Web site at [www.michigan.gov/mdot](http://www.michigan.gov/mdot) or call MDOT's Road Repair Hotline at 616-482-PAVE [7238]. Electronic traffic updates also are available from the Office of Communications via e-mail. If you would like to be included on the electronic mailing list, contact Dawn Garner at [GarnerDa@michigan.gov](mailto:GarnerDa@michigan.gov).



## Project Team

- City of Walker
- MDOT Grand Region
- Grand Valley Metro Council
- Kent County Road Commission
- Consultant Team:
  - Progressive Architects & Engineers
  - LSL Planning, Inc.

ProgressiveAE

LSL PLANNING, INC.  
Transportation Planning, Engineering, and Construction

## Why are we conducting this Study?

- To Identify Ways to Preserve Current Capacity
- To Increase Safety
- To Examine Land Use Changes
- To Gain Public Input and Comment

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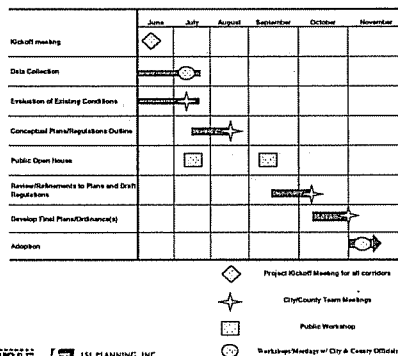
## Study Goals and Objectives

- To preserve current capacity through access principles
- To retain or improve safety
- Provide recommendations to improve traffic flow and safety
- Provide strategies to address certain land use conflicts
- Evaluate walkable and bikeable segments
- Create access management regulations
- Coordinate with City, MDOT, GVMC and County for recommendations

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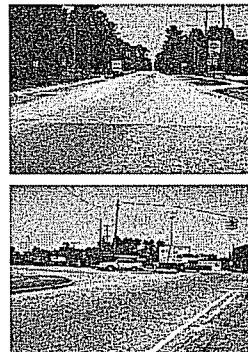
Project Schedule



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## Purpose of Public Workshop



- Explain Access Management Concepts
- Discuss existing access and traffic conditions
- Share information with public

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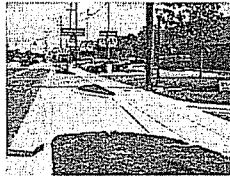


## What is Access Management?

Traffic management methods utilized to:

- Promote the flow of traffic
- Improve safety of pedestrians and vehicles
- Improve aesthetics of roadway areas
- Preserve investment of land/business owners

...by managing the location, quantity, type, and design of access to a roadway.



## What are the Steps Needed to Create an Access Management Program?

### Steps to Create the Access Management Program:

- Education about Access Management
- Inventory and Analysis of Existing Conditions
- Hold Public Workshop to Educate, Encourage Input
- Preparation of Access Management Plan
- Adoption of Plan
- Creation, Adoption of Access Management Ordinance
- Establish Communication Process to Steer Implementation

## What are the benefits of Access Management?

- Reduce crash potential and severity
- Maintain/improve traffic flow
- Increase area for landscaping
- Preserve private investments



## Safety

- Access management can help injuries due to crashes including injury, death, and property damage

- Doubling of access density from 10-20 access points per mile often results in about a 40% increase in expected crash rates\*

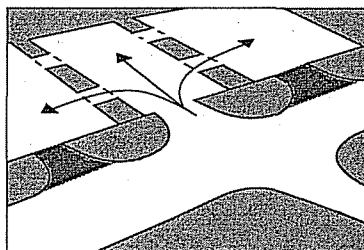


\*according to the Michigan Department of Transportation

## Key Techniques: Safety

### Sharing Access:

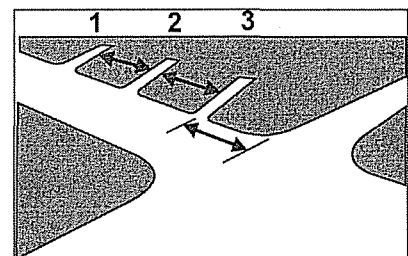
Connected Parking Lots, Shared Driveways easy way to retrofit existing development with Access Management strategies.



## Key Techniques - Safety

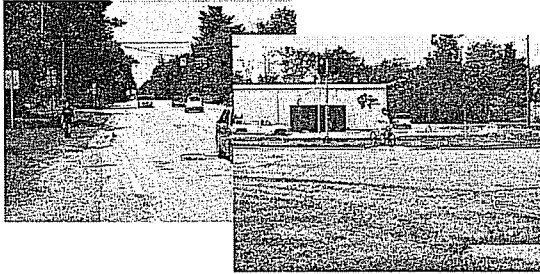
### Reducing Conflict Points:

Managing the spacing of driveways from intersections as well as from other driveways





## Key Techniques - Safety



Promote pedestrian safety with continuous sidewalks set back safe distance from roadway

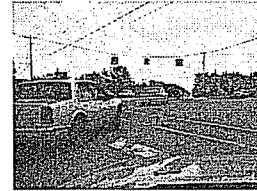
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## Capacity

- Access management can help reduce congestion and travel delays, allowing more traffic to safely & efficiently move along the corridor per hour
- Adding dedicated turn lanes and access roads also increases a road's capacity, increasing the time until the next expansion is needed
- Vehicle progression is a key element of roadway efficiency



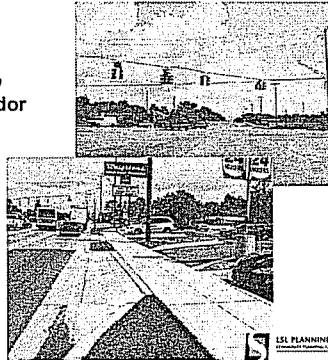
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## Aesthetics

- More room for landscaping adds to appearance of corridor
- Sign organization opportunities improve overall appearance along businesses

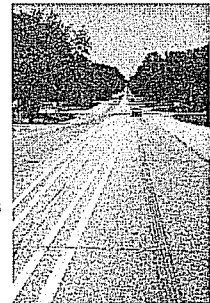


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## How are Concepts Implemented? Policy Changes

- Amend local zoning ordinances to include special standards and review procedures.
- Create overlay zoning district(s).
- Amend existing master plans to provide guidelines.
- Maintain governmental partnerships
  - Letter of understanding/agreement
  - Establish/maintain steering committee



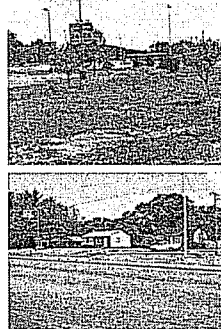
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## How Do We Apply the Access Management Ordinance?

### Context of the Plan:

- New Development (planning access)
  - Planned control of access in areas planned for development, design guidelines employed during initial site plan process
- Existing Development (retro-fitting access)
  - Access Plan for Redevelopment projects, design guidelines employed during site plan process as each parcel is redeveloped
  - Apply to new projects, expansions, or change in use
  - Consider during road improvement projects



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## AGENDA

### **M-11/Wilson Avenue Access Management Plan**

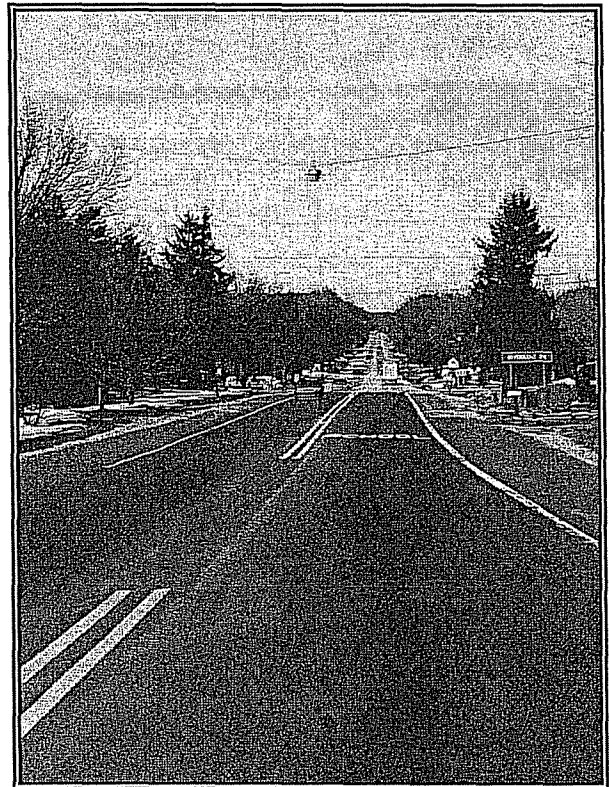
Kick-off/Partnering Meeting

Friday, June 10 2:00-3:30 pm

MDOT Grand Region office

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1. Introductions
2. Study Area, Scope, Schedule Review
3. Areas/Issues of Special Concern
4. Corridor Advisory Committee (CAC) members
5. Data from MDOT, City of Walker files
6. Study Website, Current Site Plans for Review
7. Scheduling of Training Session/1<sup>st</sup> Public Meeting
8. Next CAC meeting
9. Other Items?
10. Adjourn



#### Primary Project Contacts:

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Progressive AE:

LSL Planning:

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Pete LaMourie

Scott Weeks

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SAMPLE

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