

## **Pittsfield Charter Township Complete Streets Policy**

**Purpose:** The purpose of this policy is to provide guidance for the planning, design, and construction of roadways or an interconnected network of transportation facilities being constructed or reconstructed and designated for a transportation purpose that promotes complete streets and implements the Pittsfield Charter Township Complete Streets Ordinance.

**Goal:** The goal of this policy is to ensure that roadway development and improvement within the Township:

- a) Is sensitive to the local context and recognizes that needs vary according to urban, suburban, and rural settings; and
- b) Considers the functional class of the roadway and project costs and allows for appropriate exemptions; and
- c) Considers the varying mobility needs of all legal users of the roadway, of all ages and abilities.

**Design Criteria for transportation facilities:**

- (1) The design for and inclusion of all elements comprising a complete street within the Township shall be based on the specific context of the existing and planned land uses adjacent to that street. Designs shall be based on the prescribed treatments in the Non-Motorized Transportation Plan within the Township's Master Plan, and/or other current adopted transportation plans, considering the overall goals of and any specific improvements identified in those plans.
- (2) Street design shall include facilities that accommodate the needs of all legal users of the facility.
- (3) Street design must provide for access and operation of emergency vehicles.
- (4) Vehicular access points to private properties shall be limited to the extent possible, while providing reasonable access to sites with frontage on a public right-of-way.
- (5) Designs shall, when practicable, adhere to applicable current standards published by the American Association of State Highway Transportation Organizations (AASHTO), the Michigan Manual on Uniform Traffic Control Devices (MMUTCD), the Michigan

Department of Transportation (MDOT), and the Americans with Disabilities Act Accessibility Guidelines (ADAAG).

#### Transportation Plans

When developing or updating transportation plans, consideration shall be given to any publications or advisories produced by the Michigan Department of Transportation's Complete Streets Advisory Council.

#### Planning Commission Approval

- (1) The final engineering designs for complete streets shall incorporate the findings of the Planning Commission as administered by the Planning Department. Exceptions to this requirement shall only be granted by the Board of Trustees or other legislative body having jurisdiction over the project upon finding any one or more of the following:
  - (A) The cost would result in an unacceptable diminishing of other services
  - (B) The scale of the project does not permit a meaningful addition to the non-motorized transportation network. In these cases the developer of a project shall deposited the equivalent amount of the cost of the improvement into a fund to be used exclusively for the development of that improvement at such time as it is to be completed as part of a larger project.
  - (C) The cost of conforming to plans for additional travel modes would exceed 25% of the project cost, exclusive of costs related to right-of-way acquisition and ADA compliance.
  - (D) Any other reason establishing that the benefits of adherence to complete streets standards would be outweighed by the detriment to the Township and users of the complete streets system.

#### Maintenance

- (1) Snow removal, maintenance, and repair of all sidewalks in the Township is the responsibility of the adjacent land owner per the Township Code;
- (2) Snow Removal, maintenance, and repair of all non-motorized pathways developed in conjunction with the pathways plan will be the responsibility of the Township.

### **PRIVATE ROAD STANDARDS POLICY**

The Washtenaw County Road Commission (WCRC), road standards require new site condominium and land division project streets, roads and drives to be private roads. This change in standards will exclude these new Private Streets and Roads and are excluded from Pittsfield Township's annual local road maintenance program. Consequently, the maintenance, repair and replacement of these streets, roads and drives are the responsibility of individual property owners or homeowners associations.

Purpose. The purposes of this policy are:

1. To ensure the initial quality and long-term maintenance of private streets, roads and common area drives in Pittsfield Charter Township; and
2. Provide for funding of private streets, roads and common area drives maintenance and improvement in the future; and
3. Provide consistency in private streets, roads and common area drives quality throughout the Township; and
4. To ensure adherence to the Private Road Standards as detailed in chapter eight (8) of the Pittsfield Charter Township Engineering Standards; and
5. To ensure appropriate and redundant access points have been established throughout the development providing access for emergency vehicles and to protect the health safety and welfare of the general public.

Policy. All new developments in Pittsfield Charter Township that include private streets, roads or common area drives serving more than one parcel or unit for ingress, egress and public travel shall:

1. Promote connectivity with existing land uses to diffuse traffic flows and allow for timely emergency vehicle access;
2. Be designed and constructed to meet the Washtenaw County Road Commission standards for public roadways unless otherwise in compliance with Pittsfield Charter Township Private Road Standards;
3. Shall comply with the Americans with Disabilities Act Accessibility Guidelines (ADAAG), as may be amended.
4. Provide for an escrow fund established by the developer to be used for the future maintenance, repair, removal and/or replacement of streets, roads and common area drives within said development. The Township shall review and approve the terms and conditions of the establishment of the escrow fund including, but not limited to, amount, form, method of calculation and duration;

5. Include in the master deed and/or bylaws of the development the requirement of an annual road assessment sufficient to maintain, repair and replace development streets, roads and common area drives as necessary.
6. Provide access easements, drainage easements and drainage facilities via Declaration of Common Roadway and Drainage Easement for the proposed development as necessary to ensure proper construction and maintenance of the private streets, roads and common area drives. Such easements shall be reviewed and approved by the Township Engineer at the developers' expense and developer shall also pay for recording of all easements.
7. Provide for all pedestrian access routes including but not limited to sidewalks, pathways, trails to be located within the road easement or identified in a separate easement.
8. All private roads, streets and common area drives shall be reviewed and approved as part of the site review plan process.
9. All private roads, streets and common area drives shall be inspected and approved by the Township Engineer during construction of the roads.
10. Upon any reconstruction and/or modification of an existing private road, streets and common area drive the necessary application for review and permit shall be filed with the Township. Any and all fees associated with such improvements shall be paid by the developer prior to Home Owners Association acceptance or by the Home Owners Association upon acceptance of the development.
11. All private streets and roads shall have at minimum one street tree for every 75' at minimum or at every lot. The more strict application shall apply.
12. A Maintenance Bond in the amount of 100% of the cost to construct the private road or street shall be posted upon final completion of the roadway for a minimum period of two (2) years; and
13. A Maintenance Bond shall only be released upon a final inspection performed by the Township Engineer ensuring the pavement of the road, street or common area drive is free of imperfections, defects and failure; and
14. Developers of private roads, streets and common area drives shall enter into an agreement for enforcement of Michigan Vehicle Code and Uniform Traffic Code on private property.
15. Pittsfield Charter Township under any circumstances has no obligation or liability for constructing, maintaining, repairing, removing and/or replacing these private roads, streets and common area drives.

The Planning Department and Planning Commission shall, through development agreements and site plan approval, ensure that this policy is applied to all new developments in Pittsfield Charter Township.