

CHAPTER 4 - Transportation

The Village of Metamora's transportation system consists of two parts, the part designated to carry vehicles, made up of the village's public streets and parking lots, and the part designed for pedestrians, made up of the village's sidewalk network.

A. Streets

The village's street system consists of a network of local streets laid out onto the intersection of two county primary roads (High Street and Oak Street within the village). South of High Street, the local street forms a grid-iron pattern, although not all of the platted streets have been constructed, and according to information provided by the assessor, some segments appear to have been vacated. North of High Street, four new streets have been constructed in the past ten years. They are: Jamestown Drive, a platted street that has not yet been accepted; Fox Tail Cove and Fox Tail Hollow Drive, private streets that serve the Fox Hollow condominium project; and Helen's Gate, a private street serving seven lots on the west end of the village. All three streets are cul-de-sacs, although Jamestown Drive is planned to loop around to the north and reconnect with Metamora Road in the township with future developments. These streets are not currently planned to interconnect but are intended to serve only as local roads serving residents.

The 1991 Master Plan included a Thoroughfare Plan element. The plan recommended extension of the streets in a network to provide interconnection of the four quadrants of the village.

B. Sidewalks

The village sidewalk system connects most of the residential neighborhoods in the village with the downtown, making pedestrian travel safe for children and others who wish to enjoy the walkable character of the village. An extensive sidewalk renovation project has rehabilitated most of the existing sidewalks and provided additional connections. The only neighborhoods not connected are Jamestown and Fox Hollow.

C. Railroad Right-of-Way (ROW)

The former railroad right of way that runs through the middle of Metamora is owned by the village. Use of the ROW south of High Street is difficult due to encroachments by adjacent land uses, but it is clear north of High Street to the north village limits. The ROW has been maintained clear and is currently used occasionally to provide access to the sewage lagoons. Other opportunities include use as a pedestrian trail and for emergency access to the portions of the village north of the High Street.

D. Goals and Objectives

Goal 1

Future development should ensure complete integration into the village's transportation infrastructure.

Objectives

1. Update subdivision, zoning, and condominium regulations to require new development to provide adequate standards for sidewalks connecting to the village's existing pedestrian network.
2. Update subdivision, zoning, and condominium regulations to promote street systems that connect internally with existing streets and minimize cul-de-sacs.
3. Discuss potential connections with township developments with the Township Planning Commission.

Goal 2

Maintain the existing transportation network in the village.

Objective

1. Create and maintain a Capital Improvement Plan (CIP) that promotes timely maintenance, repair and replacement of village streets and sidewalks.

Goal 3

Maintain the capacity of the major streets in the village.

Objective

1. Establish traffic management standards in the Zoning Ordinance for development with frontage on major streets in the village.









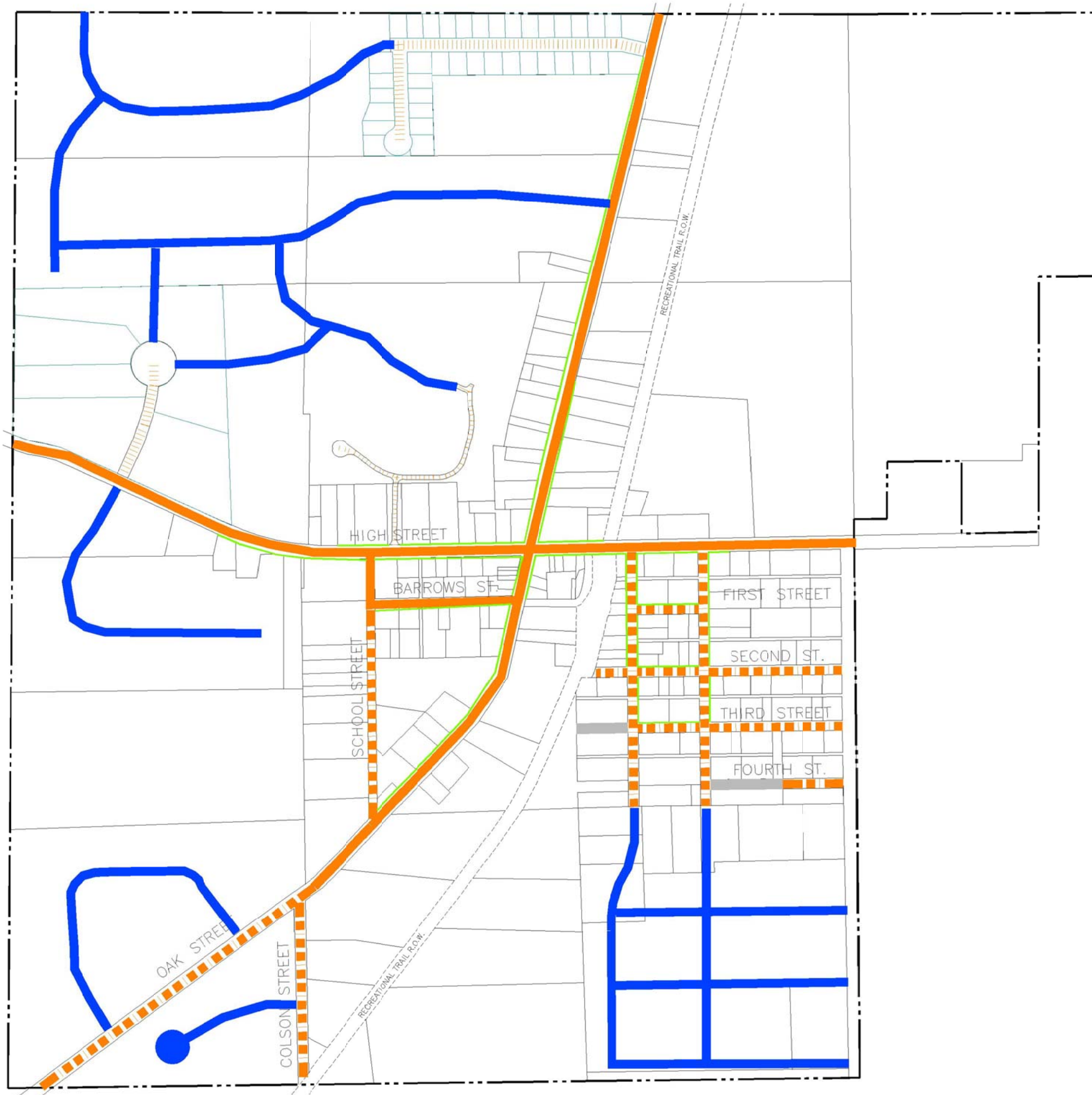
VILLAGE OF METAMORA

Lapeer County, Michigan

TRANSPORTATION

TRANSPORTATION LEGEND:

-  MAJOR STREETS
-  LOCAL STREETS
-  PRIVATE STREETS
-  PROJECTED FUTURE STREETS – 1991 MASTER PLAN
-  SIDEWALKS
-  UNIMPROVED STREETS



MAP 7
Page 4-3



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