

## Circulation System

The existing road pattern in New Hudson provides the framework for development of the hamlet village center. The radial pattern formed by Grand River Avenue, Pontiac Trail, and Milford Road divides New Hudson into five planning segments. The local road network consisting of Rondeau, Homedale, and Cherry Streets provides a reasonable pattern for additional local roads, in a modified grid, to serve future development.

One of the most significant aspects of the road network is the ring road, which is proposed to completely encircle New Hudson, and serve as a bypass around the Grand River/Milford Road/Pontiac Trail intersection. The ring road, which is complete except for the southeast segment, will be a major carrier of traffic, diverting truck and other through-traffic from the pedestrian-oriented core. The ring road is located a quarter to a third of a mile from the center of New Hudson, encompassing the planned compact village with ideal walkable distances. The ring road will provide access to key properties in the Downtown Development Authority (DDA), Oakland/Southwest Airport and the Walbridge property.

Substantial future improvements to the road framework are proposed to make it possible to implement the proposed land use plan. These include:

1. **Completion of the ring road** by completing the southeast segment, creating opportunities to provide access to the Walbridge property, to develop trailhead for the Huron Valley Trail, and to provide access to civic and recreational lands.
2. **Completion of intersection improvements** at Grand River/Milford Road/Pontiac Trail. A roundabout is land intensive and not as pedestrian friendly as desired (because of the continuous flow of vehicular traffic). Thus, rather than build a roundabout at this location, upgrading the existing conventional intersection is proposed. Key elements of the intersection improvement are closure of New Hudson Road and termination of the Pontiac Trail southwest of Grand River Avenue, making the intersection a 4-point intersection.
3. **Development of a local street network** in the southwest segment, South of Grand River Avenue and west of Milford Road, to create a framework for residential development.
4. **Implementation of a “complete streets” policy.** Complete streets legislation became effective in the State of Michigan on August 2, 2010 (Public Act 135 of 2010). Act 135 defines “complete streets” as roadways planned, designed, and constructed to provide appropriate access to all legal users in a manner that promotes safe and efficient movement of people and goods whether by car, truck, transit, assistive device, foot, or bicycle. It is the goal of the Lyon Center Vision Plan that Grand River Avenue, between the two roundabouts, the ring road, and Milford Road be designed as complete streets, subject to Road Commission approval.

The graphics that follow illustrate the design for the Grand River Avenue streetscape, based on input from the Road Commission for Oakland County.

### **Trails and Greenways**

Building on the success of the Huron Valley Trail, this plan calls for expansion of the trail system throughout New Hudson. The goal of this expansion is to provide pedestrian and bicycle access to civic properties, recreation lands, and the hamlet.

The primary new trail will begin at the intersection of Lyon Center Drive-East and the Huron Valley Trail. It will proceed west along the south side of the detention ponds serving Lowe's and WalMart. After crossing Milford Road, the trail will proceed along the south side of the New Hudson Cemetery into Lyon Crossing Planned Development. Upon reaching Golden Valley Subdivision, the trail will proceed north into the James F. Atchison Memorial Park.

Implementation of a Safe Routes to School (SRTS) program for Dolsen Elementary is a worthwhile endeavor proposed by this plan. The SRTS program is a federal program enacted with passage of the federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETY-LU) in August, 2005. The purpose of the program is to enable and encourage all children to walk or bike to school; to make walking and bicycling to school safer and more appealing alternative modes of transportation; and, to develop projects and encourage activities that will improve student health and safety while reducing traffic, fuel consumption, and air pollution in the vicinity of the school. For example, an opportunity exists to provide a safe route from Pendleton Park Apartments to Dolsen Elementary School.

Dolsen Elementary School is a good candidate for the SRTS program because of the proximity of the Huron Valley Trail. As close as it is, students do not have direct access to the trail. Such access could be provided in the rear through acquisition of one or two parcels of land or acquisition of easements over the parcels. Because SRTS is a federally-funded transportation program, the Township would have to partner with the Road Commission for Oakland County to implement the program.