

City of Ann Arbor

Transportation Review

To: Joshua Shake, PhD – City Planner
From: Trevor Brydon – City Transportation Planner
Cc: Via Energov
Date: May 19, 2026
Subject: SP25-0021 3400 Dexter Road Transportation Review #6

Overview:

Transportation staff reviewed SP25-0021-3400 DEXTER ROAD SITE PLAN 2026.04.30_v6 (Site Plan v6) for the parcel located at 3400 Dexter-Ann Arbor Road. The project involves the annexation of a 4.2 acre parcel from Scio Township into the City of Ann Arbor and the construction of 30 three-story townhome units.

The project is located on the north side of Dexter Road west of Ironwood/Rose Drive near the M-14 overpass. The proposal includes townhouse units, internal private drives, stormwater management facilities, frontage improvements, and pedestrian facilities.

Transportation staff reviewed this proposal in coordination with the City's ongoing Dexter Road Sidewalk Project, which is currently in design and proposes construction of a continuous sidewalk corridor and pedestrian crossing improvements along Dexter Road between Seybold Drive and Ironwood/Rose Drive.

The project is below the threshold requiring preparation of a formal Multimodal Transportation Impact Analysis (MTIA). No MTIA was required or submitted. Transportation comments therefore focus on site plan review, multimodal accessibility, and consistency with adopted transportation planning objectives.

Applicable Standards and Review Framework:

Transportation review considered the following applicable standards and adopted policy guidance:

- Unified Development Code (UDC) frontage improvement and site access requirements;
- Public Services Standard Specifications (PSSS);
- Ann Arbor Moving Together Transportation Plan;
- Vision Zero and multimodal safety objectives;
- ADA accessibility considerations and pedestrian access to transit facilities;
- Current corridor planning associated with the Dexter Road Sidewalk Project.

Transportation review considered applicable UDC requirements, the PSSS, and adopted City transportation policies incorporated by reference into the PSSS. Relevant standards include requirements for accessible pedestrian facilities, continuous pedestrian access routes, and application of current best practices in

multimodal transportation design and safety. Transportation staff also considered ADA/PROWAG accessibility principles regarding continuous accessible routes to site arrival points, including nearby transit facilities.

Resolved Transportation Items:

Site Plan v6 shows sidewalk along the parcel frontage and extends west connecting to the MDOT bridge over M-14. This frontage sidewalk advances pedestrian continuity along Dexter Road and supports existing pedestrian activity observed along the corridor and bridge area.

Transportation staff acknowledge the applicant's continued exploration of multiple transit access concepts during prior review cycles. However, Transportation staff and the applicant were ultimately unable to reach agreement regarding the extent of pedestrian infrastructure necessary to provide safe and accessible transit access consistent with the City's corridor planning objectives.

Remaining Transportation Issue – Safe Access to Transit:

Transportation staff continue to find that the site plan does not yet provide a complete safe and accessible pedestrian connection to transit facilities serving both directions of travel along Dexter Avenue.

The remaining Transportation issue is whether future residents of the development will have reliable pedestrian accessible access to the city-wide transit system regardless of vehicle ownership or ability to drive.

The current frontage-only sidewalk configuration improves local sidewalk continuity but does not provide a continuous accessible pedestrian route between the site and the City's planned pedestrian crossing and transit access node at Ironwood/Rose Drive.

Transportation staff previously identified two conceptual approaches capable of addressing this issue:

1. Construction of a north-side sidewalk connection between the site and Ironwood Drive; or
2. Construction of a fully designed protected midblock crossing near the site frontage.

Transportation staff continue to find that the north-side sidewalk connection to Ironwood represents the most direct and feasible implementation strategy for providing transit access.

Corridor Context and Network Planning Considerations:

The City's Dexter Road Sidewalk Project identified Ironwood/Rose Drive as the preferred pedestrian crossing and transit access node for this segment of Dexter Road. The project proposes sidewalk construction on the north side of Dexter Road east of Ironwood/Rose Drive and a protected pedestrian crossing connecting to the existing south-side sidewalk system associated with The Landings development west of Ironwood/Rose.

The Ann Arbor Area Transportation Authority (AAATA) has coordinated with the City regarding relocation of the existing transit stops to the intersection with Ironwood/Rose to correspond with the safe pedestrian crossing infrastructure that will be installed as part of the Dexter Road Sidewalk Project.

Although the corridor currently experiences relatively limited pedestrian activity, Transportation staff have observed walking activity, including pedestrian access associated with nearby daycare uses, and transit-related pedestrian activity in the corridor. The proposed 30-unit residential development would increase the importance of providing a safe and accessible pedestrian connection between the site and the planned Ironwood/Rose crossing and transit node.

The proposed north-side connection between the site and Ironwood is estimated to be less than 350 linear feet in length. Transportation staff believe the connection appears conceptually feasible within the roadway corridor right-of-way, though drainage and grading modifications would require additional engineering analysis similar to other sidewalk retrofit conditions along Dexter Road.

Staff Assessment:

Transportation staff find that the revised site plan satisfies minimum frontage sidewalk construction expectations; however, the proposal does not fully align with adopted City transportation policy objectives related to:

- safe multimodal access;
- sidewalk network continuity; and
- accessible transit connectivity.

Dexter Road in this segment functions as a transition corridor between higher-speed township roadway conditions and lower-speed urban street conditions. Although the posted speed limit is 35 mph, observed operating speeds are materially higher, with average speeds of approximately 40 mph and 85th percentile speeds of approximately 44 mph.

The roadway widens near Landings Boulevard to include dedicated turn lanes, resulting in crossing distances approaching approximately 50 feet without median refuge areas. The nearest existing controlled pedestrian crossing is located more than one-half mile away.

Transportation staff therefore continue to find that:

- uncontrolled pedestrian crossings near 3400 Dexter Road will require substantial safety treatments; and
- the planned pedestrian crossing at Ironwood/Rose Drive scheduled to be constructed in 2026 represents an opportunity to tie in to the City's pedestrian and transit network.

Transportation staff acknowledge that a fully designed protected midblock crossing near the site could provide safe transit access if designed to an appropriate safety standard for Dexter Road operating conditions. However, such a crossing would likely require substantial infrastructure including:

- refuge islands;
- RRFB infrastructure;
- lighting;
- reduced crossing distances; and

- associated geometric modifications.

At this time, Transportation staff continue to find that extending the north-side sidewalk corridor to Ironwood/Rose represents the most direct, feasible, and policy-consistent means of providing safe and accessible transit access for future residents of 3400 Dexter Road.

Staff Advice:

Preferred Option – North-Side Sidewalk Connection to Ironwood

Transportation staff recommend construction of a north-side sidewalk connection between the site frontage and Ironwood/Rose corresponding with the City’s planned Dexter Road Sidewalk Project and consolidated transit crossing strategy.

The City’s sidewalk gap project team is currently prepared to study and design feasibility for this segment as part of the ongoing capital project. If pursued, applicant participation would likely occur through funding incorporated into the Development Agreement associated with site plan approval.

Alternative Option – Protected Midblock Crossing

Transportation staff could also support a fully designed protected pedestrian crossing near the site frontage if designed to an appropriate safety standard for Dexter Road’s operating conditions.

However, Transportation staff note that this option would likely be more costly, would require substantial crossing infrastructure, and may alter the City’s planned consolidated crossing and transit stop strategy at Ironwood/Rose Drive.

Recommendation to Planning:

Transportation staff find that the revised site plan substantially addresses prior frontage sidewalk concerns and generally satisfies applicable frontage sidewalk construction expectations.

However, Transportation staff continue to have concerns regarding whether the proposal provides safe and accessible pedestrian access to transit facilities serving both directions of travel consistent with the City’s adopted multimodal transportation and corridor safety objectives.

Transportation staff therefore recommend **conditional approval** of the site plan subject to resolution of safe and accessible pedestrian connection to transit.

Transportation staff continue to find that the most direct and feasible solution is construction of a north-side sidewalk connection between the site and the planned Ironwood/Rose Drive pedestrian crossing and transit node corresponding with the City’s Dexter Road Sidewalk Project.

Transportation staff could also support a fully designed protected midblock crossing near the site frontage if designed to an appropriate safety standard for Dexter Road operating conditions and coordinated with the City’s transit and crossing strategy.