



# **CHAPTER THREE**

**Vision**

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## THE VISION AND DIRECTION FOR THE REGION

The 2050 LRTP establishes goals and objectives to develop a multimodal transportation network that provides efficient access to employment, retail, community services, and residential areas. The plan development process evaluates future projects and offers the MACC the opportunity to apply performance measures that can be used to track progress over time.

# 2050 VISION

A transportation system that supports the region's economy and environmental sustainability, and continues to offer safe and efficient travel opportunities for people who live within, work in, and visit the MACC Area.

## FEDERAL GUIDANCE

Direction for the 2050 LRTP comes directly from the legislation signed on November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL). The legislation is a “historic opportunity to rebuild America’s roads, bridges and rails; expand access to clean drinking water; ensure that every American has access to high-speed internet; to tackle the climate crisis and advance environmental justice, while investing in communities – both urban and rural – that have too often been left behind.” The IIJA Act builds off of the previous plan, Fixing America’s Surface Transportation Act (FAST Act), which focused on safety, kept intact the established structure of the various highway-related programs, continued efforts to streamline project delivery and, for the first time, provided a dedicated source of federal dollars for freight projects.” The IIJA Act continues the established national performance measures for federal highway programs which include:

- 1.) Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- 2.) Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- 3.) Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- 4.) System Reliability** - To improve the efficiency of the surface transportation system.

**5.) Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

**6.) Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.

**7.) Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion by eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

## FEDERAL AND STATE PARTNERS

The Michigan Department of Transportation (MDOT) has incorporated statewide performance goals, measures, and targets. MDOT and the Michigan Division of the Federal Highway Administration (FHWA) have also offered guidance on the performance-based planning process to the Metropolitan Planning Organizations (MPO's) in Michigan. The MACC has adhered to the federal requirements of Metropolitan Transportation Planning [23 USC 134] and the U.S. Code of Federal Regulations [23 CFR Part 450.324] in the development of this long-range transportation planning document, the MACC 2050 LRTP.



## LOCAL PLANNING PRIORITIES

The MACC's 2050 LRTP provides direction for future investments in the regional transportation system which will be collectively implemented by members of the MACC and other partners in the community. This regional planning document also incorporates a variety of local planning priorities that are working in a concerted effort to strengthen sustainable practices through design and operations. Recognizing the three pillars of sustainability – environment, society, and economy, the 2050 LRTP includes goals and objectives for the regional transportation system that will help the MACC to protect the natural environment, ensure basic mobility to all persons and goods, and strengthen the region's economy.

## GOALS AND OBJECTIVES:

**COMPREHENSIVE PLANNING** - Transportation planning and the system it designs shall be continuing, comprehensive, and cooperative with other planning efforts.

- The MACC LRTP shall be coordinated with and complement MACC members' master/land use and other plans.
- The MACC LRTP shall be coordinated with the current State Long Range Transportation Plan (Michigan Mobility 2045) as well as other Michigan Department of Transportation plans.
- The MACC LRTP will consider the ten planning factors contained in the IJJA Act.

**ECONOMIC AND FINANCIAL CONSIDERATIONS** - Planning efforts must recognize funding availability when designing the system, ensure the best allocation of those resources, and promote the development of a system that is an economic asset to the region.

- The transportation system will encourage employment retention and support attracting new employment to the MACC area.
- Transportation improvements will be cost-effective and maximize long-term benefits.
- Transportation system investments from federal and state sources will be actively pursued.
- Transportation system investments from the private sector and private/public partnerships will be encouraged.

**EFFICIENCY** - The transportation system shall be configured and utilized in the most efficient manner possible.

- Transportation projects that reduce distance and time spent traveling will be encouraged.
- The existing transportation infrastructure system shall be preserved and maintained.
- The transportation system shall encourage multiple uses of the transportation right-of-way by different modes.
- Expansion of the transportation system, to accommodate the MACC area's growth, will be evaluated and regionally coordinated.

**MOBILITY** - The transportation system will ensure basic mobility to all persons and goods and allow them to arrive at their destination in a timely and reliable manner.

- Special consideration will be given to the development of transportation services that provide opportunities for persons who currently have limited mobility.

- Transit and non-motorized alternatives will be encouraged with street and highway improvements.
- The transportation system will provide continuous service and needed capacity across large portions of the region.
- Reliability targets and measures will be considered when evaluating travel time on the system throughout the region, consistent with the IJJA federal transportation performance measures.

**LAND USE AND ENVIRONMENTAL IMPACTS** - The transportation system shall maximize positive impacts and minimize disruption of existing and anticipated land uses in the MACC area, as well as maintain and improve the quality of the environment.

- The transportation system shall work to minimize interference with existing neighborhoods and minimize negative effects on commercial and industrial facilities.
- The impacts of the transportation system shall not be disproportionately adverse on minority or low-income populations
- The impacts of the transportation system on open spaces and prime agricultural lands shall be minimized.
- A transportation system that reduces air pollutant emissions is encouraged.
- The impacts of the transportation system on water quality, including stormwater quality, shall be minimized.

**ACCESSIBILITY** - The transportation system will be available to all persons.

- The transportation system will be designed to provide access to employment, education, medical/essential services, shopping, and recreational opportunities.
- The transportation system will provide appropriate access to and from major land uses, including those outside of the MACC.

**SAFETY AND SECURITY** - The MACC will support improvements to enhance the safety and security of all users of the transportation system.

- The transportation system will work towards minimizing traffic crashes and the severity of casualties from crashes.
- The transportation system will work towards minimizing rail/auto/transit conflicts.
- The transportation system will work towards minimizing motorized/non-motorized conflicts.
- The MACC, recognizing the fact that prudent driver behavior and compliance with traffic safety laws are necessary components of a safe transportation system, encourages the promotion of driver safety and other safety education programs.
- The MACC encourages the development of appropriate emergency relief and disaster preparedness strategies for motorized and non-motorized users

## PLANS REVIEWED

### STATE

A variety of planning documents were reviewed while preparing the MACC Long Range Transportation Plan. Below is a list of state plans which were used to understand goals and objectives, the condition of the transportation system, as well as transportation investments planned by the Michigan Department of Transportation.

- 2045 State Long Range Transportation Plan: Michigan Mobility (2021)
- MDOT Grand Region Regional Nonmotorized Plan (2017)
- State 2023-2026 Transportation Improvement Program (2022)
- 2023-2026 State of Michigan Strategic Highway Safety Plan (2023)
- Congestion and Reliability Report: Chapter 3 – Grand Region (2019)
- Community and Economic Benefits of Bicycling in Michigan – Holland Case Study (2014)
- Best Design Practices for Walking and Bicycling in Michigan (2014)

### NATIONAL AND REGIONAL

The MACC is in a unique position to promote transportation infrastructure which both addresses future transportation needs and mitigates negative impacts on the natural environment. Having annual programs that focus on the Macatawa Watershed Project and the regional transportation system as an MPO, MACC staff regularly educate local units of government on both of these topics.

- Macatawa Watershed Management Plan (2012)
- EPA's Enhancing Sustainable Communities With Green Infrastructure (2014)
- NACTO's Urban Street Stormwater Guide (2017)
- NACTO's Urban Street Design Guide (2013)
- NACTO's Urban Bikeway Design Guide (2014)

### COUNTY

A variety of planning documents and resources were reviewed to provide background on development plans and policies within Ottawa and Allegan counties. Below is a list of materials that were particularly relevant for the development of the MACC 2050 Long Range Transportation Plan:

- Allegan County Road Commission Transportation Asset Management Plan (2023)
- Ottawa County Road Commission Strategic Improvement Plan 2021-2025 (2020)
- Ottawa County Department of Strategic Impact Annual Report (2022)

- West Michigan Transit Linkages Study Report (2012)
- Allegan County Transportation Strategic Plan (2012)

## LOCAL

**In addition to the local master plans, zoning ordinances, and site design guidelines, community plans for parks and recreation were also reviewed, including:**

- City of Holland Comprehensive Parks and Recreation Master Plan Update (2019)
- Holland Charter Township Comprehensive Land Use Master Plan (2020)
- Holland Township Parks & Recreation Plan (2021)
- City of Holland Master Plan (2017) and Refresh (2023)
- City of Holland Non-Motorized Plan (2022)
- City of Zeeland Master Plan (2020)
- Laketown Township Master Plan (2020)
- Olive Township Master Plan (2009)
- Port Sheldon Master Plan (2017)
- Park Township Master Plan (2017)
- Zeeland Township Master Plan (2019)

## CORRIDOR STUDIES

Periodically, the MACC, in coordination with area agencies and consulting firms, develops studies to further enhance safety along its travel corridors.

The Business Loop I-196 Non-Motorized Crossing Study kicked off in October of 2022. This study looked at 10 streets that intersect BL I-196 between 88th Avenue and US-31. The goal was to find the two best spots along the corridor to construct a grade-separated crossing, as well as advocate for enhancing existing crossings.

The M-40 Operational/Safety Analysis was prepared for the MACC and partnering organizations in November of 2011. This corridor study has continued to be a resource as communities along the corridor work with MDOT to improve safety and minimize conflicts between automobiles and turning trucks along the corridor.





## HOUSEHOLD FINANCIAL STUDIES

The United Way has created the ALICE report. ALICE stands for Asset Limited, Income Constrained, and Employed and represents those who are working within a given community but still struggle financially. The 2023 report examines poverty rates throughout the State of Michigan, including Allegan and Ottawa counties. Another project housed under United Way is Ottawa Housing Next (OHN). OHN's 2021 study evaluated various elements such as housing stock, housing cost, income supports, and public policy related to housing.



## UTILITY PLANS

Within the MACC Area, the Holland Board of Public Works launched P21, Power for the 21st Century, which both informed the community about future energy strategies, and sought community input. The Holland BPW decided to construct a combined-cycle natural gas power plant, which started producing power in 2017. The Holland BPW also has power purchase agreements for wind-energy and landfill gas power plants. Holland BPW employees are regular participants of the MACC's Green Commute Week program and have fulfilled pledges to walk, bike, carpool, and use public transportation to travel to work.



## ENERGY/CLIMATE PLANS

The Zeeland Board of Public Works has developed an Energy Optimization (EO) plan to achieve targets for energy savings. The City of Holland has also developed a Community Energy Efficiency and Conservation Strategy, prepared by Garforth International, and in collaboration with the Holland Board of Public Works (HBPW). The Community Energy Plan (CEP) has identified a variety of goals and strategies including the reduction of greenhouse gas emissions per capita from the baseline level of 24 metric tons in 2010, to 10 metric tons by 2050. According to the CEP, under guidance from the Sustainability Committee, the City of Holland, HBPW, and the public, the Project Work Team (PWT) was challenged to create a world-class energy plan for the City of Holland that goes far beyond incremental efficiency improvements. Implementation of the plan will achieve breakthrough levels of economic and environmental performance with high levels of reliability and quality. The HBPW received a federal grant to install electric vehicle charging stations throughout the City of Holland, and the City of Zeeland, demonstrating the community's commitment to supporting sustainable transportation.