

Regional Non-Motorized Plan – April 2014
Draft for Review and Comment

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Setting and Context within the Macatawa Area

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[Profiles for Cities of Holland and Zeeland](#)

[Profiles for Allegan County Townships](#)

[Profiles for Ottawa County Townships](#)

Community Involvement

[Non-Motorized Plan – Public Input Meetings](#)

Fact Sheets: Rules of the Road

Where Must a Bicyclist Ride and a Pedestrian Walk?

Road Etiquette

Additional Resources

Bibliography and Resources

Recommendations for Data Collection

Glossary of Terms

Compact Map - Foldable biking and walking map which highlights regional routes for non-motorized access within the Macatawa area

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City of Holland
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Former Mayor Albert McGeehan
Mark Vanderploeg
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City of Zeeland
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(Ottawa County)*

Federal Highway Administration

RESOLUTION APPROVING THE MACC NON-MOTORIZED PLAN

WHEREAS, the Macatawa Area Coordinating Council (MACC) is the designated Metropolitan Planning Organization (MPO) for the Holland/Zeeland area, and

WHEREAS, the MACC Long Range Transportation Plan identifies transportation systems and facilities (including accessible pedestrian walkways and bicycle transportation facilities) that function as an integrated transportation system for the metropolitan area, and

WHEREAS, the MACC Non-Motorized Plan has been developed pursuant to 23 U.S.C 217 (g), Sec. 134 and 49 U.S.C 5303, as amended by Moving Ahead for Progress (MAP-21), and

WHEREAS, the MACC Non-Motorized Plan was developed in a manner that considered the planning factors referenced in Section 134 as amended by MAP-21, and

WHEREAS, the MACC Non-Motorized Plan includes a financial analysis that demonstrates how the projects that have been identified will be funded and indicates the resources that are reasonably expected to be made available to carry out the Plan, and

WHEREAS, the MACC Non-Motorized Plan has a planning horizon that exceeds 20 years, and

WHEREAS, the MACC Non-Motorized Plan includes projects that will enhance the efficiency of the existing transportation system to relieve vehicular congestion and improve the mobility of people, and

WHEREAS, the MACC Non-Motorized Plan was developed through a process that included input from private citizens, affected public agencies, private providers of transportation and other interested parties, and

WHEREAS, this Plan can be amended periodically upon request with the appropriate documentation supporting such a request.

NOW THEREFORE BE IT RESOLVED, this 19th day of May 2014, the Policy Committee of the Macatawa Area Coordinating Council/Metropolitan Planning Organization approves the MACC 2035 Long Range Transportation Plan.

ATTEST: _____
William Vanderbilt
Policy Committee Chairman

DATE: _____

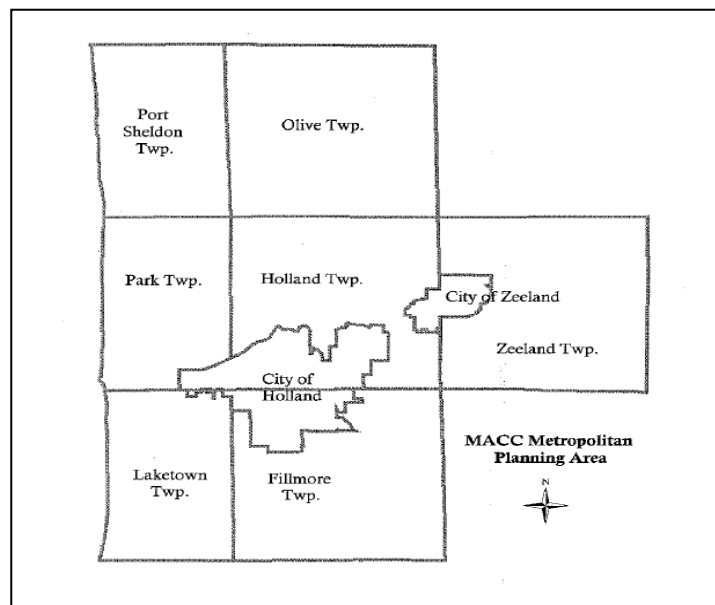
Introduction

The Macatawa Area Coordinating Council (MACC) was formed in 1988 out of recognition of the need for greater cooperation among units of government in the Holland/Zeeland area. The MACC's membership currently includes:

- City of Holland
- City of Zeeland
- Port Sheldon Township
- Olive Township
- Park Township
- Holland Charter Township
- Zeeland Charter Township
- Fillmore Township
- Laketown Township
- Ottawa County Board of Commissioners
- Allegan County Board of Commissioners
- Ottawa County Road Commission
- Allegan County Road Commission
- Michigan Department of Transportation
- Macatawa Area Express Transportation Authority (MAX)

As a result of the 1990 Census, the Holland/Zeeland area was designated as an urbanized area with a population of greater than 50,000. Federal law requires that metropolitan areas with an urbanized area population of greater than 50,000 establish a metropolitan planning organization (MPO). The MPO ensures that the area has a continuing, cooperative, and comprehensive transportation planning process. The MACC was designated as the MPO for the Holland/Zeeland area in 1993. The MACC's planning process covers the area within its metropolitan planning area (MPA). The current MPA is approximately 200 square miles.

Figure 1: MACC Metropolitan Planning Area



What is the purpose of a Non-Motorized Plan and what does our community have to gain from this effort?

The region's transportation planning process requires that local units of government work to design a transportation system which is comprehensive, coordinated, and improves mobility for all persons. In the MACC Area, we have a Long Range Transportation Plan that guides future transportation investments. A Non-Motorized Plan will focus on non-motorized elements of this transportation system that make it possible for people to safely walk and bike. As we worked to develop this Non-Motorized Plan, we identified goals and objectives to meet the needs of residents, employees, and visitors. Once implemented, the Plan will make it easier to design projects that integrate multiple modes of transportation and minimize motorized/non-motorized conflicts ... making our community safer and more accessible.

A regional plan which identifies the existing bicycle and pedestrian transportation network and proposes regional connectors will help to coordinate future investments in order to increase safety; provide access to employment, residential areas, public facilities; and serve those who do not own cars or have other transportation barriers. Providing connections to fixed route transit service within the Macatawa Area Express (MAX) Transportation Authority service area also makes it possible for residents, employees, and visitors to travel longer distances and take advantage of bike racks which are equipped to carry two or more bicycles on each MAX bus.

Although the choice to invest in non-motorized facilities can be perceived as a secondary priority, national surface transportation legislation¹ requires that the transportation system accommodate the needs of motorized and non-motorized users. The MACC included a non-motorized element within the regional transportation plan², which illustrates existing non-motorized facilities and commits to developing a comprehensive non-motorized network for the region. The regional plan acknowledges that mobility can be improved by considering multiple modes of transportation such as walking, bicycling, and public transportation. An objective of the plan is to consider these alternative modes of transportation when implementing street and highway improvements.

Creating a connected network of bicycle and pedestrian facilities to provide opportunities for safe and efficient travel through the MACC area is a vision which promotes energy conservation, improves quality of life, and supports economic vitality. Connecting local and regional non-motorized facilities will provide people with increased travel opportunities. As people consider walking and bicycling to destinations, they will become less reliant on automobile travel. Conserving fuel and reducing pollutants that are emitted into the air will help the region to comply with air quality standards, while also helping to reduce traffic congestion and improve health.

Adding non-motorized connections to the transportation system and implementing strategies such as intersection modifications, route signage, and education programs will help to improve

¹ (Moving Ahead for Progress in the 21st Century or "MAP-21")

² 2035 Long Range Transportation Plan (LRTP), approved February of 2011

safety for pedestrians and bicyclists. The MACC Policy Committee requested that the Non-motorized Plan visually identify locations where safety issues exist. The Plan includes a variety of strategies to modify intersections, improve visibility of pedestrians and bicyclists, and to promote greater awareness of traffic safety laws. As the non-motorized network provides safe and efficient access to employment, education, medical/essential services, shopping, and recreational opportunities, this will improve the quality of life for those who live and work in the region.

A Regional Non-Motorized Plan will help to allocate resources to non-motorized projects which support economic vitality. The *2035 Long Range Transportation Plan* specifies that “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”³. Establishing a list of regional and local non-motorized projects with estimated costs for implementation will assist local governments to prioritize and coordinate future investments.

Conclusion:

What does the Macatawa Area Coordinating Council (MACC) have to gain from this effort? Identifying improvements to the existing non-motorized network and coordinating future investments to enhance regional connections will help to implement this vision of an integrated network of bicycle and pedestrian facilities. A regional plan which outlines strategies to enhance safety and which creates non-motorized travel options will benefit the Macatawa area by assisting residents and employees to conserve energy, improve their health, and invest in transportation improvements that are cost-effective and maximize long term benefits for the community. Lastly, the development of a Regional Non-Motorized Plan will also serve as an educational tool to guide those who live and work in the Macatawa area, as well as visitors. This educational component of the Plan will inform motorists, pedestrians, and bicyclists of the “Rules of the Road” while also identifying regional routes and connections to safely travel from one destination to another.

³ 2035 Long Range Transportation Plan (LRTP), approved February 2011 (Chapter 2, page 7)

Executive Summary

This section is designed as a booklet, which summarizes the entire plan and graphically illustrates the following elements of the Non-Motorized Plan:

- **Vision, Goals, and Objectives**
- **Existing Network**
- **Regional Connectors**
- **Future Routes and Facilities**
- **Safety**
- **Design Considerations**
- **Public Participation**
- **Community Awareness**
- **Project Costs & Funding**

This booklet will be made available to MACC Members, local agencies, organizations, and businesses listed in Chapter 7, Community Awareness. Please see page 58. A digital copy of this booklet will be distributed through social media and online tools, in addition to the MACC website.