

MACATAWA AREA COORDINATING COUNCIL

# 2050



# LONG RANGE

# TRANSPORTATION PLAN

GUIDING THE HOLLAND/ZEELAND AREA INTO THE FUTURE



ADOPTED FEBRUARY 26, 2024

# DISCLAIMER:



The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. This document is a product of the Macatawa Area Coordinating Council, which is solely responsible for its content. This report does not necessarily reflect the views or policy of the U.S. Department of Transportation, or the Michigan Department of Transportation.

## SPECIAL ACCOMODATIONS AND CONTACT INFORMATION

Accommodations are available upon request for individuals with disabilities requiring auxiliary aids or services and those in need of translation or interpreter assistance to view, read, or understand this document. To request accommodations, please contact Alec Miller. Contact information is below.

**Alec Miller**

**Transportation Planner**

**[amiller@the-macc.org](mailto:amiller@the-macc.org)**

Macatawa Area Coordinating Council

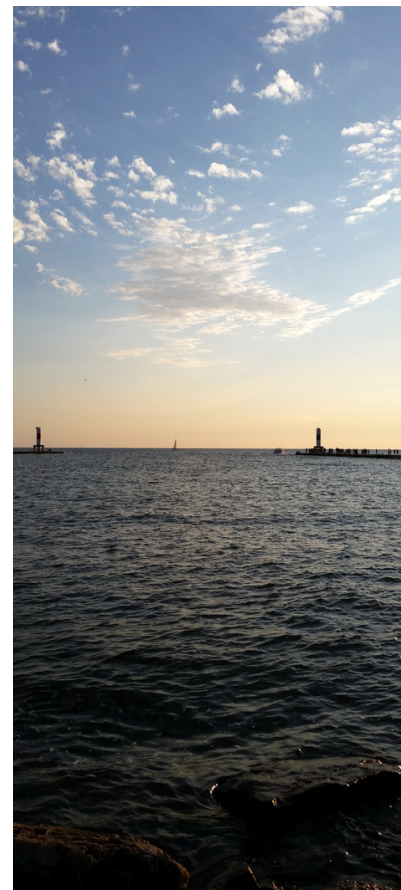
301 Douglas Avenue

Holland, Michigan 49424

(616) 395-2688

[www.the-macc.org](http://www.the-macc.org)

*Adoption Date: February 26, 2024*





# **EXECUTIVE SUMMARY**

**2050 LRTP**

## VISION OF THE 2050 LRTP

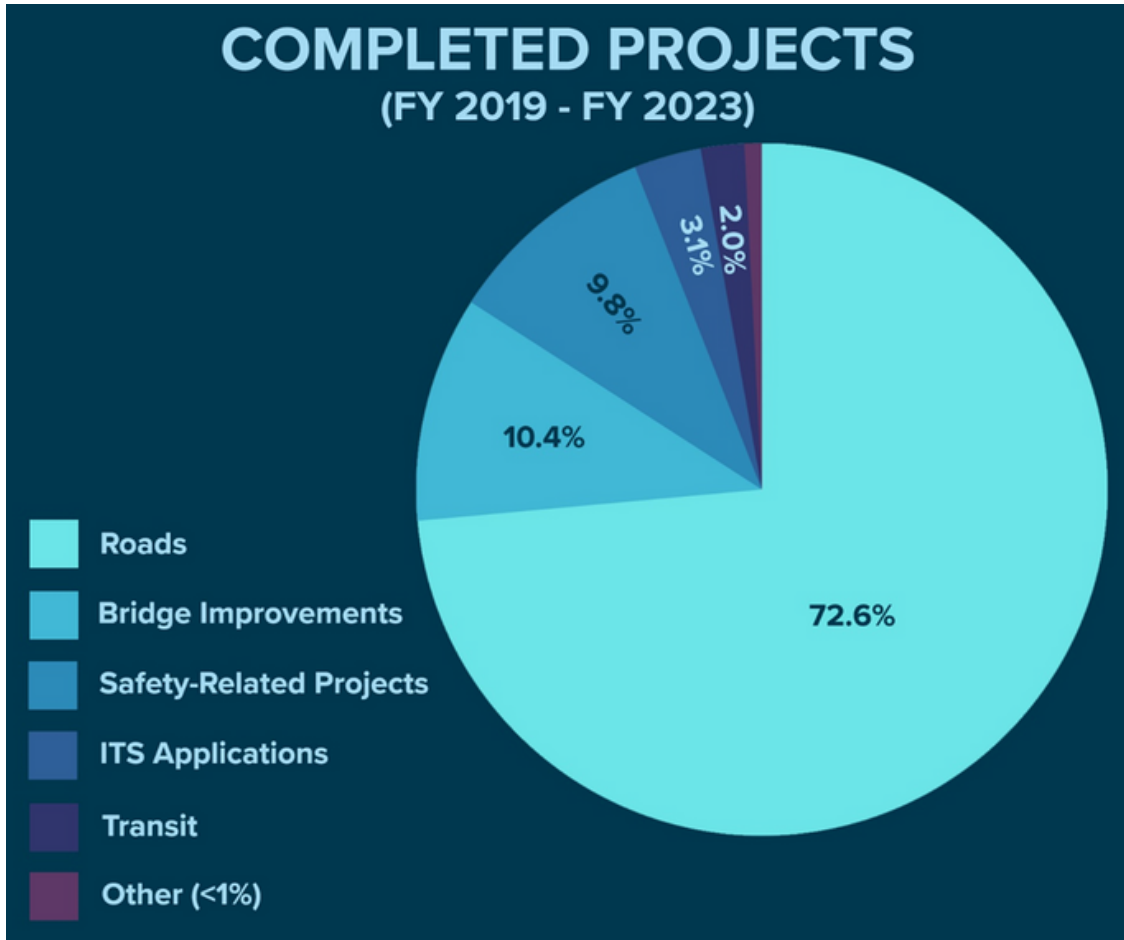
A transportation system that supports the region’s economy and environmental sustainability, and continues to offer safe and efficient travel opportunities for people who live within, work in, and visit the MACC Area.

As the metropolitan planning organization (MPO) for the greater Holland/Zeeland urbanized area, the Macatawa Area Coordinating Council (MACC) is responsible for the development of a multi-modal long-range transportation plan (LRTP). This plan attempts to ensure that proposed improvements to the transportation system enhance the movement of goods and people in a safe, efficient and economical manner. The plan must also be fiscally constrained, project-specific, meet the principles of environmental justice, and include the public throughout the planning process. This LRTP has a 25-year planning horizon and looks out to the year 2050. 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. A set of goals and objectives were identified in Chapter 3 to help guide the planning process. These goals and objectives are centered upon the following themes:

- Comprehensive Planning
- Economic and Financial Considerations
- Efficiency
- Mobility
- Land Use and Environmental Impacts
- Accessibility
- Safety and Security

Over the past five years, there have been over 60 transportation projects completed in the MACC Area. The total amount invested in these projects was around \$182 million and involved federal, state, and local funds. Chapter 4 and the following pie chart summarize the projects completed between 2019-2023 and their total investments. Projects included MDOT highway improvements (trunkline); resurfacing MACC Area roads; non-motorized pathways; transit projects; bridge repair; rail improvements; and other transportation projects such as collecting traffic counts, the Clean Air Action! program, and signal modernization.





## PUBLIC INVOLVEMENT

As the planning for the 2050 Long Range Transportation Plan began in January of 2022, MACC staff looked at ways to improve public outreach and education. A database of local officials and transportation stakeholders was reviewed and updated. The consultation list of individuals, employers, and community organizations was expanded to invite a larger audience to participate in the transportation planning process.

Recognizing the importance of social media and online news sources, the MACC Public Participation Plan was updated (January 2023). While we continued to publish public notices and advertisements in the local newspapers, we also used social media sites such as Facebook, Twitter, and Instagram to reach new audiences. MACC staff then began a series of meetings to hear from freight shippers and providers of freight transportation services; local cities and townships; environmental organizations; cycling advocacy groups, and interested citizens. These meetings provided the opportunity to communicate regional planning goals and receive feedback on community priorities.

# INVENTORY OF EXISTING TRANSPORTATION SYSTEM

The 2050 LRTP is multi-modal in its approach to the transportation system. The MACC area transportation system encompasses all modes of transportation with a general aviation airport, two Class A rail lines, a public transit system, an extensive non-motorized pathway network, and a commercial harbor serving business and recreational users. Chapter 5 provides a comprehensive look at roadways in the MACC Area, including recent pavement ratings of federal aid roadways. This chapter also covers the freight network, transit system, passenger rail service, and non-motorized facilities.

## TRENDS AND PROJECTIONS

The MACC Area is one of the fastest-growing locations in Michigan. Over the next 30 years, the population within the cities of Holland and Zeeland, and also Laketown, Fillmore, Park, Holland, Zeeland, Port Sheldon, and Olive townships is expected to increase by 25.7%. Chapter 7 provides additional detail regarding the 2050 projections which were used during the planning process.

## FINANCIAL RESOURCES ANALYSIS

The 2050 LRTP includes a financial analysis to ensure that planned commitments do not exceed available annual revenue for both highway and transit funding. The financial analysis looks at the following elements:

- Project Estimates
- Capital Investment Strategy
- Operational & Management Strategies
- Revenues: Public & Private reasonably expected from 2025-2050

Chapter 11 details various federal, state, and local projected revenues for the time frame covered by this LRTP.

Plan Evaluation of the 2050 LRTP must be evaluated to demonstrate that goals and objectives are met by the Plan and that requirements of the nation's transportation legislation, Infrastructure Investment and Jobs Act (IIJA) or Bipartisan Infrastructure Law (BIL), are being met. Chapter 12 details the steps of evaluating the LRTP and evaluates environmental mitigation, environmental justice, and air quality.

## AIR QUALITY

The Clean Air Act of 1990 (as amended) and the National Ambient Air Quality Standards (NAAQS) establish air quality thresholds for the nation. The current standard for ground-level ozone is 70 parts per billion. The US Environmental Protection Agency (USEPA) determines the attainment of these standards for each county in the state. The MACC MPO is part of two conformity areas, Allegan County and the Grand Rapids conformity area consisting of Ottawa and Kent counties. Each conformity area has different requirements. For more information on this topic, please see Chapter 12.

## CONSULTATION EFFORTS

The LRTP's capacity-enhancing projects were shared with federal, state and local entities responsible for economic growth and development, environmental protection, airport operations, freight movement, land use management, natural resources, conservation, and historic preservation. The goal of the effort is to eliminate or minimize conflicts with other agencies' plans that impact transportation. More details on this consultation process can be found in Chapter 14.

## TRANSPORTATION PLANNING

The 2050 LRTP provides the basis for the MACC's ongoing transportation planning activities. It will be updated within the next four years and is also open to amendment as unforeseen situations arise. Projects contained in the 2050 LRTP will be reviewed for possible inclusion in the MACC's Transportation Improvement Program, a four-year program of transportation programs and projects within the MACC scheduled to receive federal funding.

Respectfully,



Jason Latham

Executive Director

# TABLE OF CONTENTS



01

## Introduction \_\_\_\_\_1

Chapter One unveils the MACC, established in the late 1980s for the Holland/Zeeland Area, overseeing a 212 square mile area with 15 members for comprehensive transportation planning.

02

## Regional Overview \_\_\_\_\_8

Chapter Two unveils the MACC's planning area which is home to 127,925 residents with a rich economic mix. Tracing transportation history from early channels to modern networks, it showcases a multifaceted system integrating aviation, rail, transit, and robust roadways.

03

## Vision \_\_\_\_\_12

The 2050 LRTP outlines a comprehensive, multimodal network for efficient access. Aligned with federal guidance and local priorities, it emphasizes safety, economic impact, and sustainability. Collaboration with federal, state, and local partners ensures a robust, forward-looking plan.

04

## Accomplishments \_\_\_\_\_20

From 2019-2023, 183 transportation projects, totaling \$230M, enhanced the MACC Area. Rebuilding Michigan Program initiatives, like the I-196 and US-31 reconstructions, joined local road upgrades, rail improvements, safety enhancements, and transit advancements.

05

## Existing Systems \_\_\_\_\_25

Chapter 5 provides an intricate look at the MACC Area's transportation system, covering road classifications, pavement conditions, bridge ratings, traffic volumes, freight movements, and public transit details. This comprehensive analysis aids in understanding the existing infrastructure and travel options within the region.



# TABLE OF CONTENTS



06

## Regional Issues \_\_\_\_\_47

Chapter 6 identifies key corridors of concern, proposes improvements for each, and emphasizes the importance of monitoring traffic trends, safety, and future developments. It also addresses regional growth impacts, transit expansion, tourism effects, and strategies for safety-conscious planning and emergency preparedness.

07

## Regional Trends \_\_\_\_\_66

The MACC area's 2050 projections show a 25.7% population surge, diverse demographics across cities and townships, and evolving commute patterns, including increased remote work and varied commute times, which will impact transportation dynamics.

08

## Travel Demand Model \_\_\_\_\_78

The MACC's Travel Demand Model forecasts trips, modes, and routes based on household data, traffic zones, and road networks. It aids in planning road improvements, assessing congestion, and evaluating land use impacts.

09

## Performance Measures \_\_\_\_\_90

The MACC implements performance-based planning, aligning with federal rules focusing on safety, pavement/bridge conditions, system reliability, and transit goals. The framework guides the process, ensuring data-driven decisions for transportation improvement programs.

10

## Future Projects \_\_\_\_\_100

MACC's plan includes 48 road projects (\$37.8M), 43 transit initiatives (\$8.7M), and non-motorized improvements (\$892K fed, \$908K local). Future aims involve commuter services and enhancing the Macatawa River Greenway Trail for safer, greener connections.

# TABLE OF CONTENTS



11

## Financial Plan \_\_\_\_\_ 120

Chapter 11 of MACC's LRTP provides a comprehensive view of transportation funding. It details federal, state, and local funding sources, cooperative revenue estimations, and innovative finance strategies. It emphasizes financial constraint, ensuring expenses align with available revenue, demonstrating prudence in financial planning.

12

## Plan Evaluation \_\_\_\_\_ 140

The MACC's LRTP is a comprehensive plan, meeting goals through efficient, safe, and accessible transportation strategies, with no adverse impacts on minority or low-income communities.

13

## Public Involvement \_\_\_\_\_ 154

The MACC's LRTP involved the public through updates, an online survey, MAX Transit interactions, and a successful open house. Extensive advertising, including newsletters and local media, maximized outreach.

14

## Consultation \_\_\_\_\_ 159

The MACC started planning for the 2050 Long Range Transportation Plan in January 2022, focusing on better outreach. They updated their stakeholder database, used social media, and held meetings with various groups for feedback. Efforts were made to engage new participants, including publishing materials in Spanish.



## Appendix \_\_\_\_\_ 170