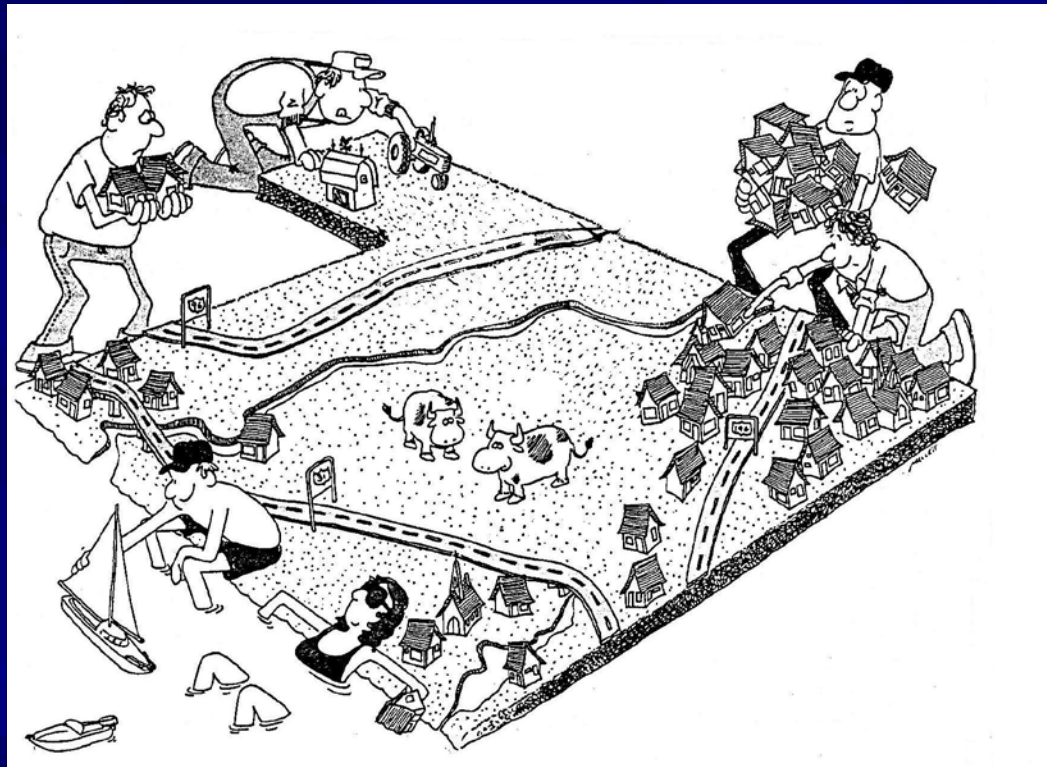


Transportation, Land Use Planning, and the M-231 Bypass



Ottawa County Planning & Performance Improvement Department

Strategic Planning,
Program Evaluations, Statistics



Economic Development



Land Use Planning



Legislative Analysis



Grant Administration



Claim to Fame

**IF YOU ARE
THINKING ABOUT
MOVING TO
THE COUNTRY**



**YOU MAY WANT
TO CONSIDER
THIS...**



To that point, if you move to the country, please realize that the *Michigan Right to Farm Act* protects farm practices that generate the most complaints. These practices include, but are not limited to the following:

- The operation of farm machinery which creates noise and dust
- The operation of farm machinery in the early morning and late evening throughout the year
- The transporting of farm related products with slow moving farm machinery on local roads
- The spraying of pesticides and application of fertilizers
- The spreading of manure
(If of this odor you're in doubt
Scratch n' Sniff and you'll find out)

Manure Odor



Three Objectives For This Presentation

1. Increase understanding of the primary factors that impact the transportation decision-making process
2. Improve understanding of the importance of cooperation, long-term vision, and political fortitude
3. Increase awareness of impacts of politics and past planning decisions on transportation network and projects such as the M-231 Bypass



Objective One

Primary factors that impact the transportation decision-making process



Road Classification System

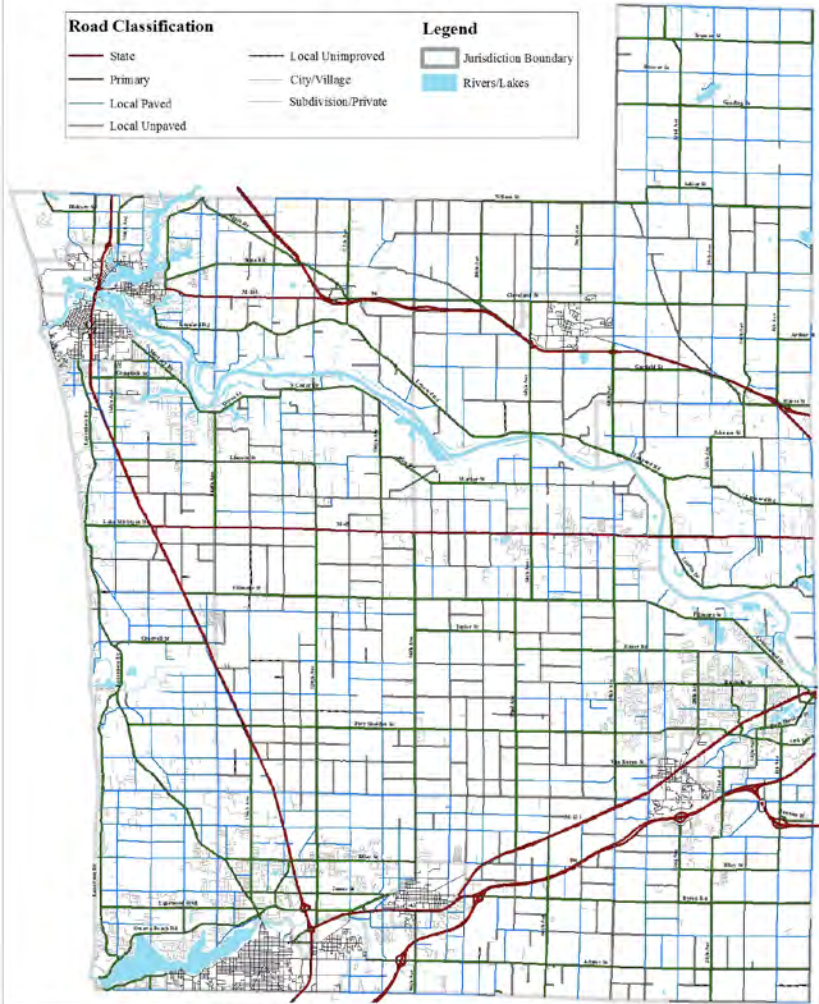
Ottawa County Road Network

Road Classification

- State
- Primary
- Local Paved
- Local Unpaved

Legend

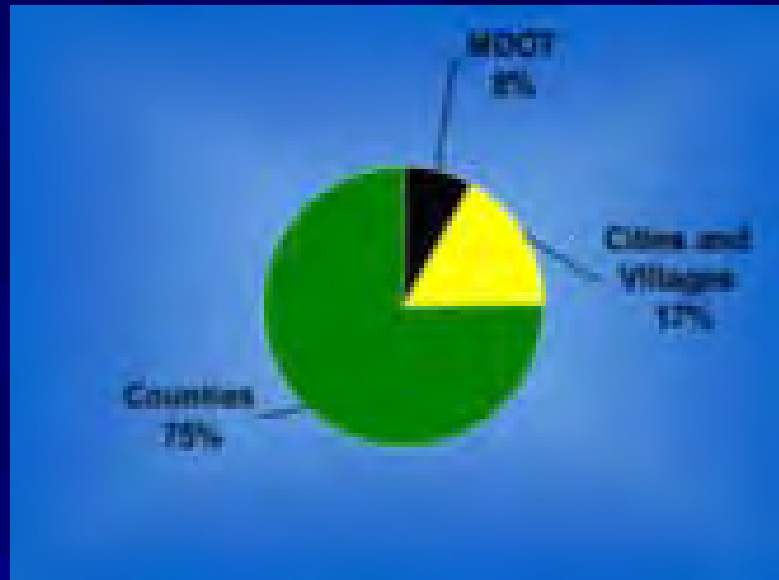
- Local Unimproved
- City/Village
- Subdivision/Private
- Jurisdiction Boundary
- Rivers/Lakes



Transportation Jurisdictions



Road Network



122,000 miles of roads in Michigan

91,500 County (75%)

20,740 City and Village (17%)

9,760 MDOT (8%)

1,640 miles of roads in Ottawa County



Road Funding

18.4¢ per gallon federal tax
92% of this tax returns to Michigan

75% of federal funds are allocated for use by MDOT
25% is for County and Cities/Villages

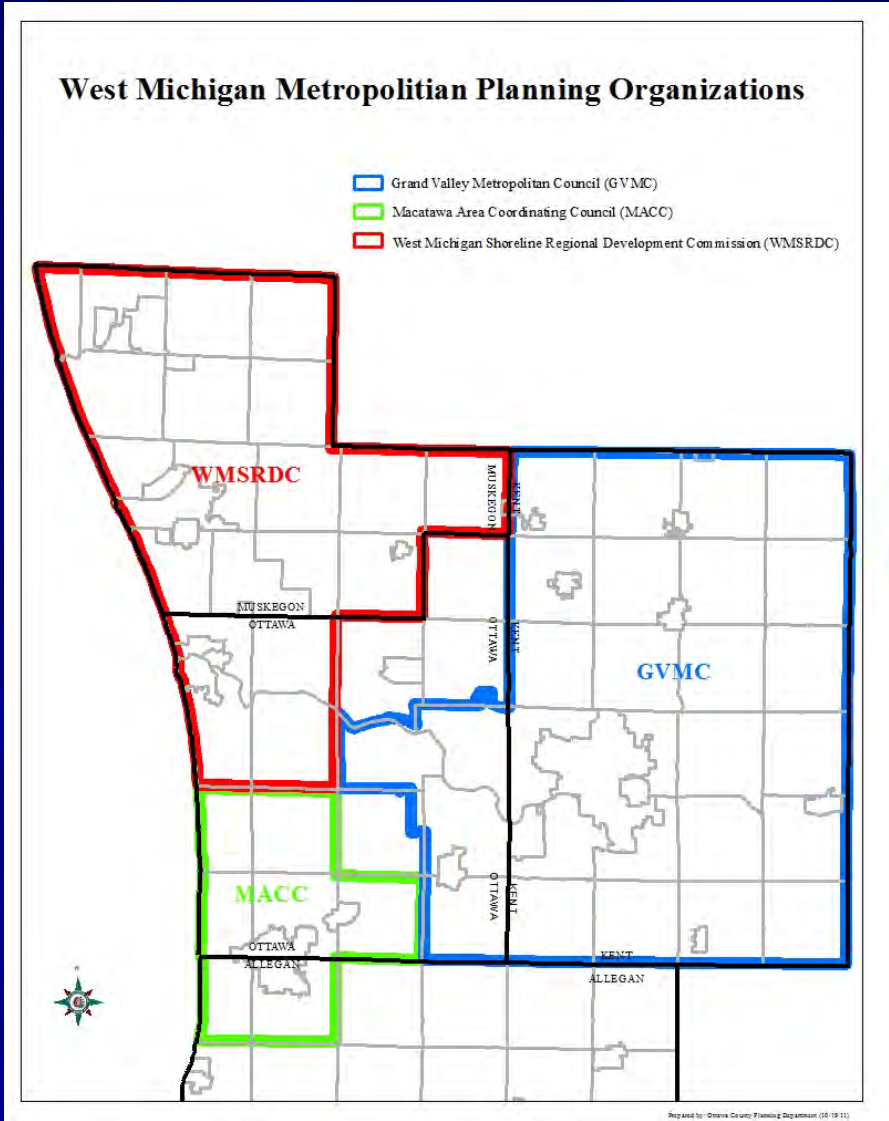
19¢ per gallon state tax

39.1% MDOT
39.1% Counties
21.8% City and Villages

Federal Tax - 18% of County Road Budget
State Tax – 62% of County Road Budget
Local Millage & Special Assessment – 20% of County Road Budget



Transportation Planning



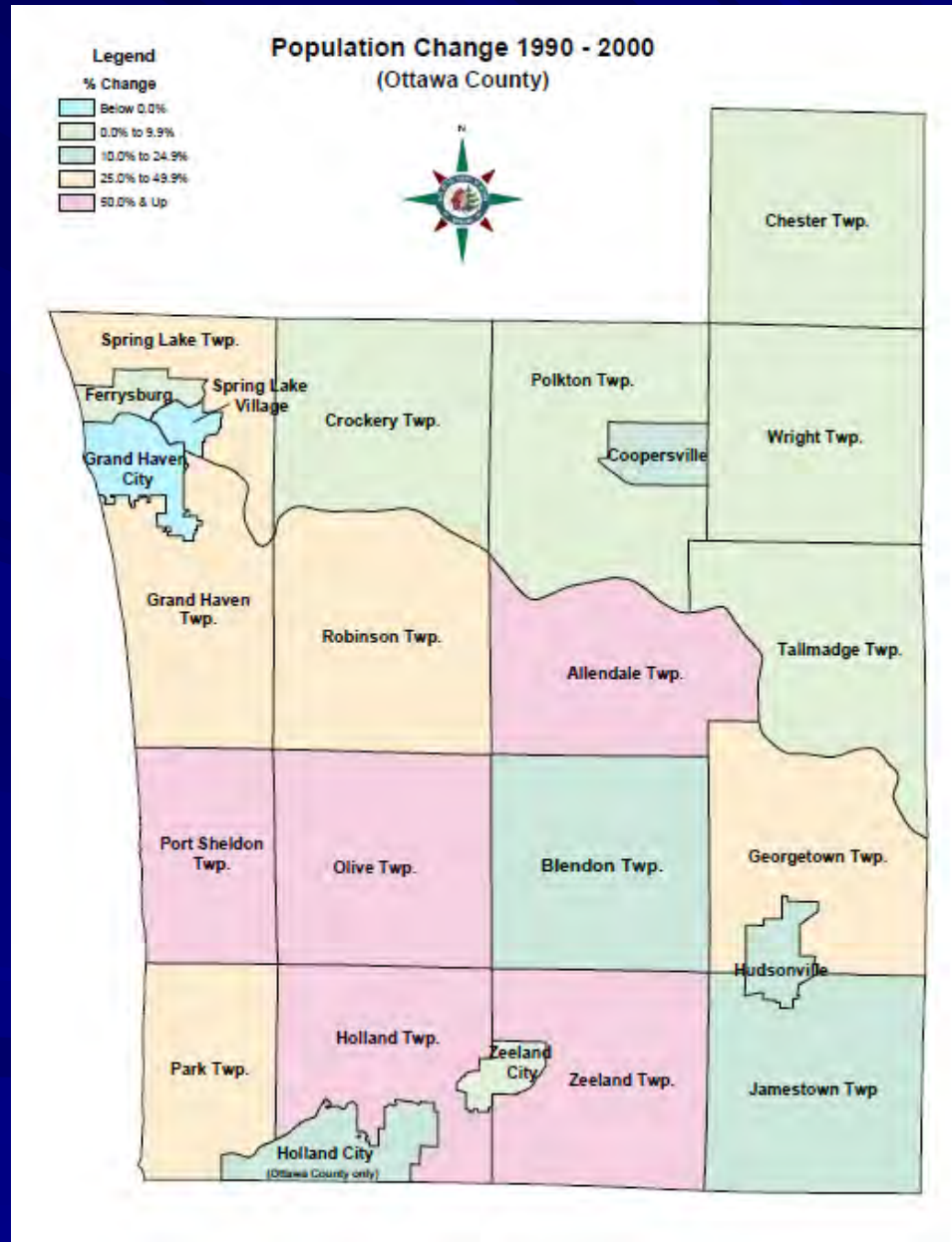
Objective 2

Importance of cooperation, long-term vision, and political fortitude



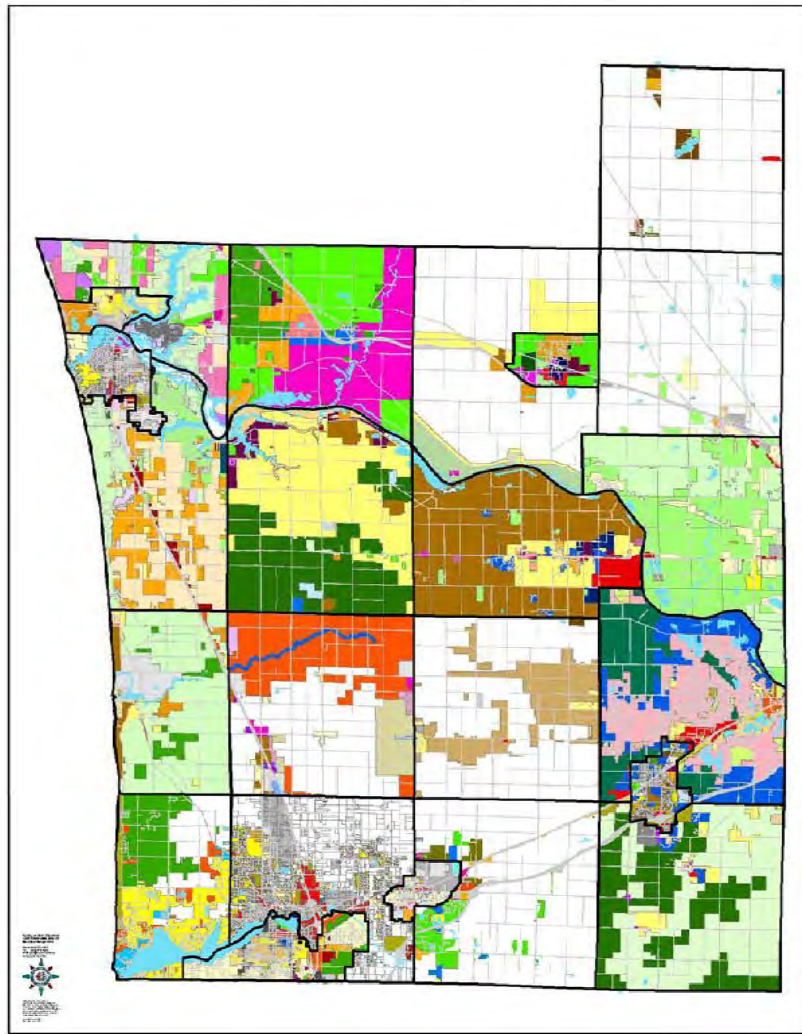


Population Change

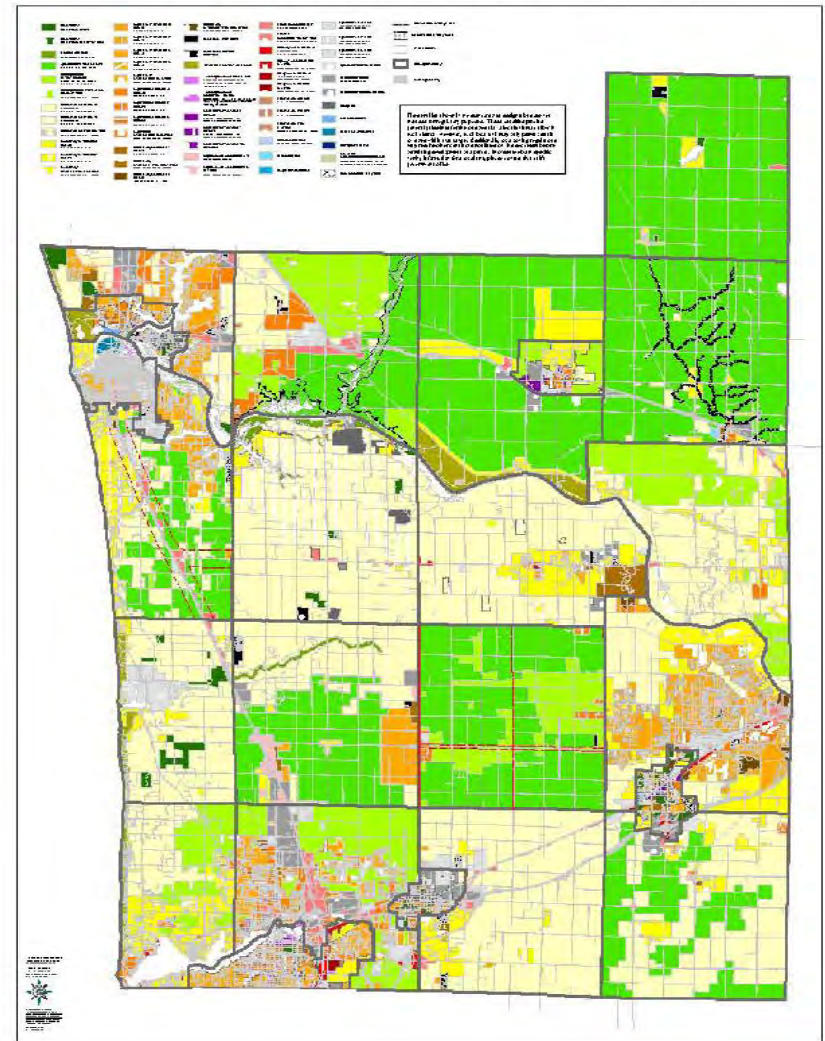


Countywide Land Use

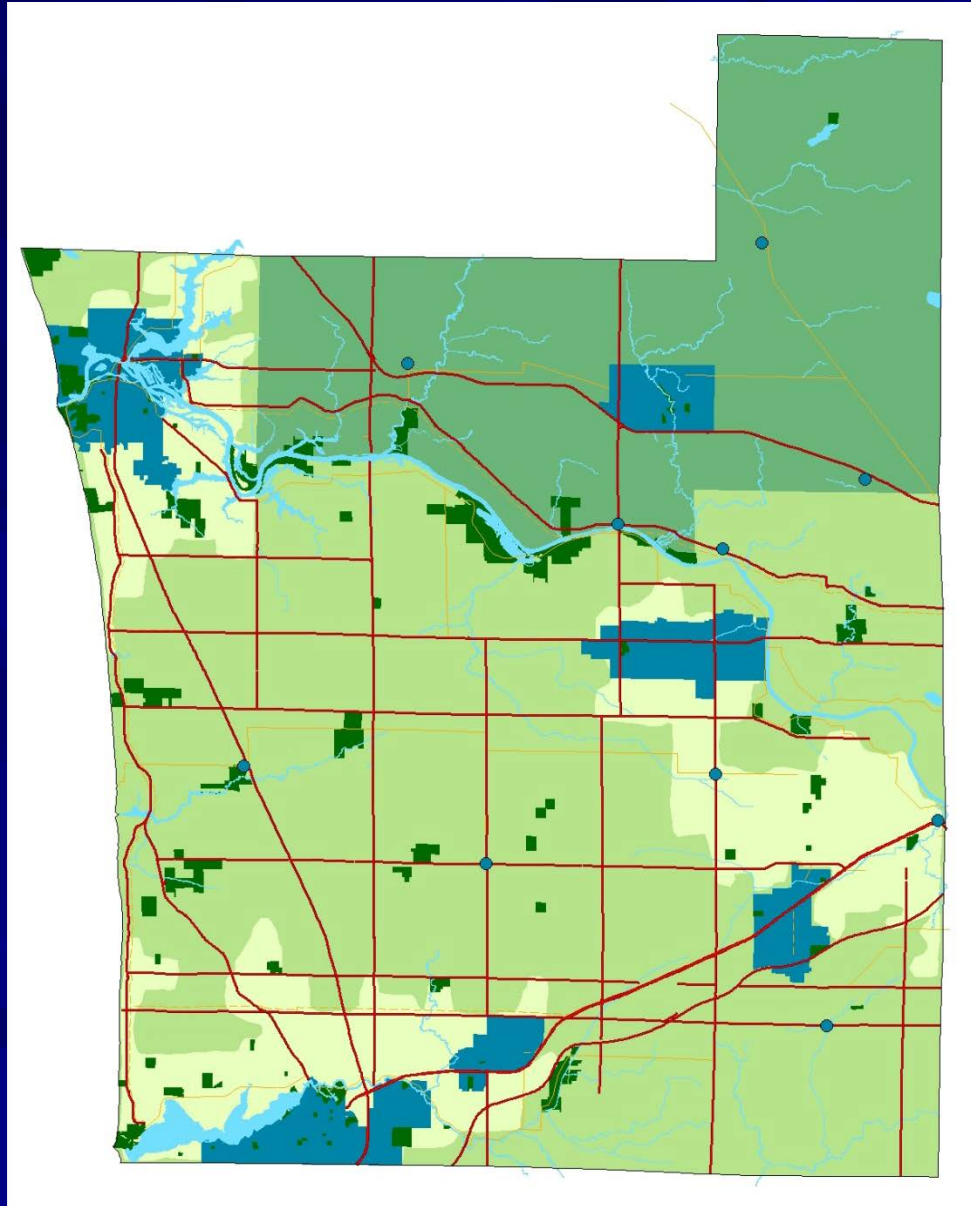
Local Zoning Composite Map
(Local Units of Government Designations and Colors)



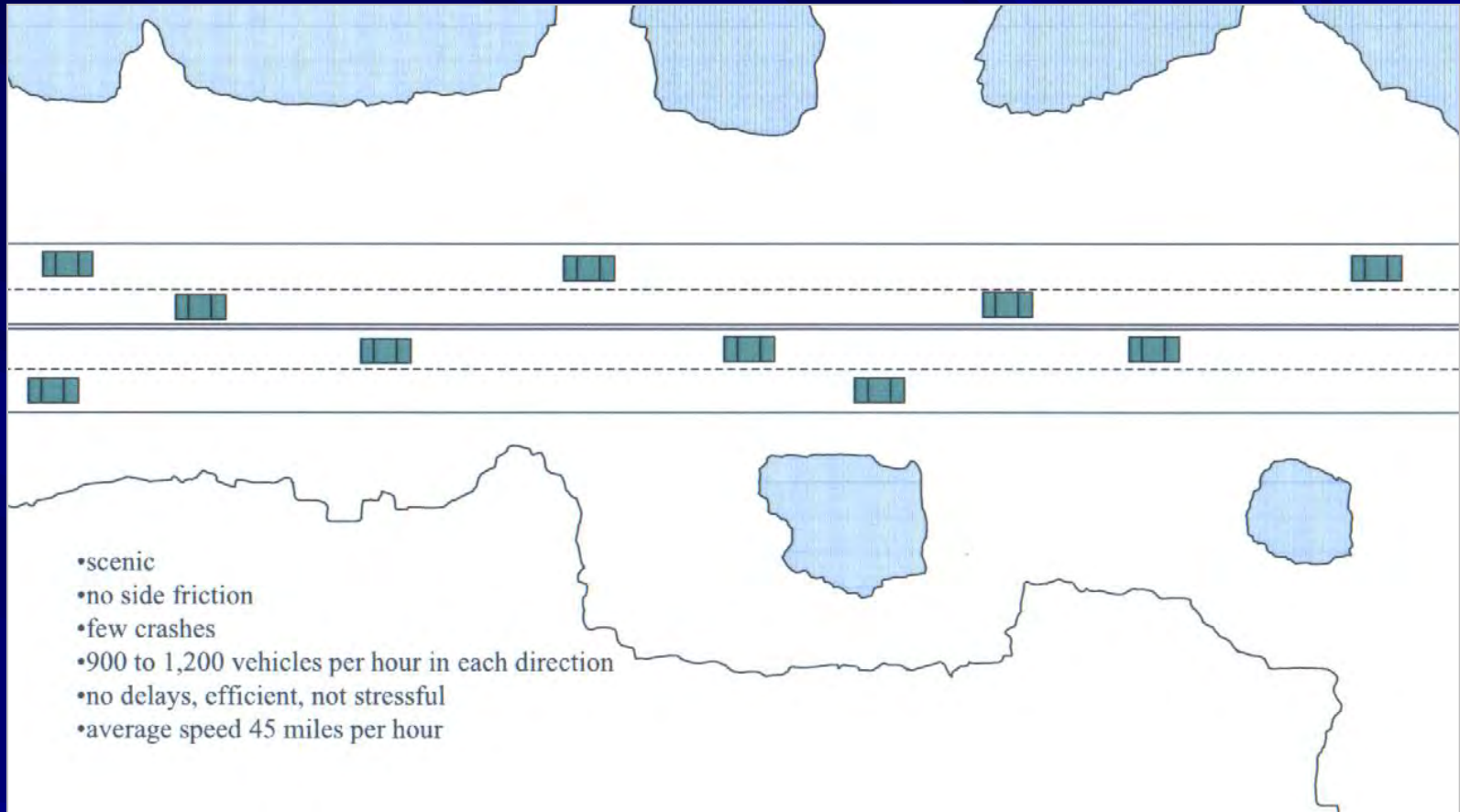
Local Zoning Composite Map
(Designations and Colors as Recommended by the Planning Department)



No Central Urban Core



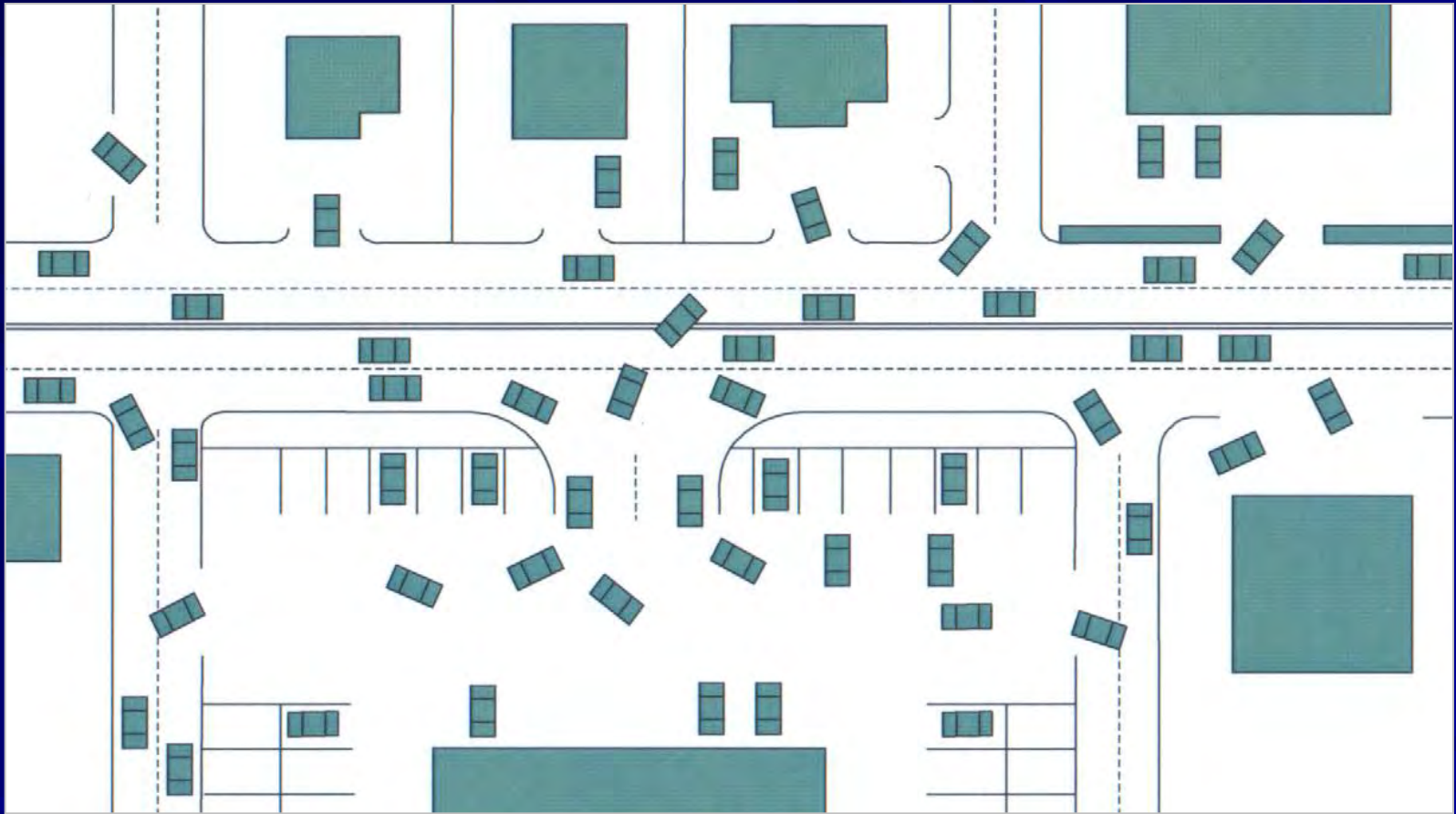
Pre-Development



Source: Center for Transportation Research and Education, Iowa State University,
Iowa Access Management Guidebook, October 2000



Post Development



Source: Center for Transportation Research and Education, Iowa State University,
Iowa Access Management Guidebook, October 2000



Points of Conflict



Safety



Aesthetics



Congestion



Economic Development



Social Impacts

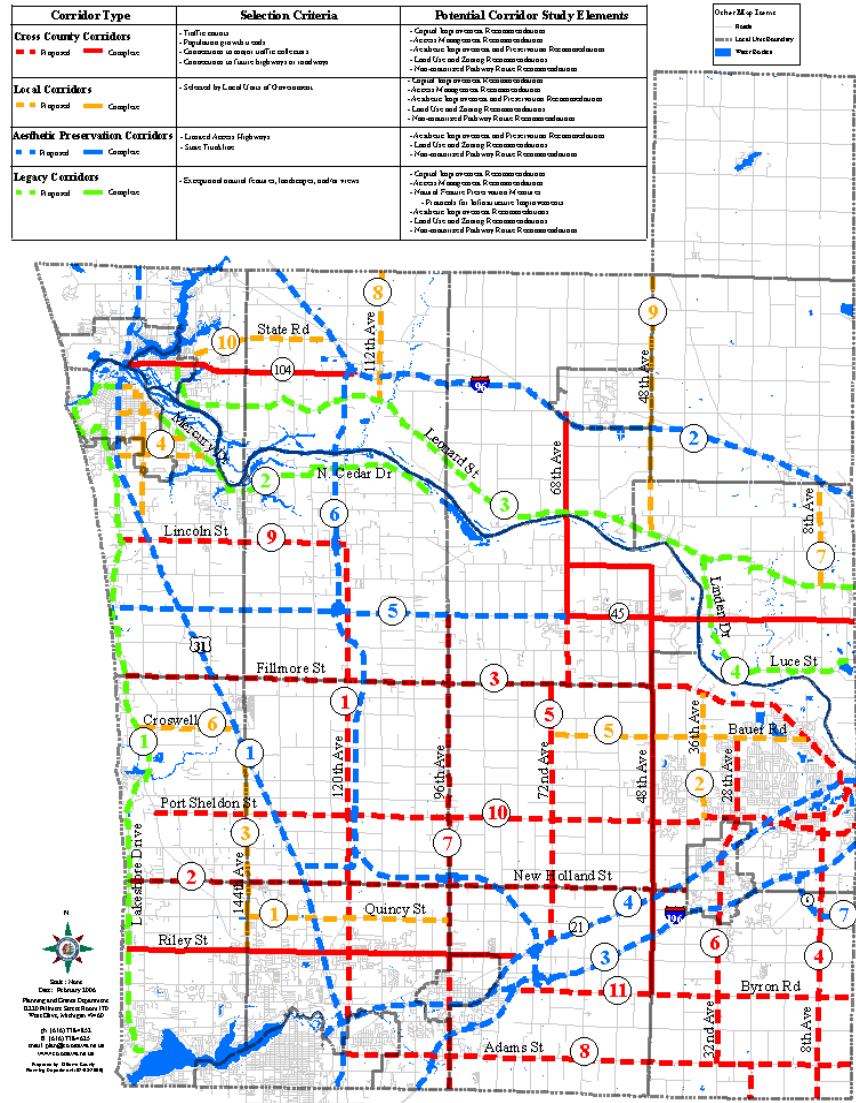


Coordinated Local Land Use and Transportation

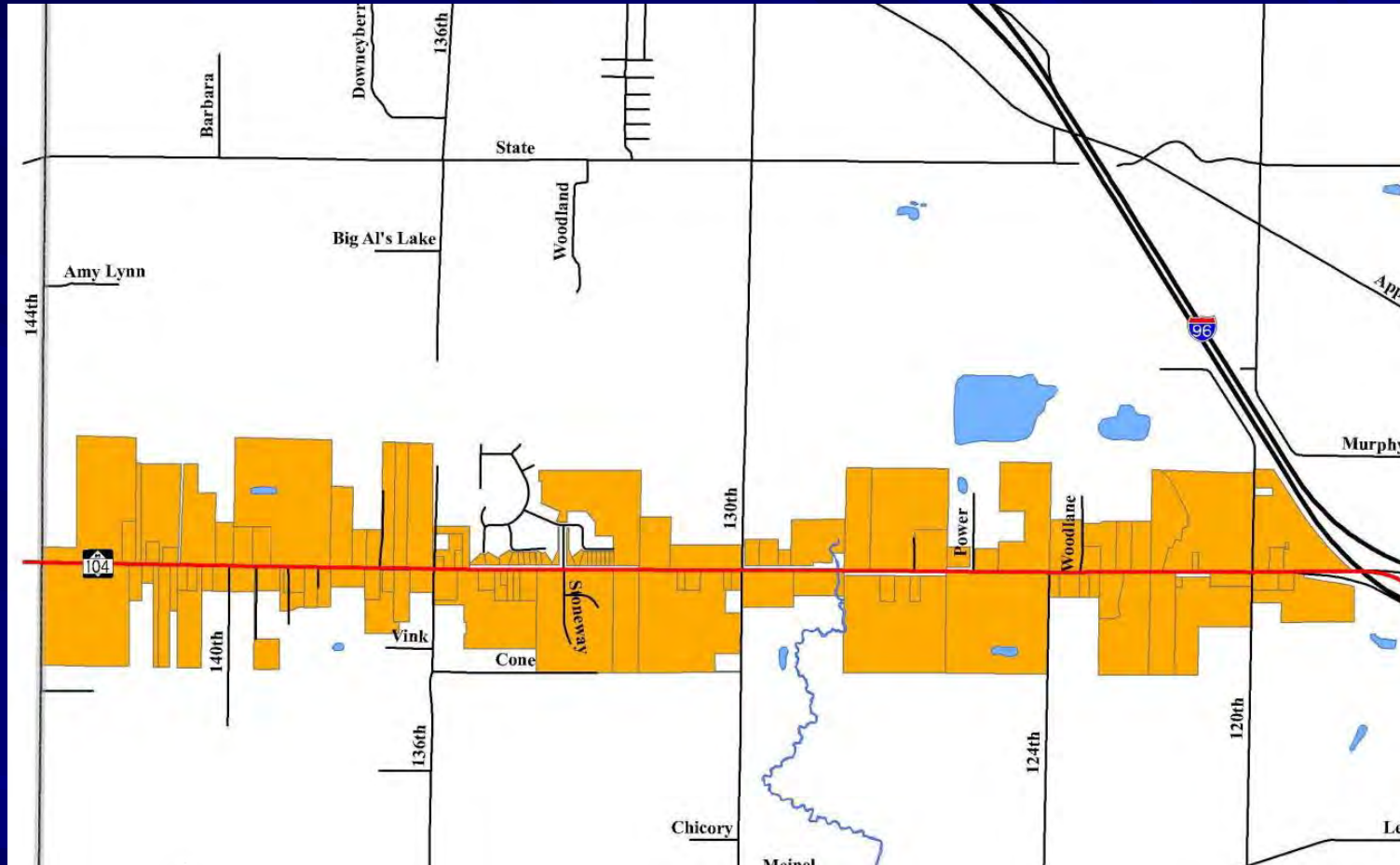


Countywide Corridor Plan

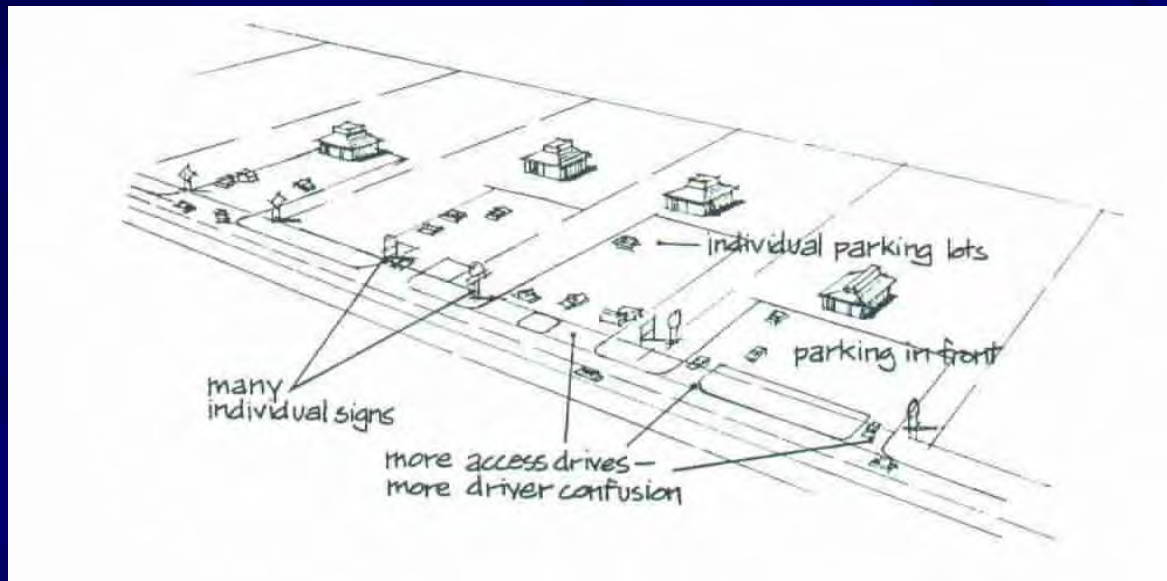
Ottawa County Countywide Corridor Plan (Project Priority Rankings)



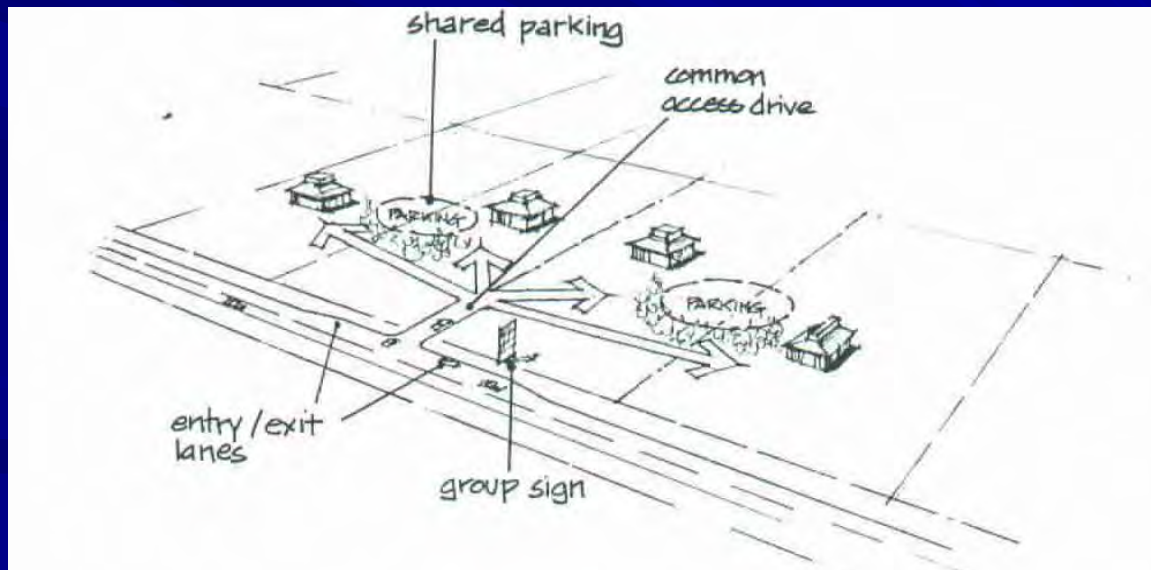
Impact & Cost - Land Policy Changes



Shared Drives



**COMMERCIAL LAYOUT
WITH INDIVIDUAL DRIVES**



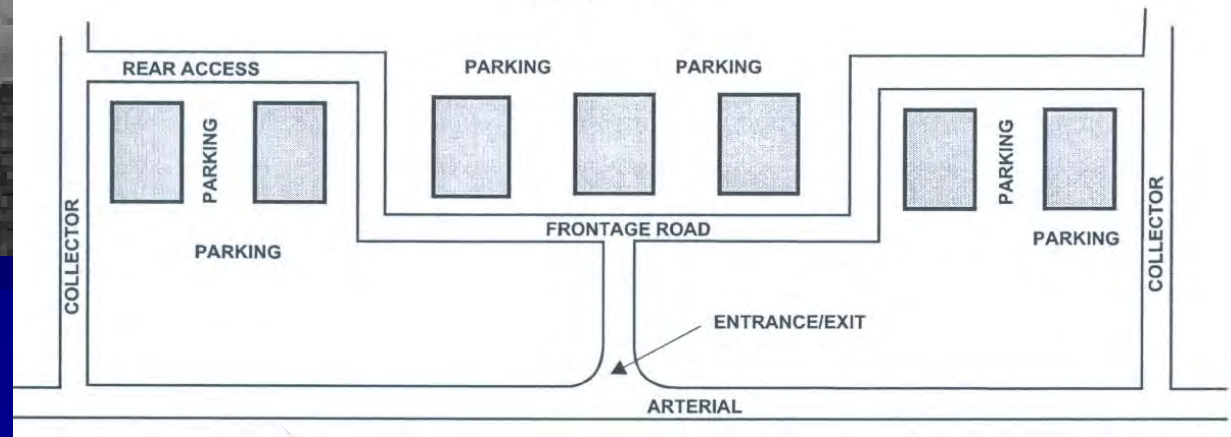
**COMMERCIAL LAYOUT
WITH SHARED DRIVES**



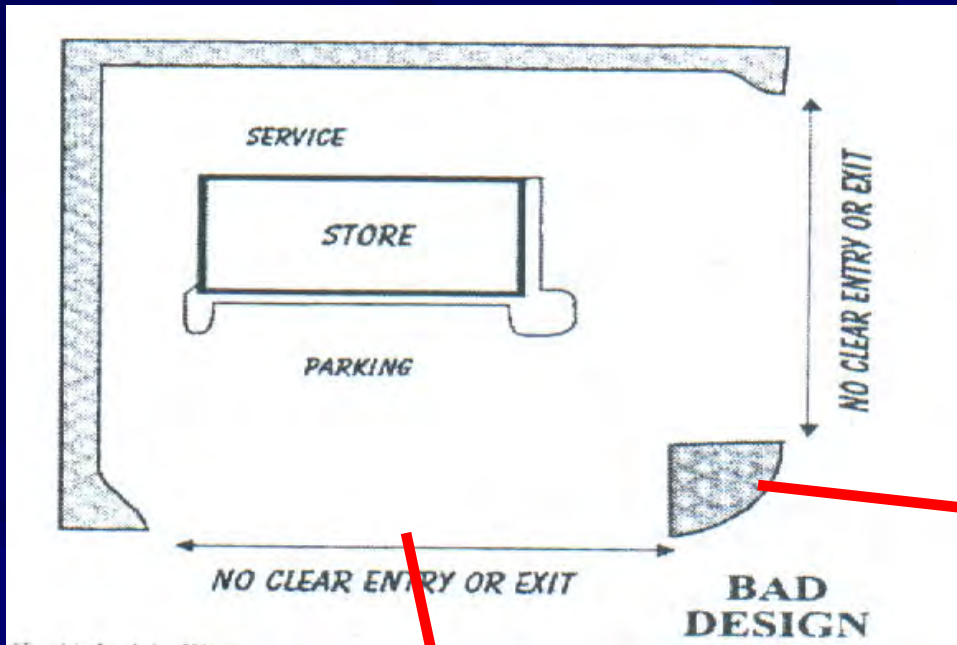
Service Drives



Front and Rear Access Drives
Figure 3-40a



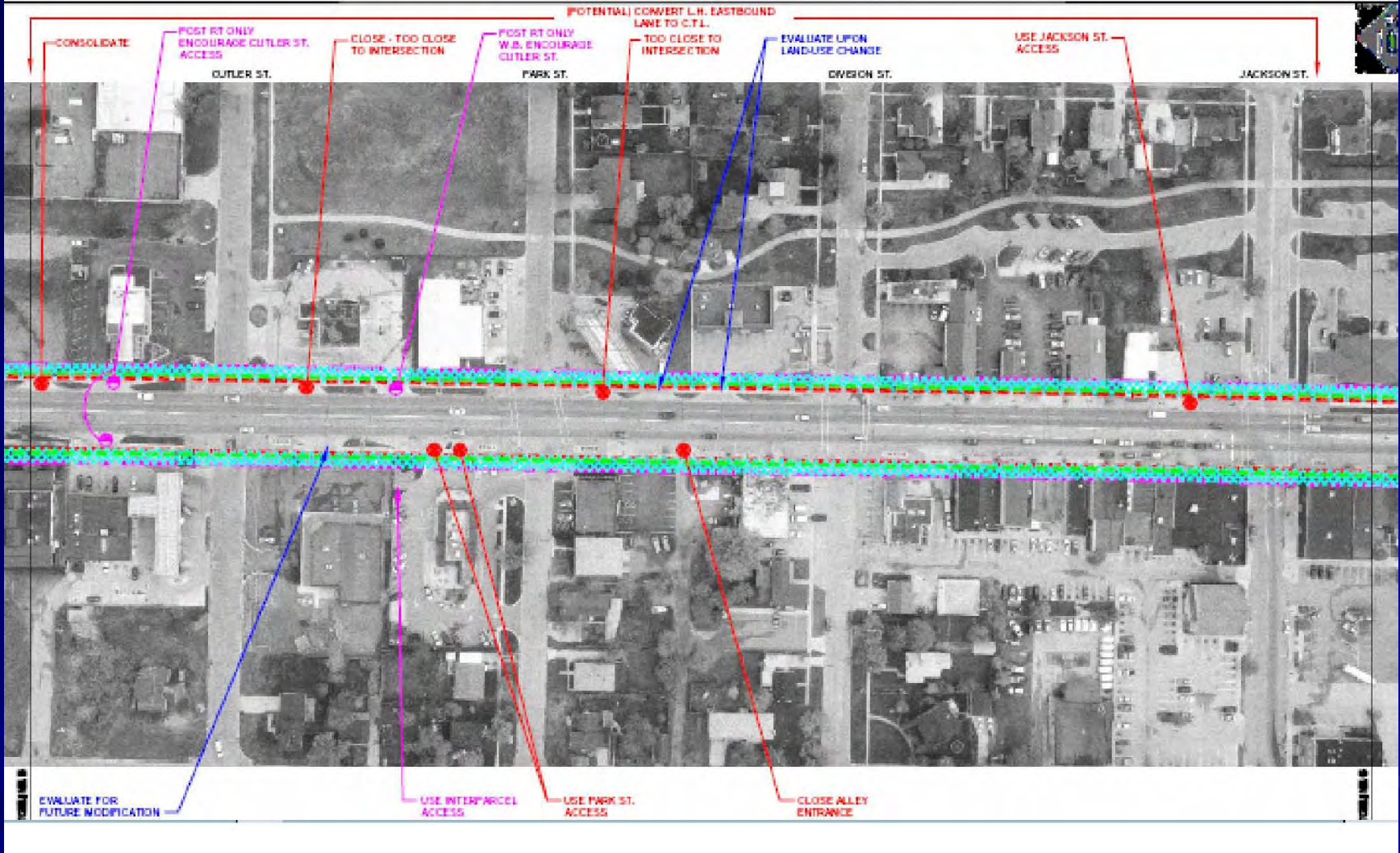
Curb Cuts



Curb Cut – Good Design



M-104 Corridor Study



M-104 Corridor Study



Setbacks (Distance)

Right of Way 50 feet

Commercial Setback

Existing 83 feet

Proposed 110 feet

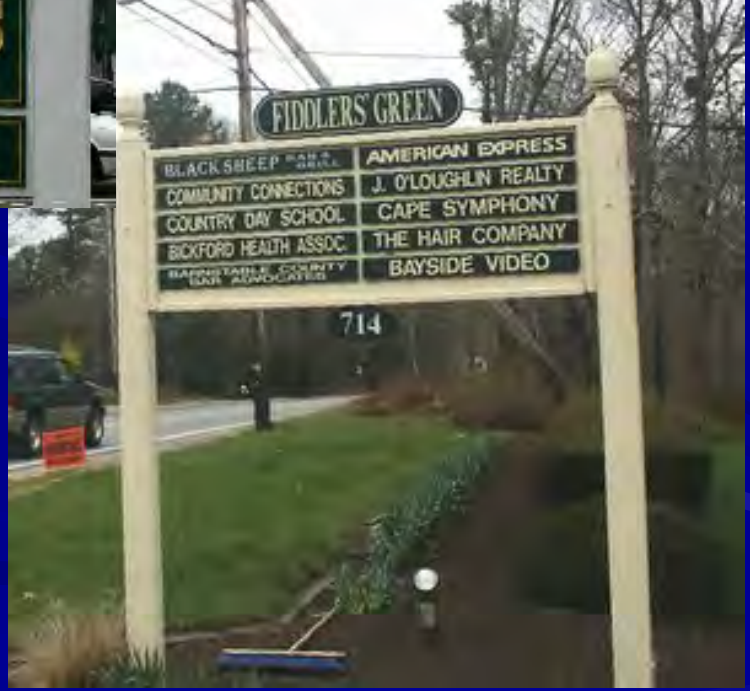


Natural Feature Preservation



Landscaping











Political Implications



Marcetti out in Grand Haven Township; no other surprises in NW Ottawa



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By **Terry Judd | Muskegon Chronicle**
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Change was in the air in Grand Haven Township as incumbent Supervisor Joanne A. Marcetti was defeated and other challengers won their respective contests in Tuesday's Republican primary.

Karl French, who served 23 years as a part-time firefighter for the township, defeated Marcetti 1,017 to 586, or 63.4 percent to 36.5 percent. Marcetti was seeking her second term as supervisor after serving four years as a trustee.

In the race for the four Grand Haven trustee slots, newcomer Bob Worthington was the top vote-getter with 1,162 votes, or 22.78 percent; followed by incumbent Laurie Larsen with 1,134 votes, or 22.21 percent; incumbent Tom Jenkins with 964 votes, or 18.88 percent; and newcomer Maria A. Veach with 926 votes, or 12.14 percent.

Incumbent Steve Karell, who has served on the township board for 24 years, was defeated by receiving 915 votes, or 17.92 percent.

The four winning Republicans face independent Jeff Williams on Nov. 4

French credited his victory to hard work and support by residents.

"I roused the people of the township that I knew were in favor of change and got them out and working for me," he said. "We ran a good campaign without being negative."



Joanne A. Marcetti





Objective 3

Impacts of politics and past planning decisions on transportation network and projects such as the M-231 Bypass

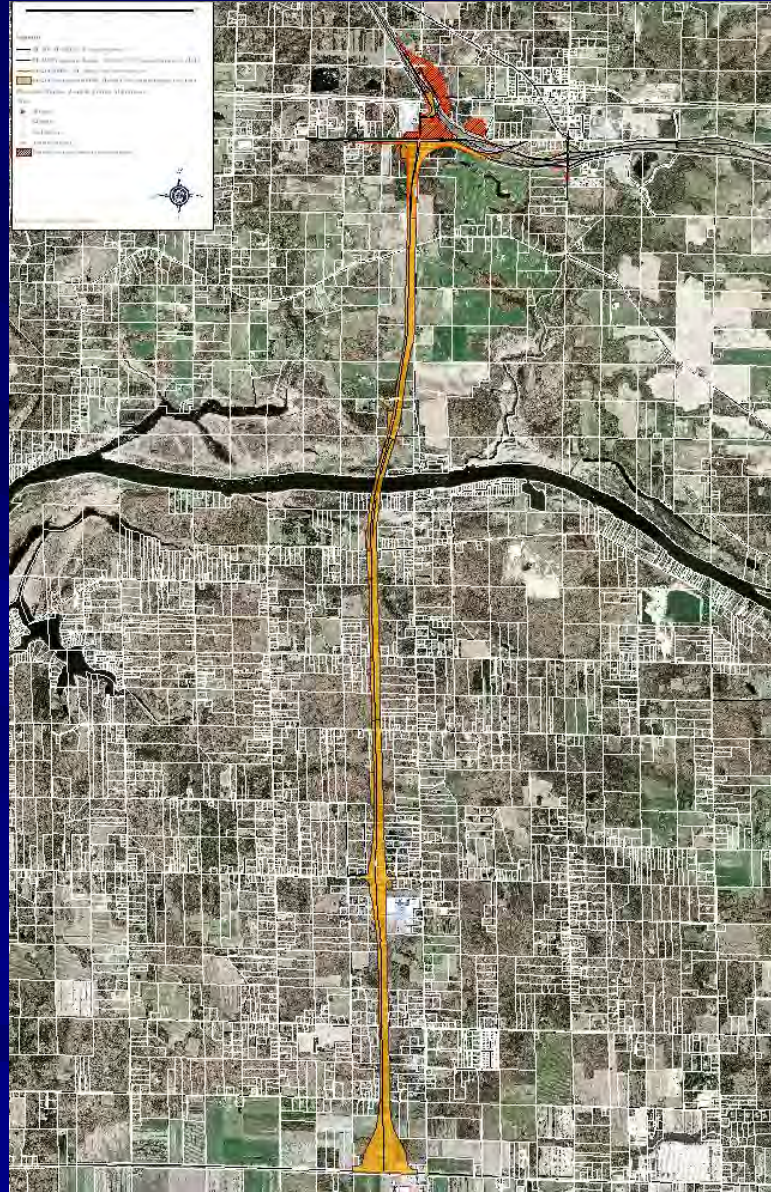


Considerations

	<u>F/J1</u>	<u>P1r</u>
Cost	\$587.5m	\$434.1m
Level of Service	A or B	C or D
Traffic Diverted	13,400	17,400
Rate of Return on Investment	\$1.10	\$0.51
Tax Base Loss	\$633,400	\$573,500
Social Impact – Residences Impacted	205	211
Economic Impact – Businesses Impacted	158	149
Farmland Impact – Farmland Acreage Lost	830	92
Environmental Impact – Wetland Acreage Lost	90	61



M-231 Bypass Corridor



Primary Planning Issues

Social Implications

Speculation and Commercial Development

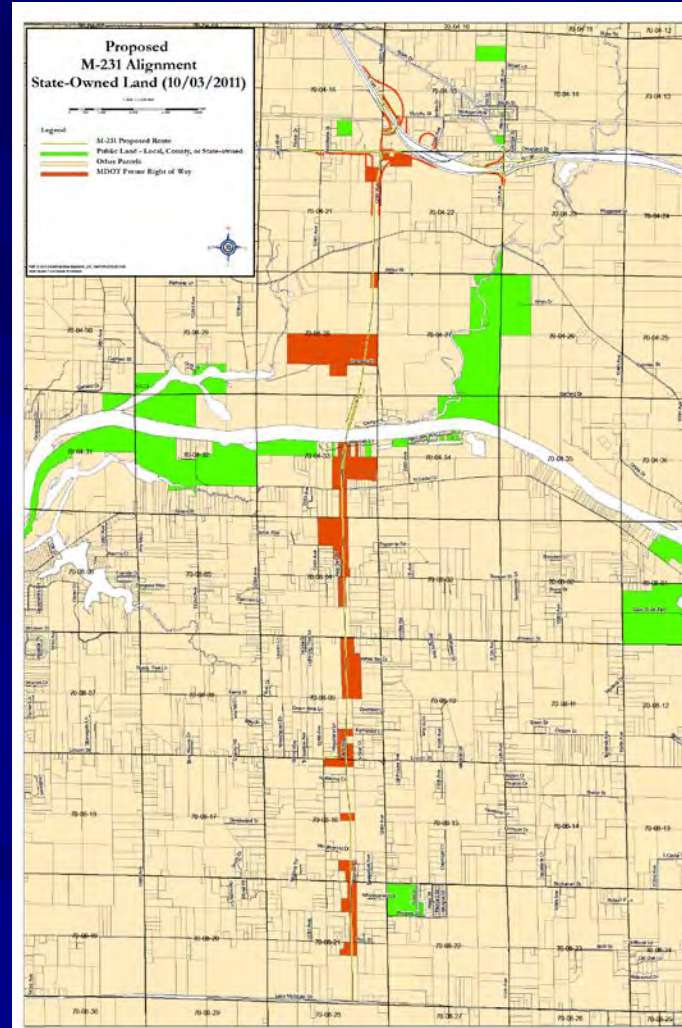
Farmland Impact

Environmental Impacts



Major Transportation Project Issues

Social Implications – Land Takings



Major Transportation Project Issues

Social Implications – Zoning Ordinance Requirements



Major Transportation Project Issues

Social Implications – Home Removal



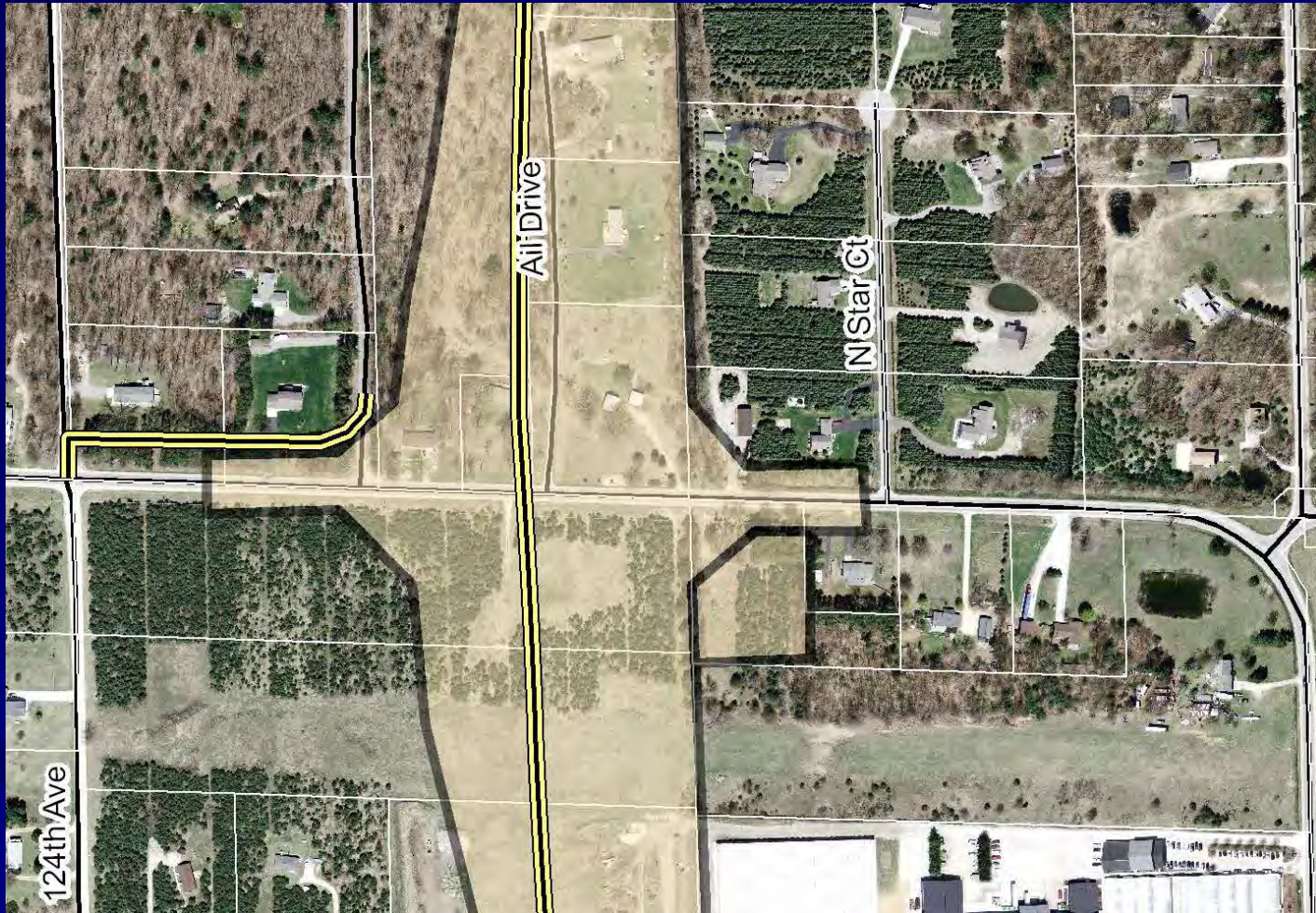
Major Transportation Project Issues

Social Implications – Road Closures, Emergency Vehicles, Noise



Major Transportation Project Issues

Speculation and Commercial Development



Major Transportation Project Issues

Loss of Farmland



History repeats itself unless you incorporate proactive planning, leadership, and vision





Questions and Answers

Planning & Performance Improvement Department

(616) 738-4852

plan@miottawa.org

www.miottawa.org/cogov/depts/planning/

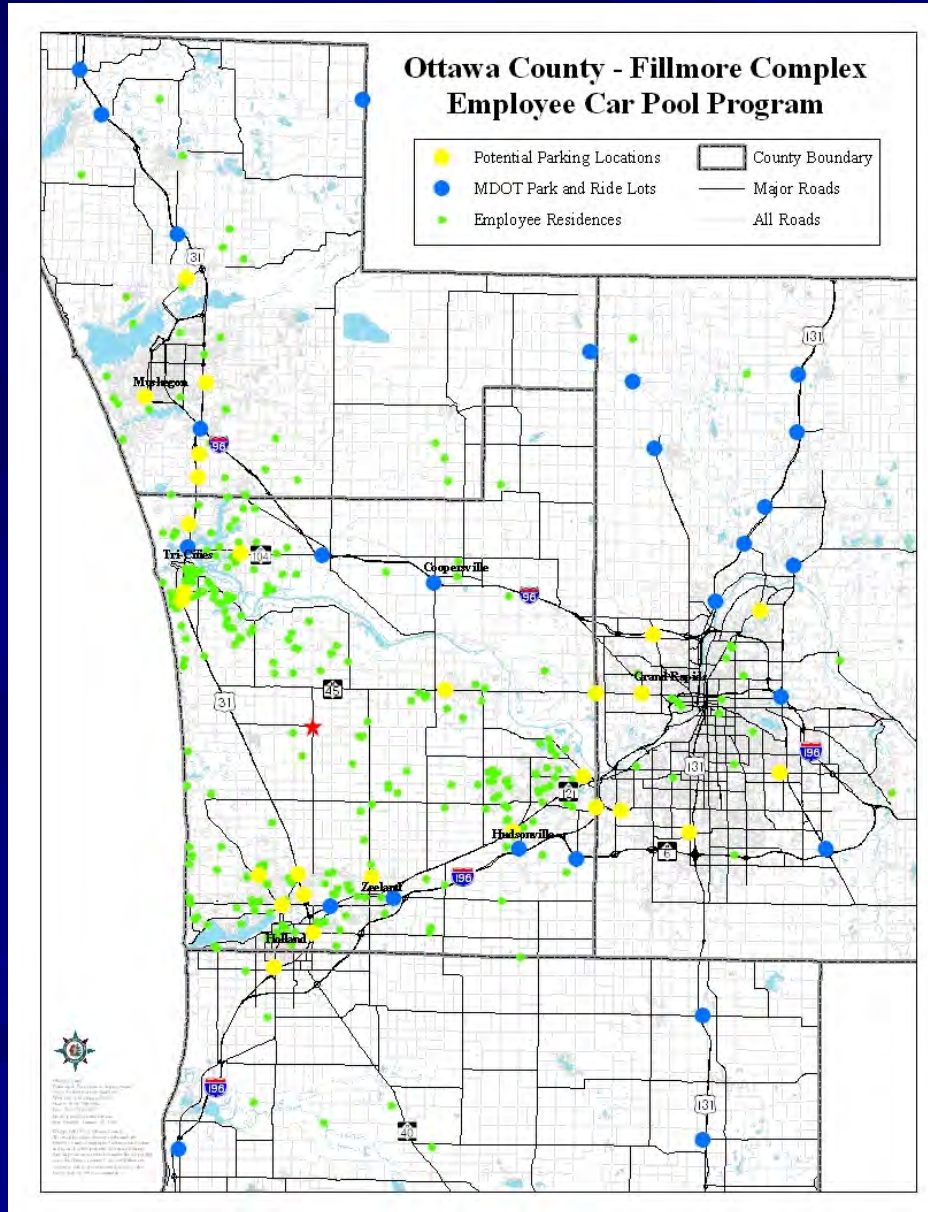


West Michigan Transit Linkages Study





Employee Car Pool Study



Tree Legacy Committee



Planning Resource Library



Excellence Through Training Program

