

## **CHAPTER 7: Goals and Objectives**

This chapter presents the goals and objectives, developed by the Alpena Area-Wide Comprehensive Transportation Plan Committee, that serve as the purpose and intent of the Plan. This plan covers a twenty year planning horizon and as a result, the goals are intended to reach beyond current physical, political and institutional constraints. The process of developing goals commenced with examining existing conditions including land use, land ownership, status of planning and zoning, natural resources, traffic conditions, road capacities, and the future needs for the transportation infrastructure.

To aid in the development of goals and objectives, community assets and problem areas were identified. The current existing conditions regarding land use, land ownership, planning and zoning, and natural resources were covered in **Chapter 2** through **Chapter 4**. Traffic conditions and road capacities along with potential problem areas (both current and future predictions) were covered in **Chapter 5**.

From these goals and objectives will come improvement strategies and recommendations, **Chapter 8**.

*Note: These goals and objectives were developed by consensus of the committee members. Present constraints such as existing right-of-way, funding, and agency/departments policy were considered but were not the over-riding factors when developing the goals and objectives.*

### **Inter-governmental Cooperation**

Goal: Support intergovernmental cooperation between all local jurisdictions in the project area as well as local, regional and state agencies.

#### Objectives:

Encourage the adoption of this Plan by the Planning Commissions of the City of Alpena, Alpena County, Alpena Township, Wilson Township and Maple Ridge Township. Also encourage the adoption of this Plan by the Alpena City Council, the County Road Commission, the County Board of Commissioners, and the Township Boards of Alpena, Wilson, and Maple Ridge.

The Alpena County Intergovernmental Road subcommittee should continue to meet to discuss issues and concerns and to foster intergovernmental cooperation.

Adopt site development guidelines that are consistent between communities.

For development projects that may impact multiple jurisdictions, communities should work together to make the necessary improvements to the transportation infrastructure.

### **Access Management**

Goal: Preserve roadway capacity, reduce crashes and crash potential, decrease travel time and congestion.

#### Objectives:

Adopt and implement access management standards that regulate driveway design and location, provide for shared access through frontage roads, provide for rear service drives, provide for shared driveways and require connected parking lots.

The Michigan Department of Transportation and the local road agency should review and comment on site plans prior to a planning commission's public hearing and approval.

Reduce the number of car trips by continuing to develop pedestrian and bicycle facilities.

Educate business owners on the need and benefits of access management.

## **Capacity**

Goal: Develop and maintain a transportation system that enhances the efficiency and capacity of the road system.

### Objectives:

Consider area-wide traffic patterns and road capacities when making land use decisions.

Provide adequate facilities for the use of alternative modes of transportation such as public transit, walking and bicycles. Provide adequate rail facilities for the shipment of freight.

Minimize the delay impact of traffic signals at intersections by setting the phase timing of the traffic signals to maximize capacities.

Explore options to provide an improved route to move local north/south traffic more efficiently..

Continue to monitor capacity, speed, and safety along M-32 and US-23. Information to be reviewed jointly by the Michigan Department of Transportation and local jurisdictions.

## **Safety**

Goal: Maintain and improve the safety of the transportation system.

### Objectives:

Consolidate to minimize the number of driveways along highways, primary roads, and major collectors. Promote alternate designs for access.

Support the continuing development of a safe non-motorized trail system.

Preserve the safe, steady flow of traffic in urbanized areas by using traffic calming practices such as green buffers with sidewalks, landscaping, green median islands, and street tree plantings.

## **Land Use Planning**

Goal: Plan for growth and development that maintains community character, protects or enhances property values, and provides for economic viability.

Objectives:

Coordinate access management with local land use planning.

Encourage higher density residential, commercial and industrial development in areas with minimal environmental constraints and where needed infrastructure such as water, sewer, and roadway network can be provided.

Encourage development served by internal roadways, to reduce demand for access points onto M-32, US-23, and primary county roads.

Educate local units of governments, businesses, and general public on the importance of coordinating access management with land use planning.

Creative parking lot alternatives that enhance safety and promote community character should be explored.

Continue to develop the interconnectivity of all travel modes to move people and products.

**Natural Features**

Goal: Protect environmentally sensitive areas such as ecological corridors, agricultural lands, wetlands, streams, inland lakes, steep slopes, and groundwater recharge areas.

Objectives:

Encourage the integration of wetlands, woodlands, and meadows into site development as aesthetic and functional features.

Encourage the use of native plant species within roadway landscaping designs, where appropriate, to enhance the communities' existing character.

Recognize the importance of trees; encourage the retention of existing native trees and the establishment of street trees in residential neighborhoods, and the planting of shade trees in commercial developments.

Preserve adequate drainage by integrating natural or constructed drainage systems into developments and into the transportation infrastructure.

**Community Character**

Goal: Maintain the community character of the Alpena area while providing facilities and services that meet the needs of its citizens.

Objectives:

Support the retention of existing parks, and the establishment of new roadside parks like Washington park, Arthur Sytek Park, and Island Park to preserve open space and provide outdoor recreational opportunities for residents and travelers.

Incorporate streetscaping projects along strip commercial areas.

Support the concept of "active living" through a program of 'walkable' community design.

Pursue finding a way to establish a bridge across the Thunder Bay River for a motorized trail (snowmobiles) and a bridge for a non-motorized trail across the Thunder Bay River. A motorized trail bridge is needed to the west of Bagley Street, and a non-motorized trail bridge is needed on the east side of Bagley Street.

## **Intermodal Transportation**

Goal: Provide good air travel and public transit access to essential destinations. Provide focus on the transit dependent population which includes low income, elderly, and persons with disabilities. Continue to ensure adequate rail facilities.

### Objectives:

Provide adequate facilities for the use of alternative modes of transportation such as public transit, walking and bicycles. Provide adequate rail facilities for the shipment of freight.

Maintain a transit system that delivers reliable and timely service that focuses on employment, medical, and human service trips. Provide coordination among existing transit facilities to maximize operational efficiency.

Continue to develop airport facilities and airline schedules to meet air travel and freight needs.

Use education and advertising to develop an interest in both air travel and transit ridership.

Maximize federal, state, local, foundation, private, and agency financial participation to fund capital and operational expenditures for all public transportation facilities.