

## CHAPTER TWO - GOALS AND OBJECTIVES

### Background

The goals of this plan are built on a foundation of previous planning initiatives. The *Charter Township of Marquette Comprehensive Development Plan* adopted in 2005 has specific transportation goals and objectives. The *Master Road Plan* also provides direction as does the *US 41/M-28 Comprehensive Corridor and Access Management Plan*.

The two plans specific to transportation, the *Master Road Plan* and the *US 41/M-28 Comprehensive Corridor and Access Management Plan* are both of recent vintage and represent significant efforts in transportation planning.

The *Master Road Plan*, authored by Ayres-Lewis in 2003, focuses primarily on “current conditions” and makes numerous recommendations on how traffic safety and efficiency can be enhanced primarily through improvement in signage and pavement markings.

The *US 41/M-28 Comprehensive Corridor and Access Management Plan* was contracted by the Michigan Department of Transportation and prepared by the Planning and Zoning Center, Inc. in 2004. As the title would indicate, this study dealt with the US 41/M-28 corridor. The significant theme of this study is primarily access management. How to mitigate current problems and avoid occurrence of similar problems in the future were addressed.

These documents and others are augmented by the input received by the public outreach component of this planning process.

Goals and objectives describe the community vision of the future and aids decision makers in working towards that future. Goals are broad, consistent, and slow to change community desires. Goals reflect values of the community in a general sense that are ongoing in nature. Objectives describe specific tasks that are to be accomplished from the Plan. It is desirable for objectives to be “measurable” such as resurface 5 miles of road per year. Or, move the traffic light in 2008. Not all objectives lend themselves to this characterization but those that do are convenient for implementation.

#### **Goal 1**

Provide a transportation system that will allow the movement of goods and people safely and smoothly throughout the Township, especially into and within the urban core and neighborhoods.

## Road Facilities Plan

### Objectives

- Provide an optimum relationship between the system of thoroughfares and the Township's developmental pattern.
- Tightly control the access to major roadways, especially the US-41/M-28 corridor in recognition of the high speed traffic-carrying function of these roadways.
- Utilize land use controls to minimize developments including residential and commercial which interferes with the transportation function of arterial and principal collector roads.
- Coordinate and implement the US-41/M-28 Comprehensive Corridor and Access Management Plan, Road Master Plan for the Charter Township of Marquette and the Township's Future Road plan.
- The existing transportation infrastructure system should be preserved and protected whenever feasible.
- The transportation system should minimize the disruption and maximize the preservation and enhancement of the aesthetics of transportation corridors.

### **Goal 2**

Transportation planning and development should be comprehensive, cooperative, and coordinated with planning activities and road agencies.

### Objectives

- Provide an efficient transportation system which links the Township with the City of Marquette, nearby communities, and other areas of the State.
- Coordinate transportation developments of the Township with those of the City of Marquette, surrounding townships, Marquette County, and the State.
- Participate in City, County, and State transportation planning.
- Continue participation in the US 41/M-28 Corridor Committee for corridor planning and access management (site plan review).
- Support planning initiative for study and reconfiguration of crossover scheme for corridor.
- Improve coordination between transportation decision making and land use planning.

## Road Facilities Plan

### **Goal 3**

Provide a transportation system that is accessible to all users and provides appropriate mobility to and from locations within Marquette Township.

#### **Objectives**

- Meet the circulation needs of persons who cannot or choose not to use the automobile by providing safe and convenient bicycle and pedestrian circulation systems throughout the developed areas of the Township.
- Place high priority on the planning and funding of pedestrian, bicycle, and public transportation systems as an alternative to automobile circulation.
- Support public transportation services to assist those with limited mobility to conserve energy and reduce traffic generation by personal vehicles.
- Adopt a private road ordinance requiring minimum construction standards.
- Promote techniques that encourage transit and other multiple occupant vehicle use.

### **Goal 4**

Develop, coordinate, and maintain funding mechanisms in support of transportation.

#### **Objectives**

- Continue township millage funding local road maintenance/enhancements and support future County-wide road millage option.
- Transportation system investments should be maximized from all available sources including the private sector.
- Support an increase in the Michigan Fuel Tax which generates revenue for local road agencies and/or new revenue sources.
- Encourage continuation of the County-wide millage-funded MARQ-TRAN bus system.