

## **DEVELOPMENT TRENDS**

This element of the Plan is directed at a review of the existing community facilities and services provided within the Township and then a proposed plan for undertaking new facility improvements over the next 5-10-20 years. Much of these facility improvements will be related to potential growth within the community, which may be developer driven and financed. These *development trends* are also based upon the *demographic profile* of the Township, which may need to focus on both providing services to an existing, aging, population while also making improvements that attract younger residents.

In the shorter term, consistent with 5-year updates to the Master Plan, is the Capital Improvement Program, or CIP. This is a 6-year program that has the first year linked to the annual budget, with the following 5 years identifying a prioritized list of potential projects that could be undertaken. The Michigan Planning Enabling Act (P.A. 33 of 2008, as amended) includes this program as a part of the master planning process for any community that "owns or operates" sewer and/or water systems. The Planning Commission serves as an advisory body to the Township Board based upon the desire to implement projects that further the intent of the overall Master Plan. Most of these projects will be in the form of community-oriented improvements to existing systems, but may include new directives or policy options, such as creating a more defined parks and recreation program within the Township.

### **Outline for CIP**

In general, this program provides a complete breakdown of all community facilities, which include both "on-site" facilities, those land holdings owned by the Township, and "off-site" facilities, or those, such as roads, sewer and water systems, that support business and/or residential development. These "off-site" plans may also serve to support new private development in specific *sub-areas* of the Township, such as the area south of the Village where park improvements and linear trails are proposed. In these instances, public and/or private investment may be utilized to leverage public investment, such as grant financing for connections to a non-motorized trail system.

The overall intent of this 6-year program is to have the Planning Commission take its 20-year Master Plan vision and, generally, break it down into 5-year increments. These shorter-term priorities are then a part of the 5-year updates or become a part of this 6-year CIP, which then links these priorities to actual implementation through the annual budget adopted by the Township Board. While the Township Board makes all of the decisions related to financing, it does so with the background provided through this 20-year vision.

A sample CIP outline/table of contents would be as follows:

CAPITAL IMPROVEMENT PROGRAM  
OUTLINE/TABLE OF CONTENTS

Introduction

Inventory of Facilities

- On-Site: Township Land Holdings
- Off-Site: Sub-Area Planning
- Other Plans/Studies
- Vehicles/Equipment

Infrastructure

- Sanitary Sewer
- Public Water
- Infrastructure Financing
- Transportation
  - Motorized
  - Non-Motorized

Coordination of Plans/Ordinances

- Master Plan/Sub Area Plans (Planning Commission)
- 5-Year Recreation Plan
- Public Safety

Identification of Projects

Prioritization Matrix

- Sub-Area
- Public/Private Investment
- Health/Safety
- Sustainable/Future Benefit

Example Project/Scoring System

*(For purposes of identifying sub-areas and placing potential non-motorized facilities on the draft Future Land Use Map, the following element is presented)*

**Transportation**

This element is directed at the road system in support of vehicular movement and other non-motorized systems in support of alternative movement. In general, these "off-site" improvements are made within the public right-of-way, which may be 66-feet in width for county roads or could be up to 100 or 120-feet for state trunklines. A standard lane width of 11-feet is utilized for purposes of this analysis.

Motorized: For two-lane county roads, the paved surface may be anywhere from 22-feet, with 2-3 foot gravel shoulders on each side, to 28-feet, where speeds or vehicular turning movements may be greater. The addition of a designated turn lane then expands this to 33-feet or more. With 5 lanes, this paved surface may be 55-feet and curbed, leaving 11 feet of right-of-way in support of non-motorized allowance.

Non-Motorized: While such improvements have been a part of road right-of-ways for decades, a federal directive, entitled "complete streets", has been adopted by many states and communities. This directive is to consider all modes of transportation within the right-of-way any time new roads or improvements to roads are undertaken. These modes of transportation include motorized elements, such as public transit, but mostly focus on non-motorized options, whether they be *sidewalks* for pedestrian movement, *bikelanes* for bicyclists, or *pathways* that may support multi-use applications. In addition, the general term of *trails* is utilized to cover a broad range of options within a more connected system. For purposes of this review, the following options are defined:

*Sidewalks* are typically 4-5 feet in width and are usually concrete. Reduced width (3-4 feet) may be found within residential locations, but 5-feet is typically preferred in commercial locations. Ideally, such sidewalks are placed either at or within 1-foot of the right-of-way boundary and separated from the road surface by some landscape strip. Safety is the critical element, allowing for pedestrian movement that is clearly separated from the motorized surface.

*Bikelanes* are typically 3-4 feet in width and are usually within the paved surface of the road. The only separation that exists is the white line identifying the lane with a bike logo and signage identification along the route. These lanes are intended to allow riders to "share the road", with a balance between speed and safety.

*Pathways or bikepaths* are typically 8-10 feet in width and are usually asphalt surfaces. These paths are separated from the road surface and may replace the sidewalk location in the last 10-feet of the right-of-way. Where such right-of-way is not available, these paths may follow purchased or granted easements through private property. Safety is the critical element, with separation from the road surface and additional width to allow for both pedestrian and bicycle movement.

*Trails* are generally a combination of surfaces that may, or may not, be located within a road right-of-way but could follow the same direction or be completely separate in their intent. Other natural right-of-ways, such as rivers, are often the focus, or abandoned right-of-ways are utilized, such as the "rails-to-trails" movement for abandoned track surfaces. These surfaces dictate whether they are utilized for traditional bikepaths or are unpaved and limited to hiking or mountain biking options. Equestrian and cross-country skiing use are often accepted on these surfaces. Connections of these non-motorized systems are often associated with the intended destination, whether it be for work or recreational pursuits. Health advocates promote walking and biking while economic conditions may dictate that some people do not have other options (vehicular resources).