



*Little River Band of Ottawa Indians*  
Long-range Transportation Plan

March 2012







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Long-range Transportation Plan



- March 2012 -

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*Section One*

**Project Approach  
&  
Transportation Goals and Strategies**





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## *Section One*

### **Project Approach**

The Little River Band of Ottawa Indians' Long-Range Transportation Plan was developed in 2008-2009 to fulfill the requirements of a Memorandum of Agreement between the Bureau of Indian Affairs (BIA) and the Federal Highway Administration (FHWA) dated May 23, 1983. Per the Code of Federal Regulations Title 25 Part 170 Section 414 (25 CFR 170.414), which requires that a long-range transportation plan (LRTP) should be reviewed annually and updated every five years, this plan has been developed and completed in February 2009. This long-range transportation plan will assist the Little River Band of Ottawa Indians with future decisions regarding their transportation network.

The purpose of a long-range transportation plan, as stated in 25 CFR 170.410, is to clearly demonstrate a tribe's transportation needs and to fulfill tribal goals through the development of strategies to meet specified needs. The strategies should address future land use, economic development, traffic demand, public safety, and health and social needs. The development of a LRTP includes an investigation of transportation related items, such as a multi-modal transportation needs assessment, trip generation studies of existing roads in the inventory, prioritization of transportation needs based on the existing transportation improvement program and community input, and analysis of funding alternatives. This long-range transportation plan was prepared by R. Clark Associates, Inc. (RCAI) in coordination with Little River Band of Ottawa Indians (LRBOI) staff.

The approach for creating the LRTP consisted of working with the LRBOI Planning Office to obtain current and historic data relating to transportation systems. This included the Little River Band of Ottawa Indians Future Land Use Plan (adopted September 14, 2005), the Historical Era's of the Little River Band (a PDF document downloaded from the tribe's website), Manistee County Master Plan Update Resource Book (August 2005), Mason County Comprehensive Plan (August 2006), Oceana County 2020 Comprehensive Plan, the LRBOI's Tribal Transportation Improvement Program (TTIP) (adopted August 30, 2006), and GIS base data for the tribe's 1836 and 1855 Reservations. The existing documents were reviewed for information which could be utilized in the creation of this document. The TTIP, accepted by the Tribal Council through resolution on August 30, 2006, as well as input from tribal staff and comments from tribal citizens obtained through a transportation survey were used to identify the short-, mid-, and long-term goals, and GIS data was utilized to produce maps referenced in this long-range transportation plan.

As per 25 CFR 170 Sections 412 and 413 requirements, a draft version of the long-range transportation plan must go through public review prior to finalizing the plan. This allows for further refinement of the plan based on public comment prior to submittal to the Bureau of Indian Affairs. A survey of tribal citizens and meetings with tribal staff were conducted to gather input



on the current TTIP, goals, and strategies; this information was incorporated into the draft LRTP, which was submitted to the Bureau of Indian Affairs (BIA) on November 7, 2008 for review and comment. Following the LRBOI's Tribal Council's review of the draft plan in December 2008, and review by the BIA a public meeting was held on January 6, 2009 where a draft copy of the new LRTP was presented for comment. Following an update of the draft based on comments from tribal staff, BIA, and public, the final Little River Band of Ottawa Indians Long-Range Transportation Plan was approved by the LRBOI Tribal Council on January 21, 2009 and submitted to the Bureau of Indian Affairs.

## Transportation Goals and Strategies

The recommended goals and strategies identified in this section were developed through coordination with the LRBOI Tribal Planning Department, Tribal offices, and staff. They are recommended initial steps to fulfill the LRBOI's list of needs gathered through the process of creating the long-range transportation plan and through the general analysis of the Tribe's current and future land uses, economic development, traffic demand, public safety, and health and social needs. It is with the help of these goals and strategies that future transportation priorities will be decided upon, analyzed, and added to the tribal transportation improvement program (TTIP). The TTIP identifies a list of IRR Program funded projects planned for construction in the next 3 to 5 years.

### Short-Term Goals

Goal	Maintain convenient, safe, and desirable access to tribal properties
Strategy	Pursue improvements (i.e., reconstruction and/or paving) of tribal roads, specifically Domres Road
Strategy	Establish alternate access routes to tribal facilities, including the Justice Center and the Utilities Building
Strategy	Develop sidewalks and regional pathways that offer non-motorized travel options between tribal facilities as well as connect tribal facilities with the wider-community
Strategy	Work with Michigan Department of Transportation and the Manistee County Road Commission to explore the potential for a pedestrian overpass between the Pow-Wow Grounds and the Casino
Strategy	Establish pedestrian trails and/or walkways to provide safe access to the new Community Center



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**Goal      Reduce the potential for and severity of vehicular crashes at intersections and other locations identified as high crash locations**

Strategy    Work with Michigan Department of Transportation and the Manistee County Road Commisison to improve safety at dangerous intersections, specifically M-31/8 Mile and M-31/M-22

Strategy    Promote safer pedestrian and vehicular transportation through better road design, signage, and traffic signals

Strategy    Investigate geometric design improvements at intersections with high crash rates and/or intersections with significant existing design challenges (i.e., limited site distances)

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**Goal      Develop a tribal public transportation system**

Strategy    Pursue the development of a public transporation master plan which would utilize all available transportation systems including, but not limited to, existing tribal transportation services and existing public transporation systems

Strategy    Pursue the establishment of a fixed bus or van route between Muskegon and Manistee, which could possibly build off the existing shuttle to the Casino

Strategy    Explore the establishment of a carpool networking system amongst tribal members and the development of facilities to support carpooling (i.e., park-and-ride lots)

Strategy    Investigate methods for establishing or expanding public transit services between the City of Manistee and the Casino in order to ensure transportation for employees of all shifts

Strategy    Explore the establishment of transportation services to ensure tribal elders, as well as families with children or individuals with special needs, are able to get to doctors appointments, meetings, etc.

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**Goal      Create and maintain efficient, safe parking at tribal facilities**

Strategy    Inventory parking lots at tribal facilities (e.g., clinic, Justic Center, Natural Resources building, Administration building, and Community Center) and submit parking lots as part of IRR Inventory update

Strategy    Redesign, rennovate and/or replace inefficient parking areas including, but not limited to, the parking areas at the clinic, Justice Center, Natural Resources, Administration, and the Community Center



**Goal**      **Keep the LRBOI transportation planning current to provide a foundation for land use and transportation decision making that has the LRBOI's and membership's interests at the forefront of any decision**

Strategy    Update the LRBOI Long-range Transportation Plan (LRTP) annually or more frequently, depending on when the tribal transportation improvement program (TTIP) is revised. As per the Federal Register, Part III Department of the Interior, the TTIP needs to stay consistent with the long-range transportation plan and the LRTP needs to be updated once every 5 years

Strategy    Annually update the tribe's IRR Inventory with existing and proposed roads to help generate construction and planning dollars for maintenance and new road construction

Strategy    Strive to implement projects identified on the TTIP list. Review and update the TTIP list at least once every six (6) months

Strategy    Continue to work with local, state, and federal governments to improve the health, safety, and welfare of the tribal community through cooperative agreements

**Goal**      **Pursue construction projects or improvements that are consistent with local land use and corridor plans**

Strategy    Plan appropriate system improvements in reaction to new tribal traffic generators and minimize subsequent congestion

Strategy    Design roads using context sensitive design that considers existing and planned uses, pedestrian needs, and the road function to minimize the attraction of undesired land uses

Strategy    Improve the transportation network in ways that support current uses and that will attract tourism and economic development in appropriate areas

Strategy    Ensure improvements will improve overall public safety for services such as EMS, school busses, snow plows, police and fire, but at a scale that is not excessive or adverse to the area

Strategy    Develop a projects priority schedule (e.g., TTIP) for planning the next 3 to 5 years that considers development schedules, funding needs, and design so those projects that are "ripe" for construction are planned for implementation at the most opportune time



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## Mid-Term Goals

### **Goal Provide easily-accessible bus-shelters as part of the tribe's public transportation system**

Strategy Explore the establishment of bus shelters as part of the tribe's public transportation system

Strategy Design and construct bus shelters which comply with ADA accessibility standards

### **Goal Establish additional modes of access to tribal properties**

Strategy Explore the establishment of snowmobile/ATV trails on tribal property which will provide connectivity between tribal facilities

Strategy Plan and design non-motorized improvement projects to best complement connections by and between vehicular traffic networks and adjacent land uses

Strategy Add additional trails and paths to the tribe's IRR Inventory

### **Goal Provide an alternative access to the Casino and other tribal facilities through the extension of Dontz Road**

Strategy Work with Michigan Department of Transportation and the Manistee County Road Commission to improve access through the extension of Dontz Road

### **Goal Develop a comprehensive plan for incorporating future tribal projects into the existing long-range transportation plan**

Strategy Look at developing a tribal trail network that is part of a regional comprehensive trail network so that trails and sidewalks can be included in road construction projects. Trail networks which are part of the IRR Inventory should be consolidated on a map to use for planning purposes

Strategy Based on the Traffic Growth Analysis referenced in Section 2, roads that provide connectivity to and from land use areas having higher densities of people living and/or working within them should be priorities when planning for future growth. Analyze the current state of construction to determine if they are adequate and/or exceed the level of service required by the existing and projected adjacent land uses to promote public safety

Strategy Develop an inventory of historic and culturally significant buildings and sites to help measure the degree of impact that will be created by a proposed traffic alternative



**Goal Identify and protect critical viewsheds, especially along primary thoroughfares that contribute to the general character of the area**

Strategy Protect significant viewsheds identified in local corridor plans when proposed road improvements cross them by conducting view corridor analyses to determine suitable measures needed to mitigate negative impacts

**Long-Term Goals**

**Goal Provide attractive and pleasing roadways that appeal to visitors**

Strategy Provide ongoing maintenance of roadways, including both the travel portions, bike lanes, sidewalks, as well as any landscaping or street furniture to ensure they are clear of debris and that landscaping is healthy and presents an attractive corridor

Strategy Include street design elements that are tailored to the character of the area, such as use of curb and gutter in urban areas and swales along rural corridors

Strategy Provide attractive landscaping and street furniture that presents a unified appearance

Strategy Consider the context of roads among adjacent land uses, and design appropriately so as not to negatively affect the character or travel patterns in a particular area

Strategy Utilize road alignments where possible to emphasize the character of the area's surroundings, such as unique buildings, landscapes, or historical features

Strategy Emphasize crosswalks with landscaping to best integrate the motorized and non-motorized transportation networks

**Goal Minimize impacts to natural features such as woodlands, regulated wetlands, and steep slopes along corridors**

Strategy Consider multiple alternatives to achieve a common goal to allow flexibility in routes, width, and alignment

Strategy Develop a baseline inventory of natural features along primary corridors to help measure the degree of impact that will be created by a proposed traffic alternative



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<b>Goal</b>	<b>Identify and address land use and community development policies that complement the transportation system improvements, while protecting the integrity of the area's rural, residential, and commercial areas</b>
Strategy	Involve at a prominent level tribal members as well as members of the greater community in activities that can lead to generating consensus for identified transportation improvements

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*Section Two*

**Reservation Background**





*Section Two*

**Location and History**

The Little River Band of Ottawa Indians (LRBOI), the political successor to nine of the nineteen historic bands of the Grand River Ottawa people, are descendents of the Grand River Ottawa Bands who lived in villages along the Manistee River, Pere Marquette River, and Grand River. Historically, the riverine people utilized inland waterways for travel as well as trading and trapping throughout the region.<sup>1</sup> In treaties with the United States, the tribe’s status as a sovereign nation and original territories were recognized. The 1836 Treaty of Washington and the 1855 Treaty of Detroit established land reservations, areas which continue to be under the jurisdiction of the LRBOI as indicated in Article I of the LRBOI’s Constitution.<sup>2</sup>

The 1836 and 1855 Reservations are within Manistee, Mason, Muskegon, and Oceana counties, located along the western edge of the state adjacent to Lake Michigan (refer to Figure 2-1). The Manistee Reservation, created through the 1836 Treaty of Washington, consists of approximately 70,000 acres of land located along the Manistee River in Manistee County, Michigan. The 1855 Treaty of Detroit established a second reservation which is comprised of approximately 84,000 acres of land in Mason and Oceana counties (refer to Table 2-1: LRBOI Territory). Additionally, the LRBOI service area consists of nine (9) ceded counties: Kent, Lake, Manistee, Mason, Muskegon, Newaygo, Oceana, Ottawa, and Wexford.

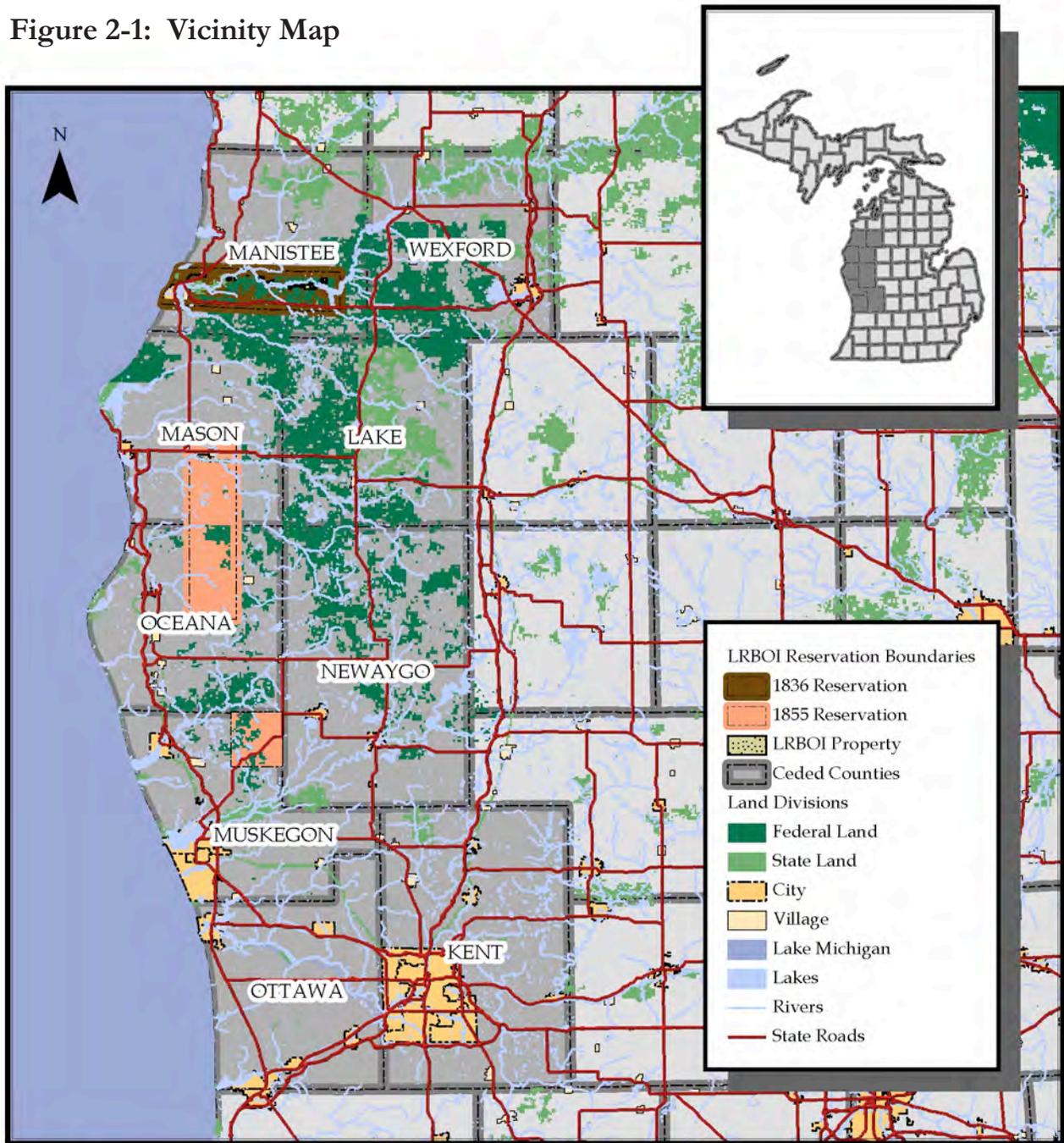
**Table 2-1: LRBOI Territory**

<i>Location</i>	<i>Area</i>	
	<i>Acres</i>	<i>Square Miles</i>
<b>Reservations</b>		
1836 Reservation	69,001.9	107.8
1855 Reservation	100,550.4	138.4
<i>total</i>	179,552.3	246.2
<b>Ceded Counties</b>		
Kent	557,650.1	871.3
Lake	367,278.8	573.9
Manistee	356,650.8	557.3
Mason	326,225.3	509.7
Muskegon	337,429.1	527.2
Newaygo	551,113.9	861.1
Oceana	349,325.3	545.8
Ottawa	369,061.2	576.7
Wexford	367,971.5	575.0
<i>total</i>	3,582,705.9	5,598.0

1 Information for this section is based on information contained in the Little River Band of Ottawa Indians’ Land Use Plan - the Historical Tribal Land Use Patterns section adopted September 14, 2005.  
 2 Information obtained from the LRBOI’s website (<http://www.lrboi.com/>) on June 12, 2008



Figure 2-1: Vicinity Map



0 5 10 20 30 40 Miles

R. Clark Associates, Inc.  
NOVEMBER 2008



## Little River Band of Ottawa Indians

Despite the treaties with the federal government, the Grand River Ottawa lost record title to the majority of their reservation lands by the Twentieth Century primarily due to illegal taxation and/or other fraudulent acts.<sup>3</sup> Ottawa leaders protested treaty-related matters with the federal government for over a century. On September 21, 1994 – after a 120-year struggle – the Little River Band of Ottawa Indians had its status as a federally recognized Indian tribe reaffirmed and restored when then President Clinton signed into the law the Little Traverse Bay Band of Odawa and the Little River Band of Ottawa Indians Act, Pub. L. 103-324, 25 U.S.C. 1300k.

Since re-affirmation of the Little River Band of Ottawa Indians' status in 1994, the LRBOI has been actively working to acquire lost properties. The LRBOI has acquired approximately 2,600 acres of which nearly 2,000 acres are located along the Manistee River corridor within the 1836 Reservation with the remaining 600 acres within the boundaries of a 46,000-acre reservation established by the 1855 Treat of Detroit.<sup>4</sup>

LRBOI property is under two types of land ownership: trust lands and private fee. The trust land is property held in trust by the federal government on behalf of tribes and tribal citizens; these lands are exempt from state or local government taxes. The private fee land is property owned by tribal or non-tribal citizens within the LRBOI's reservation boundaries. The LRBOI has approximately 1,640 acres of trust land and 1,250 acres of fee land within the 1836 and 1855 Reservation boundaries. This is only a small fraction of the total acreage within the reservations: the 1836 Reservation is nearly 70,000 acres and the 1855 Reservation is approximately 100,000 acres (refer to Table 2-2 and Figures 2-2 and 2-3). In addition to property within the reservation boundaries, the LRBOI has approximately 65 acres of trust lands and two-hundred acres of non-trust lands in Manistee County.

**Table 2-2: LRBOI Property**

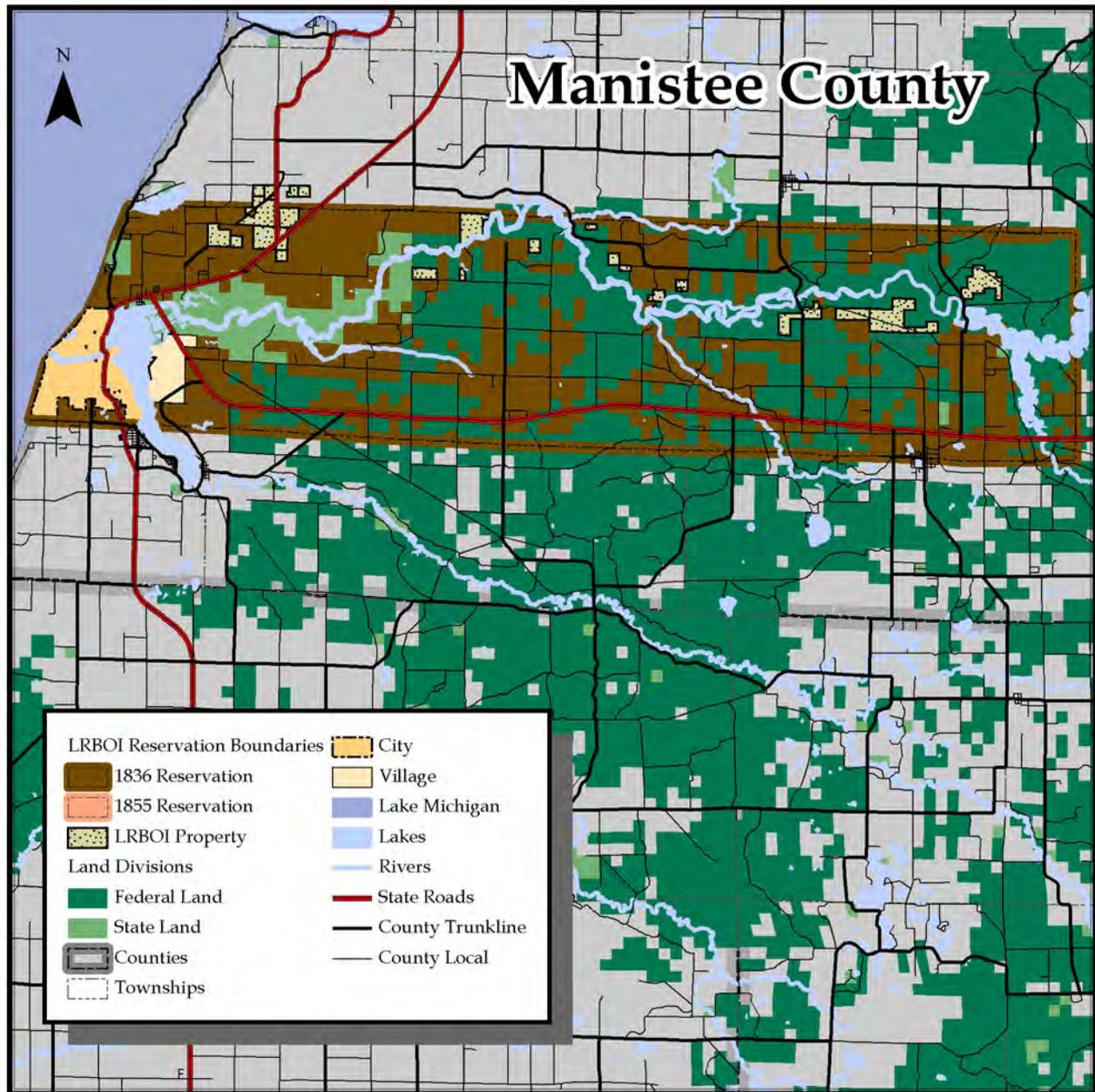
<i>Location</i>	<i>Acreage</i>	
	<i>Trust</i>	<i>Non-Trust</i>
Land within 1836 Reservation Boundary	1,002.9	1,254.2
Land within 1855 Reservation Boundary	639.5	0.0
<i>sub-total</i>	1,642.4	1,254.2
Land outside reservation in Manistee County	65.1	204.3
<i>sub-total</i>	65.1	204.3
<i>total</i>	1,707.5	1,458.4

3 Information for this section is based on information contained in the Little River Band of Ottawa Indians' Land Use Plan - the Historical Tribal Land Use Patterns section adopted September 14, 2005 and the "Profile of the Little River Band of Ottawa Indians" provided by the LRBOI Planning Department

4 The Little River Band of Ottawa Indians' Land Use Plan – Demographics (adopted September 14, 2005), and the "Profile of the Little River Band of Ottawa Indians" provided by the LRBOI Planning Department.



Figure 2-2: 1836 Reservation

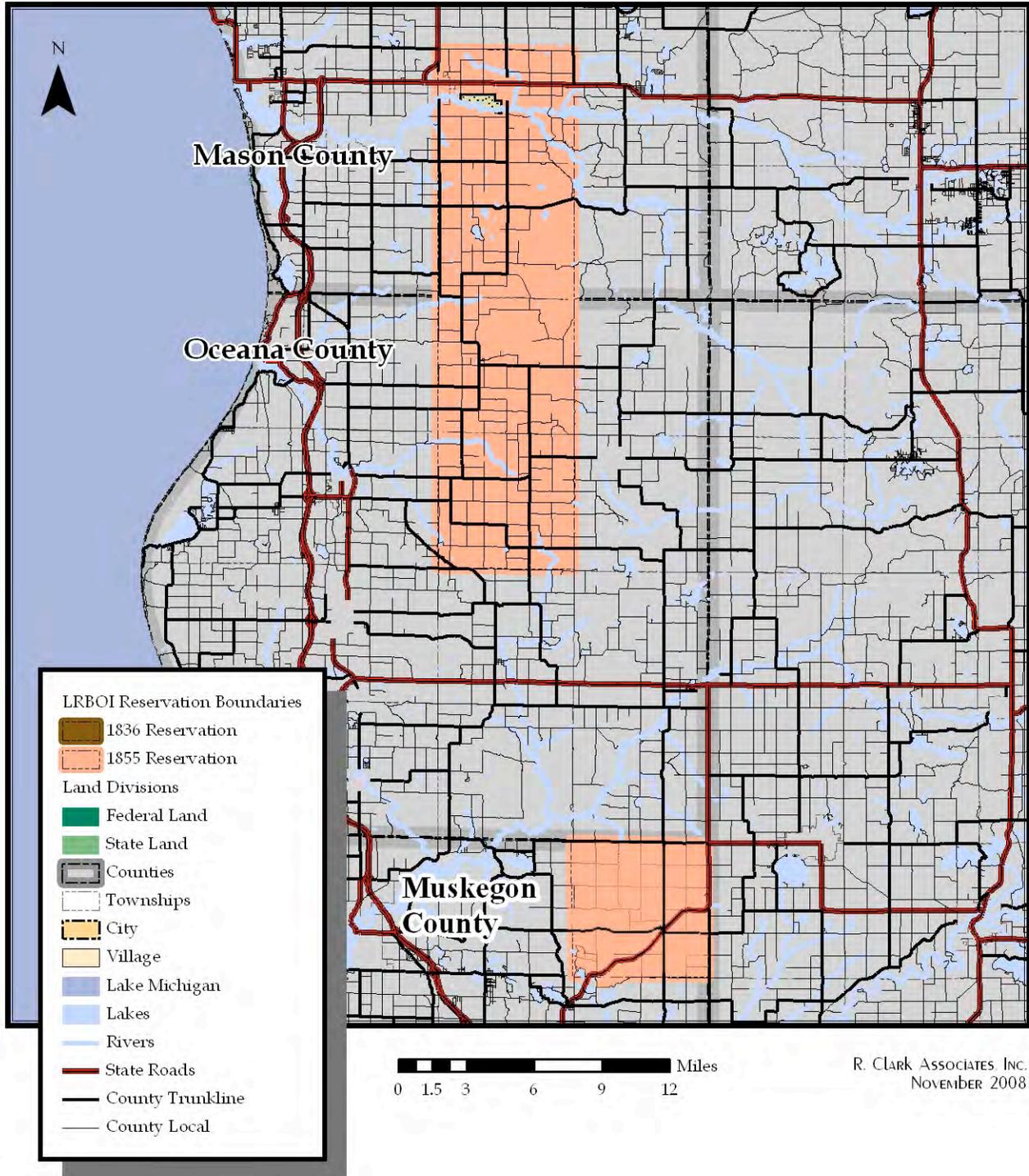


0 1.5 3 6 9 12 Miles

R. Clark Associates, Inc.  
NOVEMBER 2008



Figure 2-3: 1855 Reservation





A significant portion of the land within the reservations is owned by the State of Michigan and the Federal Government (refer to Table 2-3).

**Table 2-3: Public Land within LRBOI Reservations**

Due to the fact that a majority of tribal citizens live in Muskegon County, the LRBOI has created an office in the city of Muskegon that provides family and medical clinic services, and provides jobs.

Location	Acreage	
	State	Federal
Land within 1836 Reservation Boundary	4,883.0	29,998.3
Land within 1855 Reservation Boundary	557.6	12,308.7
<i>total</i>	5,440.6	42,307.0

### Physical Characteristics

The environment and high quality natural resources of west Michigan contribute to the quality of life of Little River Band of Ottawa Indians tribal citizens as well as draw visitors to the area throughout the year. The defining natural features of both the 1836 and 1855 reservations are the riparian areas along the Manistee and Pere Marquette rivers in Manistee, Mason, and Oceana counties (refer to Figures 2-2 and 2-3). The unique natural features of west Michigan influence future expansion of the transportation network. Through the planning process, an analysis of existing vegetation, lakes and rivers, wetlands, steep slopes, and soils types will be essential to identifying potential geographic sites viable for road, trail, or transit improvements.

Although the Little River Band currently owns 3.5 square miles (2,257.1 acres), the tribe’s Manistee Reservation makes up approximately 107.8 square miles (69,001.9 acres) or nineteen percent of Manistee County’s 557 square miles (356,655 acres). Manistee County is distinguished by its water resources with twenty-five miles of Lake Michigan shoreline, 276 miles of rivers and streams, nine inland lakes over fifty acres in size, and an estimated 73,500 acres of wetlands.<sup>5</sup> In addition to its numerous waterways, Manistee County has approximately 253,200 acres of forested land.

The Little River Band of Ottawa Indian’s 1855 reservation is located in Mason, Oceana, and Muskegon counties. Mason County is predominantly rural with extensive areas of mixed-wood forests, open vistas, farmland, wetlands, and meadows. The county’s Lake Michigan shoreline has extensive bluff and dune areas, and there are numerous small lakes scattered throughout the 509.7 square miles (326,225.3 acres) county. In addition to the miles of rivers and streams, Mason County is home to one of the few deep water port facilities in west Michigan (e.g., the pier complex for the ferry between Ludington, Michigan and Manitowoc, Wisconsin).<sup>6</sup> Similarly, Oceana and Muskegon Counties are characterized by rural landscapes with numerous lakes and rivers. Water bodies greater than forty acres in size constitute 3,245 acres of Oceana County.<sup>7</sup> Oceana County’s most notable natural features are the large dune formations along the Lake Michigan coastline, a sensitive ecological system which extends north into Mason County.

<sup>5</sup> Manistee County Master Plan Update Resource Book. Section C: Land Use, Natural Resources, and Environment. (Page C-3).

<sup>6</sup> Mason County Comprehensive Plan (August 2006)

<sup>7</sup> Oceana County 2020 Comprehensive Plan.



## Government

As a sovereign nation, the Little River Band of Ottawa Indians possesses the right to form and function as a self governing community. Specifically, the powers held by American Indian tribes are set forth in treaties, which are signed agreements between the federal government and a tribe. In 1994, the Little River Band of Ottawa Indians and the United States reaffirmed their government-to-government relationship through P.L. 103-324. The LRBOI's governmental offices are located in the City of Manistee, Michigan.

As a sovereign, federally recognized tribe, the Little River Band of Ottawa Indian tribe can participate in the Indian Reservation Roads (IRR) Program which is available through the Federal Lands Highway Program. This program was created to address tribes' transportation needs. The Little River Band of Ottawa Indians' tribal government participated in the creation of this long-range transportation plan. Draft copies of the plan were reviewed by the LRBOI Tribal Council and the tribal community between December 2008 and February 2009. On February (add date), 2009, the LRBOI Tribal Council reviewed and approved by resolution the final draft of the long-range transportation plan dated (add date) (refer to Appendix B for a copy of the resolution).

Over the past decade, the Little River Band of Ottawa Indians' Planning Department has initiated a number of different planning projects. These documents include the Renewable Energy Plan of 2007, the Future Land Use Plan (September 14, 2005), the 2001 Governmental Strategic Action Plan (updated in 2003), LRBOI Tribal Census of 2002, and the Reservation Restoration Plan

adopted in February 1997. The creation of these planning tools facilitates easier decision making while promoting smarter growth.



*375 River Street, Manistee*



## Economics

The Little River Band of Ottawa Indians' primary economic base is the Little River Casino Resort, located at the intersection of US-31 and M-22/Orchard Highway. Since its opening in 1999, the Little River Casino has expanded to include over 1,300 slot machines, nearly thirty table games, a dedicated poker room, a variety of dining facilities, an 95-space RV park, luxury hotel, and a 1,600 seat event center (Mawkwa Endaat) in the over 23,000 square foot resort complex. The Little River Casino employs over 900 individuals from a four-county region.<sup>8</sup> In 2008 the LRBOI opened a gas station and convenience store on the east side of US-31 across from the Casino.



*Little River Casino*

*Gas Station and Convenience Store*

The LRBOI intends to build a second casino on the former Great Lakes Downs property Muskegon County which they purchased in 2008.

## Demographics

### Population

At the time of the Little River Band of Ottawa Indians' re-affirmation, the LRBOI had an estimated population of 1,000 citizens. Over the past fourteen years, the LRBOI citizenship has grown to over 3,000 citizens with nearly one-half of the tribe's citizenship residing within the nine-county service area which includes Manistee, Mason, Lake, Wexford, Kent, Muskegon, Newaygo, Oceana, and Ottawa counties.<sup>9</sup> The remaining LRBOI citizenship is distributed fairly evenly between other Michigan counties (24.2 percent of citizenship) and outside the State of Michigan

<sup>8</sup> Little River Casino Resort History. <http://www.littlerivercasinos.com/history.html>

<sup>9</sup> LRBOI's Community Wellbeing and Support Survey Response Report (2006) and *Manistee County Master Plan Update Resource Book*. Section A: Political & Physical Geography. (Page A-3).



(28.6 percent of citizenship). Although the LRBOI's relatively recent re-affirmation makes it difficult to develop specific demographic projections, it is clear that citizenship is steadily increasing (refer to Tables 2-4 and 2-5).

**Table 2-4: LRBOI Total Citizenship**

Year	1994	1997	1998	2002	2003	2004	2005	2006
Number	1,000	1,882	2,502	2,752	3,018	3,031	3,225	3,337

\*LRBOI membership data from Land Use Plan (2005) and Community Wellbeing Support Surveys

**Table 2-5: LRBOI Citizenship by Ceded County**

		2003		2004		2005		2006	
		Number	Percent of Responses						
<b>LRBOI Citizenship</b>									
Eligible Citizens Enrolled		3,018		3,031		3,225		3,337	
Surveys Mailed Out		2,924		2,935		3,184		3,310	
Surveys Returned		2,630		2,898		3,123		3,258	
Return Response (percent)		90		99		98		98	
<b>Location of Residence</b>									
Citizenship within Ceded Counties									
<i>Citizenship by Ceded County (e.g., nine county service area)</i>	<i>Kent</i>	171	6.5	187	6.5	203	6.5	223	6.8
	<i>Lake</i>	35	1.3	45	1.6	37	1.2	35	1.1
	<i>Manistee</i>	291	11.1	304	10.5	323	10.3	354	10.9
	<i>Mason</i>	115	4.4	118	4.1	124	4.0	117	3.6
	<i>Muskegon</i>	504	19.2	543	18.7	560	17.9	588	18.0
	<i>Newaygo</i>	32	1.2	40	1.4	48	1.5	50	1.5
	<i>Oceana</i>	46	1.7	56	1.9	94	3.0	72	2.2
	<i>Ottawa</i>	57	2.2	65	2.2	76	2.4	73	2.2
	<i>Wexford</i>	26	1.0	22	0.8	22	0.7	24	0.7
<i>sub-total</i>		1,277	48.6	1,380	47.6	1,487	47.6	1,536	47.1
Other Michigan County		669	25.4	685	23.6	723	23.2	788	24.2
Outside Michigan		~		831	28.7	898	28.8	931	28.6
Unknown (eligible - known)		1,072		135		117		82	



## Housing Units

As shown in Table 2-6 which summarizes the results of the Community Wellbeing and Support Surveys conducted by the Members Assistance Department, approximately half of the LRBOI citizens live in single-family residences, with roughly forty (40) percent of respondents owning their own home. When asked which housing type citizens would prefer to have constructed on tribal lands, the most frequent response was single-family followed by assisted care facility.

With residential development and recreational activities dispersed throughout 246 square miles of reservation within a 5,500 square mile service area, the LRBOI's transportation system exists as an essential network for facilitating growth in and maintaining the economy.

Increases in the reservation's population, number of households, and housing units can have significant impacts on the Little River Band of Ottawa Indians' transportation network. Studies show that an average household makes ten (10) vehicle trips per day, and recreational homes generate 3.16 vehicle trips per day. Consequently, an increase in housing on the reservation will result in additional vehicular trips per day.<sup>10</sup> Analyzing the location of new housing units, as well as commercial developments, is critical for understanding the impacts of population growth on the Little River Band's transportation network.<sup>11</sup> New housing developments may concentrate vehicular traffic on roads which do not have sufficient capacity to accommodate additional trips; the same is true for roads which provide access to seasonal housing units.



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<sup>10</sup> Listokin, D., and Walker, C. 1989. *The Subdivision and Site Plan Handbook*. Center for Urban Policy Research. New Brunswick, New Jersey (41- 44). The Center for Livable Communities' *Livable Places Update* as referenced on page 10 of *The Traditional Town Center Handbook*, produced by R. Clark Associates, Inc (2001).

<sup>11</sup> Note: There is a significant decline in the number of Vacant Housing Units: Other vacant as reported on the 1990 and 2000 Decennial Censuses. Although this may, in part, account for the notable increase in the Seasonal, Recreational, or Occasional use housing units, this cannot be verified and subsequently the census data has been analyzed as it was reported.



Little River Band of Ottawa Indians

**Table 2-6: Housing Ownership, Housing Type, and Desired Housing on Tribal Lands**

	2003		2004		2005		2006	
	Number	Percent of Responses						
<b>LRBOI Citizenship</b>								
Eligible Citizens Enrolled	3,018		3,031		3,225		3,337	
Surveys Mailed Out	2,924		2,935		3,184		3,310	
Surveys Returned	2,630		2,898		3,123		3,258	
Return Response (percent)	90		99		98		98	
<b>Housing Ownership</b>								
Own home	1,048	39.8	1,358	46.9	961	30.8	1,323	40.6
Own home free and clear	~		313	10.8	318	10.2	~	
Rent home	945	35.9	984	34.0	867	27.8	1,231	37.8
Unknown (eligible - known)	1,025		376		1,079		783	
<b>Housing Type</b>								
Single-family	994	37.8	1,841	63.5	1,615	51.7	1,697	52.1
Duplex	~		98	3.4	91	2.9	92	2.8
Apartment	326	12.4	337	11.6	305	9.8	319	9.8
Mobile home	155	5.9	275	9.5	255	8.2	259	7.9
Multi-family	130	4.9	116	4.0	119	3.8	135	4.1
Manufactured	~		135	4.7	106	3.4	112	3.4
Condo	~		27	0.9	17	0.5	26	0.8
N/A	~		69	2.4	83	2.7	67	2.1
Unknown (eligible - known)	1,413		133		634		630	
<b>Preferred Housing Type on Tribal Lands (selecting all that apply)</b>								
Single-family	~		2,280	78.7	2,172	69.5	2,168	66.5
Duplex	~		85	2.9	169	5.4	167	5.1
Apartment	~		94	3.2	153	4.9	160	4.9
Mobile home	~		111	3.8	96	3.1	118	3.6
Town Home	~		141	4.9	169	5.4	179	5.5
Nursing Home	~		71	2.4	226	7.2	308	9.5
Assisted Care Facility	~		116	4.0	307	9.8	430	13.2
No Response	~		~		~		214	6.6

**Long-range Transportation Plan**



## Current Transportation System

Based on GIS data provided by the LRBOI, there are approximately 620 miles of roadway (State, County, City, Village, Tribal, and National Forest Service ownership) within the Little River Band of Ottawa Indians' 1836 and 1855 Reservations. As of 2008, the LRBOI had approximately 200 miles of roads accepted by the Federal Lands Highway Program within their Indian Reservation Roads (IRR) Inventory – though the inventory needed to be updated as only the sixteen (16) tribal roads were currently generating funds for the LRBOI. Following the 2009 IRR Inventory update, the LRBOI expanded their Inventory by (mileage to be added). The road inventory is Appendix D of the long-range transportation plan, and a map of the tribe's IRR road network may be viewed in Figure D-5.

### Roads

Roads in the LRBOI reservation transportation network can be divided into three classifications. First are the state and federal highways which carry the highest volumes of traffic through and between the LRBOI reservations. These roads generally connect the reservations with adjacent counties (e.g., Manistee, Mason, and Oceana counties). Second are the county roads which carry higher volumes of traffic than tribal roads, and they primarily provide connections within and between the LRBOI's 1836 and 1855 Reservations, tribally owned properties and facilities, and the surrounding municipalities. Third are the tribal roads on tribally owned properties within the LRBOI reservations. These roads generally have the lowest volumes of traffic recorded; however, they are currently the only routes in the IRR Inventory that are generating funds. Existing roads on tribally owned property generally provide access to tribal facilities and lands and connect to roadways owned by other municipalities (e.g., state, county, city).

### Bridges

Bridges within the LRBOI's transportation system are all owned by either the State of Michigan or other municipalities. Several bridges were added to the LRBOI 2009 IRR Inventory update. These bridges are owned by municipalities other than the LRBOI.

### Trails

Some tribal properties have informal pedestrian trail systems located on them, but none of these trail systems have been inventoried at this time. There are numerous county and National Forest Service snowmobile trails within the tribe's 1836 and 1855 Reservation boundaries that have not been inventoried at this time.

### Public Transportation (Transit Facilities)

The Little River Band's public transportation system currently consists of shuttle services that are provided to tribal citizens by various LRBOI departments, shuttles that run between the existing casino and hotels in the Manistee area, and regularly scheduled busses from Manistee to Muskegon and Big Rapids. As documented in the Community Wellbeing and Support Surveys, LRBOI's citizens have expressed a desire for the tribe to develop a more expansive public transportation system. The



LRBOI may wish to explore co-operating with other local governments in the development of a consolidated public transportation system which improves on existing routes and facilities for the LRBOI public to utilize on a day to day basis. At present, the reservation does not have an airport, rail system, or public transportation facilities.

## Traffic Growth Analysis

When analyzing traffic growth, the average daily traffic (ADT) and future land uses are very important. These two items identify where a road network is experiencing growth and where a road network will have growth in the future. Based on changes in ADT for particular roads and what land uses are planned adjacent to those roads, an increase or decrease in ADT can be generated to help identify areas in the road network that may require more transportation planning than others. In this long-range transportation plan, future land use will be reviewed based on location only to provide a general analysis.

Future development is planned on many of the tribally owned parcels. A majority of the currently planned development is anticipated on tribal properties near the existing Little River Casino and Resort at the intersection of US-31 and M-22. Daily traffic levels on US-31 and M-22 are not expected to change significantly due to the high level of traffic that these roads currently experience, but the anticipated future development on tribal properties will increase the traffic levels on adjacent and nearby county and tribal roads.

Anticipated future development and road construction projects on tribally owned properties include:

- The construction of a mixed use development which would include a potential tribal governmental complex and a mix of commercial, retail, and office spaces on both the east and west side of M-22 just north of US-31. This particular concept, as referenced as Figure F- 1A in Appendix F, would require approximately 48,500 feet of road for access and circulation. It would be anticipated there would be a mix of curb and gutter with areas of raised asphalt edges to maintain appropriate drainage. In addition, portions of this development would have sidewalks and street lighting.
  
- The extension of the Wastewater Plant Road
  
- Development on the Gathering Grounds property south of US-31 including the extension and improvement of existing roads. This development also has been anticipated for a potential tribal government complex just east of the current gas station. See Figure F-1B for potential plan concept which includes a potential government center south of US-31.



## Little River Band of Ottawa Indians

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- The creation of an alternative access road on tribal property to connect Domres Road and the Justice Center to Jebavy Road
  
- Improvement of the roads on the Custer parcel in Mason County. See Figure F-2A for a plan concept which illustrates potential residential, preservation area, and cemetery uses.
  
- Development on a new 80 acre parcel between the tribe's Casino and Hotel and the Aki Maadzwiin Development. This particular parcel is anticipated to have a mix of commercial uses along Dontz Road with multiple and single family as you travel further south toward an existing wetland. In addition, a possible access to and fro the adjacent properties will be looked at, as referenced in Figure F-1C, in Appendix F. It is anticipated that all of the neighborhood roads would have raised asphalt edges for drainage and include sidewalks and street lighting.
  
- Development on two 40 acre parcels to the south and west of the M-22/Schoedel Road intersection. Please see Figure F-1D which illustrates potential multiple and single family uses, on the sites, in a clustered format to preserve up to 50 percent of the property in its natural state. This plan concept would require approximately 5,280 feet of road for access and circulation. It is anticipated that all of the neighborhood roads would have raised asphalt edges for drainage and include sidewalks and street lighting.
  
- The construction of a new casino and new roads on the former Great Lakes Downs property in Muskegon County

Refer to Figures F-1, F-2, and F-3 in the Appendix F and Figures 2-4 and 2-5 for further detail on potential locations for future roads on tribal properties.

As the LRBOI begins to achieve their goal of creating a public transportation system, roads at and near tribal facilities served by this system will most likely see an increase in the amount of bus and shuttle traffic. It is anticipated that the LRBOI public transportation system will eventually provide connections between all tribal facilities and properties (including tribal property in Muskegon) and other selected locations.



Figure 2-4: Mason County

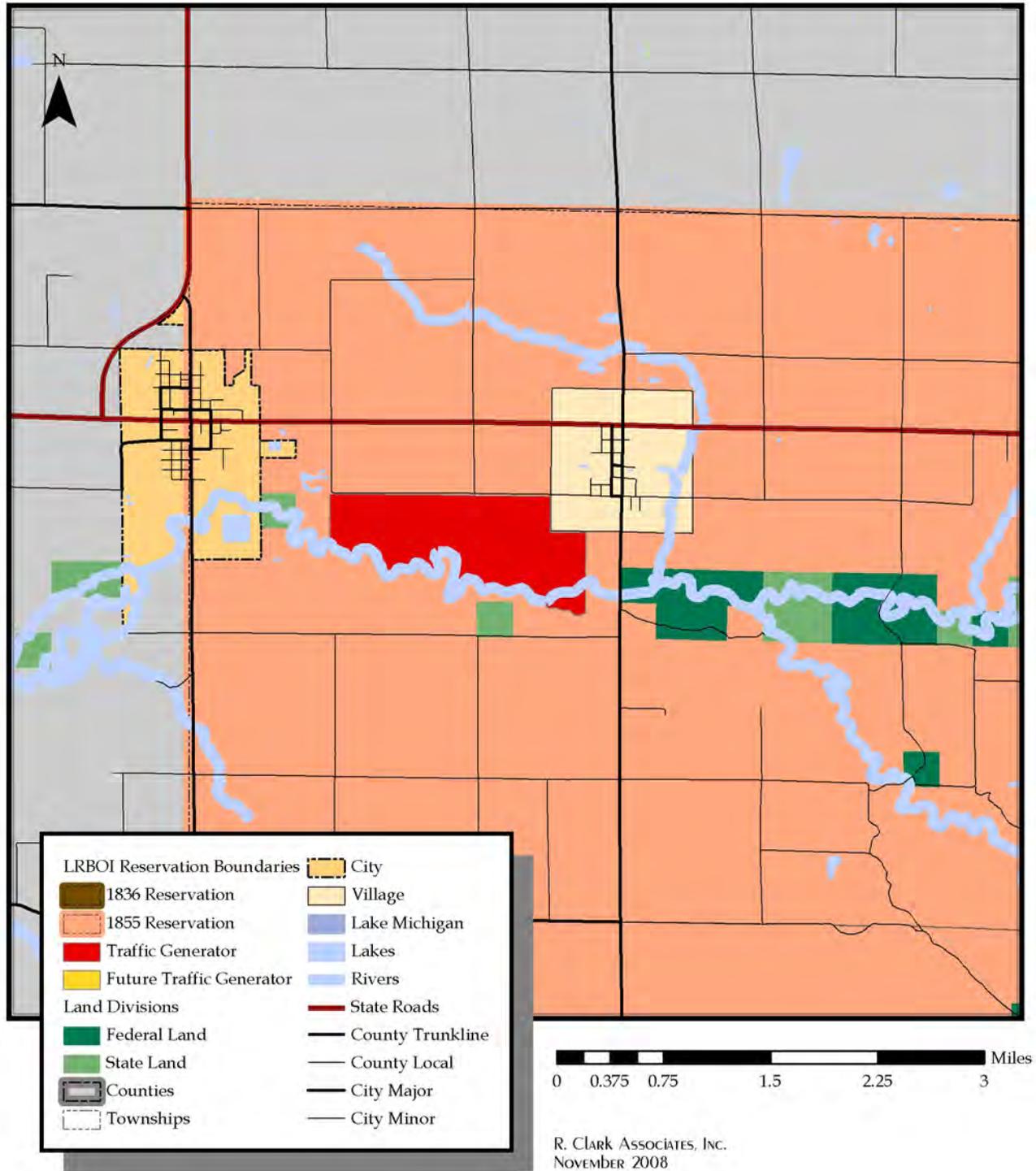
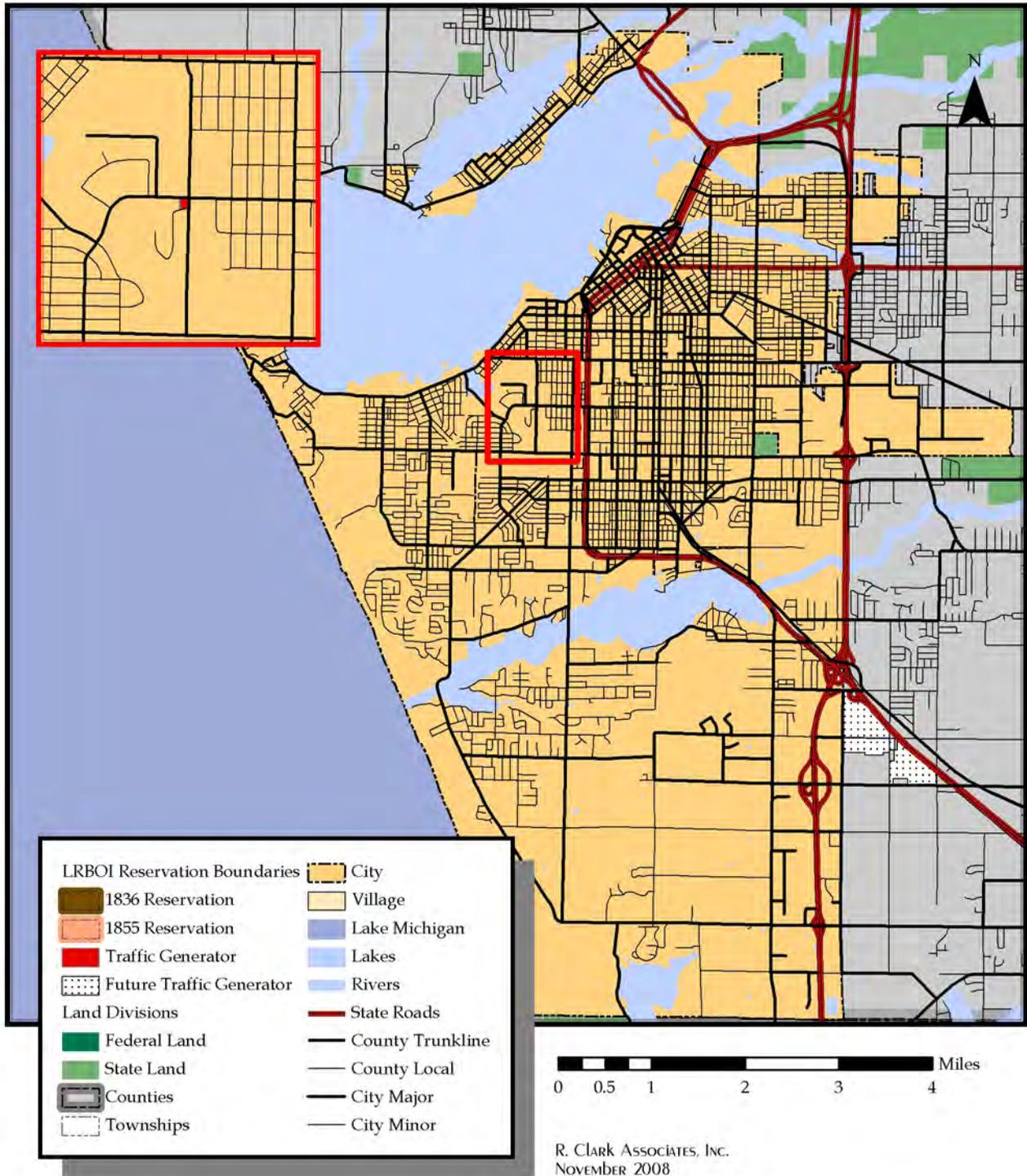




Figure 2-5: Muskegon County





*Section Three*

**Transportation Plan**



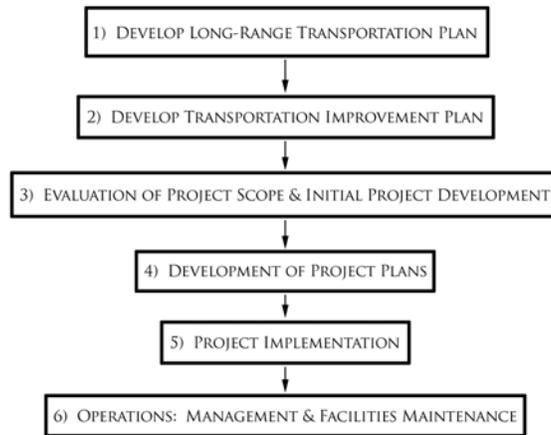


*Section Three*

**Roads Program Development**

The purpose of transportation planning is to fulfill goals by developing strategies to meet transportation needs. These strategies address current and future land use, economic development, traffic demand, public safety, health, and social needs.<sup>12</sup> In order to fulfill the requirements established by the rule change in fiscal year 2005—specifically the transportation planning requirements outlined in the Code of Federal Regulations, Part III (25 CFR Part 170.410), the Little River Band of Ottawa Indians has engaged in the creation of a new transportation plan. Documents provided by the LRBOI planning department, information on the LRBOI’s website, and the tribe’s existing IRR Inventory provided the basis for developing the new LRBOI’s long-range transportation plan, which is the first step of a six-step planning process. The typical six-step transportation planning process is depicted in the flow chart below (Figure 2-6). The information contained within this plan will facilitate the development of possible strategies to focus transportation planning investments for both short-term (e.g., three to five (3-5) years) and long-term (e.g., twenty (20) or more years) goals.

**Figure 2-6**



The intent of the transportation planning process is to develop the long-range transportation plan and a Tribal Transportation Improvement Program (TTIP), both of which need to be adopted by the Tribal Council before implementing any road project. The initial steps to developing a long-range transportation plan starts by gathering ideas through public surveys and meetings to generate tribal needs and goals. Then the goals are analyzed to determine the tribe’s priorities by defining which goals are short-, mid-, or long-term. Finally, the TTIP is generated which identifies projects to be implemented over the next three to five (3-5) years based on strategies developed in the long-range transportation plan to achieve those goals. The tribe in turn will utilize the LRTP and TTIP when making transportation investment decisions.

<sup>12</sup> United States. Department of the Interior: Bureau of Indian Affairs. (2004) *Federal Register, Part III* (25 CFR Part 170.410).



The TTIP is a prioritized list of proposed transportation projects. The TTIP must contain all IRR Program funded projects scheduled to occur within three to five (3-5) years, and it must be consistent with the priorities set forth in the LRTP. Federal, state, county, and municipal projects may be included as long as they are initiated by or developed with a tribal government. A tribe's TTIP is updated on an as needed basis and approved by Tribal Council. The following list provides types of some, but not all, transportation projects which may be included on a TTIP:

- new road construction
- road construction and/or resurfacing
- road sealing
- bridge construction
- transit facilities
- bike and/or pedestrian enhancements
- road/highway safety improvements

Transportation planning is necessary for tribes to facilitate growth within their reservation boundaries. It is the responsibility of each tribe to maintain an updated long-range transportation plan and tribal transportation improvement program. By taking a proactive role in creating a transportation program, tribal governments help coordinate development on reservation land. Refer to Appendix A for the LRBOI's TTIP.

## Community Involvement

The initial steps to developing a long-range transportation plan start by gathering ideas through public meetings and/or surveys which focus on the community's thoughts regarding transportation needs. It is from tribal citizens' expressed needs that goals and strategies are generated which can ultimately be prioritized in the tribal transportation improvement program (TTIP).

The Little River Band conducted a survey of tribal citizens in September and October of 2008 to gather input on the tribe's existing transportation facilities as well as desires for future transportation systems and facilities (refer to Appendix G for a copy of the survey and analysis of citizen's responses). Furthermore, a Transportation Work Group comprised of tribal staff from numerous departments was formed to provide input on goals and strategies, as well as comment on the draft LRTP. Following the October 28, 2008 meeting with the Transportation Work Group, the long-range transportation plan was drafted to reflect the needs of the overall tribal community, and it included draft strategies to achieve the short-, mid-, and long-term goals which were derived from public input. The draft plan was submitted to Tribal Council for review in December 2008, following which a public meeting was held on January 6, 2009 where a draft copy of the new LRTP was presented for comment. Comments on the draft plan by Tribal Council, the Planning Department, the Transportation Work Group, and tribal citizens were incorporated into the final Little River Band of Ottawa Indians Long-Range Transportation Plan that was submitted to the Bureau of Indian Affairs in January 2009.



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## Tribal Comments and Concerns

The following are comments provided by tribal citizens in regards to existing and future transportation needs. Comments were gathered as a part of a transportation planning survey which was distributed to tribal citizens (refer to Appendix G for distributed Transportation Survey) and subsequent public meeting.

### *Most Significant Transportation Concern*

- Connectivity
- Domres Road -- Winter conditions make the road unusable. Have to wait for Manistee County to plow; Domres Road is a secondary road
- Lack of transportation
- Parking
- Metro system; taxi system
- Clinic
- Transportation from Muskegon to Manistee
- Paved roads to tribal buildings
- Lack of parking for citizens at tribal offices (clinic included)
- Never any parking at bank building
- Connectivity between tribal facilities - government center
- More parking areas with easy access to buildings such as at the clinic, bank building, historic preservation and Muschigon offices, and Tribal Court
- Elder and handicap tribal transportation
- Maintenance of roads and parking lots
- Availability of adequate roads to tribal properties and offices. Unsafe conditions at Justice Center, Clinic, Natural Resources, Admin, and Community Center
- Bank building parking, lack of and security
- Tribal Police not paying for gas to and from home and work
- The road and parking at the East Lake Property – important to me, family not ever really on tribal property
- Lack of parking at tribal clinic, and at all the rest of tribal bldgs.
- Road conditions



## Little River Band of Ottawa Indians

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*Most important way that tribal transportation planning can help the LRBOI*

- A shuttle like once a week to specific destinations
- Domres Road; gravel road to NRC; Big Blue
- Helping those that cannot drive get to the important places they need to be (i.e., doctors appointments, meetings, etc.)
- Rides
- Bus all day
- Muskegon van to Manistee twice a week
- Help elders to apartment
- Transportation for Tribal employees especially for night shifts at Casino
- Sovereignty
- Lots of people work at casino, there needs to be public transportation at all times to and from casino. A lot of people don't have cars to get to work
- Fix Domres Road! Fix and/or fill dirt roads on all tribal properties
- For outside of our immediate area/county, I think the best way to help is through carpooling or tribal transportation made available to these who need it, with priority given to Elders and families and/or individuals who are handicap or with children
- So tribal members can have access to tribal lands
- Save lives by having adequate infrastructure in place including the actual road, signage, and traffic lights
- Get signal light on 22 and 31
- Gas cards
- The tribe helping out coworkers with transportation. Even to have a taxi service to help people get around. Tribal members and employees could get a discount. That would be another way for people to car pool
- To improved for all roads and parking lots for all tribal and public
- Work closely with county, city, and state in road repair and upkeep



## Future Transportation System

### Transportation Goals and Strategies

A long-range transportation plan (LRTP) demonstrates a tribe’s transportation needs and fulfills tribal goals by developing strategies to meet these needs. Strategies should address future land use, economic development, traffic demand, public safety, and health and social needs. The following goals and strategies were developed based on tribal members’ responses to the “Transportation Planning Survey” and advertised public meeting, as well as the input from the Transportation Work Group which included tribal staff from numerous departments. Goals and strategies have been grouped into short-, mid-, and long-term goals, while recognizing that the time-frame may change. It is with the help of these goals and strategies that future transportation priorities will be decided upon, analyzed, and added to the Tribal Transportation Improvement Program (TTIP).

### Short-Term Goals

<b>Goal</b>	<b>Maintain convenient, safe, and desirable access to tribal properties</b>
Strategy	Pursue improvements (i.e., reconstruction and/or paving) of tribal roads, specifically Domres Road
Strategy	Establish alternate access routes to tribal facilities, including the Justice Center and the Utilities Building
Strategy	Develop sidewalks and regional pathways that offer non-motorized travel options between tribal facilities as well as connect tribal facilities with the wider-community
Strategy	Work with Michigan Department of Transportation and the Manistee County Road Commission to explore the potential for a pedestrian overpass between the Pow-Wow Grounds and the Casino
Strategy	Establish pedestrian trails and/or walkways to provide safe access to the new Community Center
<b>Goal</b>	<b>Reduce the potential for and severity of vehicular crashes at intersections and other locations identified as high crash locations</b>
Strategy	Work with Michigan Department of Transportation and the Manistee County Road Commission to improve safety at dangerous intersections, specifically M-31/8 Mile and M-31/M-22
Strategy	Promote safer pedestrian and vehicular transportation through better road design, signage, and traffic signals
Strategy	Investigate geometric design improvements at intersections with high crash rates and/or intersections with significant existing design challenges (i.e., limited site distances)

## Long-range Transportation Plan



<b>Goal</b>	<b>Develop a tribal public transportation system</b>
Strategy	Pursue the development of a public transportation master plan which would utilize all available transportation systems including, but not limited to, existing tribal transportation services and existing public transportation systems
Strategy	Pursue the establishment of a fixed bus or van route between Muskegon and Manistee, which could possibly build off the existing shuttle to the Casino
Strategy	Explore the establishment of a carpool networking system amongst tribal members and the development of facilities to support carpooling (i.e., park-and-ride lots)
Strategy	Investigate methods for establishing or expanding public transit services between the City of Manistee and the Casino in order to ensure transportation for employees of all shifts
Strategy	Explore the establishment of transportation services to ensure tribal elders, as well as families with children or individuals with special needs, are able to get to doctors appointments, meetings, etc.
<b>Goal</b>	<b>Create and maintain efficient, safe parking at tribal facilities</b>
Strategy	Inventory parking lots at tribal facilities (e.g., clinic, Justice Center, Natural Resources building, Administration building, and Community Center) and submit parking lots as part of IRR Inventory update
Strategy	Redesign, renovate and/or replace inefficient parking areas including, but not limited to, the parking areas at the clinic, Justice Center, Natural Resources, Administration, and the Community Center
<b>Goal</b>	<b>Keep the LRBOI transportation planning current to provide a foundation for land use and transportation decision making that has the LRBOI's and membership's interests at the forefront of any decision</b>
Strategy	Update the LRBOI Long-range Transportation Plan (LRTP) annually or more frequently, depending on when the tribal transportation improvement program (TTIP) is revised. As per the Federal Register, Part III Department of the Interior, the TTIP needs to stay consistent with the long-range transportation plan and the LRTP needs to be updated once every 5 years
Strategy	Annually update the tribe's IRR Inventory with existing and proposed roads to help generate construction and planning dollars for maintenance and new road construction
Strategy	Strive to implement projects identified on the TTIP list. Review and update the TTIP list at least once every six (6) months



Strategy Continue to work with local, state, and federal governments to improve the health, safety, and welfare of the tribal community through cooperative agreements

**Goal Pursue construction projects or improvements that are consistent with local land use and corridor plans**

Strategy Plan appropriate system improvements in reaction to new tribal traffic generators and minimize subsequent congestion

Strategy Design roads using context sensitive design that considers existing and planned uses, pedestrian needs, and the road function to minimize the attraction of undesired land uses

Strategy Improve the transportation network in ways that support current uses and that will attract tourism and economic development in appropriate areas

Strategy Ensure improvements will improve overall public safety for services such as EMS, school busses, snow plows, police and fire, but at a scale that is not excessive or adverse to the area

Strategy Develop a projects priority schedule (e.g., TTIP) for planning the next 3 to 5 years that considers development schedules, funding needs, and design so those projects that are "ripe" for construction are planned for implementation at the most opportune time

**Mid-Term Goals**

**Goal Provide easily-accessible bus-shelters as part of the tribe's public transportation system**

Strategy Explore the establishment of bus shelters as part of the tribe's public transportation system

Strategy Design and construct bus shelters which comply with ADA accessibility standards

**Goal Establish additional modes of access to tribal properties**

Strategy Explore the establishment of snowmobile/ATV trails on tribal property which will provide connectivity between tribal facilities

Strategy Plan and design non-motorized improvement projects to best complement connections by and between vehicular traffic networks and adjacent land uses

Strategy Add additional trails and paths to the tribe's IRR Inventory



**Goal Provide an alternative access to the Casino and other tribal facilities through the extension of Dontz Road**

Strategy Work with Michigan Department of Transportation and the Manistee County Road Commisison to improve access through the extension of Dontz Road

**Goal Develop a comprehensive plan for incorporating future tribal projects into the existing long-range transportation plan**

Strategy Look at developing a tribal trail network that is part of a regional comprehensive trail network so that trails and sidewalks can be included in road construction projects. Trail networks which are part of the IRR Inventory should be consolidated on a map to use for planning purposes

Strategy Based on the Traffic Growth Analysis referenced in Section 2, roads that provide connectivity to and from land use areas having higher densities of people living and/or working within them should be priorities when planning for future growth. Analyze the current state of construction to determine if they are adequate and/or exceed the level of service required by the existing and projected adjacent land uses to promote public safety

Strategy Develop an inventory of historic and culturally significant buildings and sites to help measure the degree of impact that will be created by a proposed traffic alternative

**Goal Identify and protect critical viewsheds, especially along primary thoroughfares that contribute to the general character of the area**

Strategy Protect significant viewsheds identified in local corridor plans when proposed road improvements cross them by conducting view corridor analyses to determine suitable measures needed to mitigate negative impacts

**Long-Term Goals**

**Goal Provide attractive and pleasing roadways that appeal to visitors**

Strategy Provide ongoing maintenance of roadways, including both the travel portions, bike lanes, sidewalks, as well as any landscaping or street furniture to ensure they are clear of debris and that landscaping is healthy and presents an attractive corridor

Strategy Include street design elements that are tailored to the character of the area, such as use of curb and gutter in urban areas and swales along rural corridors

Strategy Provide attractive landscaping and street furniture that presents a unified appearance



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Strategy	Consider the context of roads among adjacent land uses, and design appropriately so as not to negatively affect the character or travel patterns in a particular area
Strategy	Utilize road alignments where possible to emphasize the character of the area's surroundings, such as unique buildings, landscapes, or historical features
Strategy	Emphasize crosswalks with landscaping to best integrate the motorized and non-motorized transportation networks
<b>Goal</b>	<b>Minimize impacts to natural features such as woodlands, regulated wetlands, and steep slopes along corridors</b>
Strategy	Consider multiple alternatives to achieve a common goal to allow flexibility in routes, width, and alignment
Strategy	Develop a baseline inventory of natural features along primary corridors to help measure the degree of impact that will be created by a proposed traffic alternative
<b>Goal</b>	<b>Identify and address land use and community development policies that complement the transportation system improvements, while protecting the integrity of the area's rural, residential, and commercial areas</b>
Strategy	Involve at a prominent level tribal members as well as members of the greater community in activities that can lead to generating consensus for identified transportation improvements

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*Appendix A*

**Tribal Transportation  
Improvement Program (TTIP)**





## *Appendix A*

### **Tribal Transportation Improvement Program (TTIP)**

As per the requirements set forth in the 25CFR 170, the Little River Band of Ottawa Indians (LRBOI) has developed a long-range transportation plan (LRTP) and revised their tribal transportation improvement program (TTIP). The TTIP is intended to contain all IRR Program funded projects planned for construction in the next 3 to 5 years for the LRBOI. The spreadsheet(s) found herein provides the LRBOI's tribal transportation improvement program which identifies route numbers, planned year of construction, project name, location, length, construction activity, estimated costs, and a brief description. To update the TTIP simply replace the following spreadsheet(s) found herein when the LRBOI's TTIP is updated by resolution. This ensures that the TTIP remains consistent with the LRTP. Please note that it is important to provide the Bureau of Indian Affairs with an updated LRTP whenever the plan is revised.

















*Appendix B*

**Resolutions**





*Appendix B*





*Appendix C*

**Possible Funding Sources**





## *Appendix C*

### **Possible Funding Sources**

These are some basic funding options for construction and maintenance of the LRBOI reservation roads and municipal infrastructure. These options all have their own requirements and limitations. Please see below for the options.

#### *Community Development Block Grant Public Facilities for Economic Development (CDBG-PFED)*

“The CDBG Public Facilities for Economic Development Program helps underwrite the cost of municipal infrastructure necessary for business development that retains or creates employment opportunities”, as noted by Community Development Block Grant Public Facilities for Development. Refer to [www.commerce.wi.gov](http://www.commerce.wi.gov) for more details.

#### *Highway Trust Funds - Direct Federal*

These funds are administered by the Direct Federal Division of the Federal Highway Administration, through the BIA to the tribes. The use of these funds is limited to construction and reconstruction of roads on the IRR System, though 25 CFR 170 does provide opportunities to generate funding and upgrade trails and/or trail heads with signage.



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*Appendix D*

**IRR Inventory**





## *Appendix D*

### **IRR Inventory**

Illustrated in Figure D-8 and D-12 is the entire Indian Reservation Roads Inventory for the Little River Band of Ottawa Indians (LRBOI). The LRBOI has a nine county service area which includes Kent, Lake, Manistee, Mason, Muskegon, Newaygo, Oceana, Ottawa, and Wexford Counties which has been the focus of their road network for planning purposes. Within the nine county service area the tribe has two treaty reservation boundaries, divided between three different locations, and a series of IRR Inventory Transportation Boundaries (IITB). The IITB has been designated to help identify roads that are utilized by tribal members on and around tribal properties outside of any treaty reservation boundary. With that said, both Figures D-8 and D-12 shows all routes which are official and accepted into the IRR Inventory as of 2010, as well as illustrates routes which are proposed in the IRR Inventory Update as of March 15th, 2011. The current Official IRR Inventory may be seen in YELLOW on Figure D-8 and all proposed routes in 2011 may be seen in RED on both Figures D-8 and D-12. The proposed routes in RED identify roads that are proposed due to there proximity to tribal properties and their location within the IRR Inventory Transportation Boundary or their location within a treaty reservation boundary. These RED and YELLOW routes identify roads that are proposed due to there connectivity between county facilities such as schools, medical facilities, voting locations, libraries, recreational areas and where tribal members reside. All of the official and proposed routes for the LRBOI are either within one of their reservation boundaries or within an IITB. A list of the proposed routes may be found within this Appendix separated by location within in one of five different categories as listed below.

1. Tribal
2. State of Michigan
3. Manistee County
4. Muskegon County
5. Mason County



Little River Band of Ottawa Indians

(See separate document for road inventory)

**Table D-A: Little River Band of Ottawa Indians Tribal Routes**

<i>Route Number</i>	<i>Map (Figure)</i>	<i>Dir.Road Name</i>	<i>Suffix</i>	<i>Milage</i>	<i>Existing Road</i>	<i>Proposed Road</i>
1186	D-1	Shaw Be Quo Ung		0.3	x	
1187	D-1	N. Kaw Gay Gaw Bowe		0.1	x	
1188	D-1	S. Kaw Gay Gaw Bowe		0.1	x	
1189	D-1	W. Aken Bell		0.1	x	
1190	D-1	E. Aken Bell		0.1	x	
1191	D-1	Maw Gaw Ne Wuong		0.7	x	
1192	D-1	Me Tay Wis		0.3	x	
1193	D-1	Kewacushkum		0.1	x	
1194	D-1	Skininisi Circle		0.3	x	
1195	D-1	Ching Gawa She		0.3	x	
2001	D-2	Casino Parcel		0.8	x	
2002	D-4	Custer Parcel Cemetery		0.3	x	
2012	D-4	Custer Parcel	Rd.	0.1	x	
2013	D-2	Wastewater Plant Road		0.4	x	
2014	D-2	Gathering Grounds Road		1.2	x	
2015	D-1	Pump House Access Road		0.1	x	
2016	D-2	RV Drive Old		0.4	x	
2017	D-2	RV Drive New		0.4	x	
2018	D-2	Casino Service	Dr.	0.5	x	
2019	D-2	Employee Access	Dr.	0.2	x	
2020	D-2	Dontz Road Orchard Parcel		1.0	x	
2022	D-1	Aki Maadzwiin South Access Road (Proposed)		0.8		x
2023	D-2	Justice Center Access Road (Proposed)		0.3		x
2024	D-3	Natural Resources Access Road (Proposed)		0.5		x
2025	D-2	Radial Drive A (Proposed)		0.1		x
2026	D-2	Radial Drive B (Proposed)		0.3		x
2027	D-2	Radial Drive C (Proposed)		0.1		x
2028	D-2	Radial Drive D (Proposed)		0.2		x
2029	D-2	Radial Drive E (Proposed)		0.3		x
2030	D-2	Radial Drive F (Proposed)		1.0		x
2031	D-2	Spoke Road A (Proposed)		0.6		x
2032	D-2	Spoke Road B (Proposed)		0.6		x

**Long-range Transportation Plan**

## Little River Band of Ottawa Indians



2033	D-2	Spoke Road C (Proposed)	0.6	x
2034	D-2	Spoke Road D (Proposed)	0.6	x
2035	D-2	Spoke Road E (Proposed)	0.6	x
2036	D-2	Spoke Road F (Proposed)	0.6	x
2037	D-2	Orchard Property Road A (Proposed)	0.3	x
2038	D-2	Orchard Property Road B (Proposed)	0.1	x
2039	D-2	M-22 Property Road A (Proposed)	0.2	x
2040	D-2	M-22 Property Road B (Proposed)	0.3	x
2041	D-2	M-22 Property Road C (Proposed)	0.2	x
2042	D-2	M-22 Property Road D (Proposed)	0.3	x
2043	D-2	M-22 Property Road E (Proposed)	0.3	x
2044	D-5	Muskegon Property Road A (Proposed)	0.5	x
2045	D-5	Muskegon Property Road B (Proposed)	0.3	x
2046	D-5	Muskegon Property Road C (Proposed)	0.6	x
2050	D-6	MAPLE 1 DR	0.5	x
2055	D-6	MAPLE 2 DR	0.1	x
2060	D-6	MAPLE 3 DR	0.2	x
2065	D-6	MAPLE 4 DR	0.3	x
2070	D-6	MAPLE 5 DR	0.3	x
2075	D-4	CUSTER PARCEL 1 RD	0.1	x
2080	D-4	CUSTER PARCEL 2 RD	1.7	x
2085	D-4	CUSTER PARCEL CEMETERY 1 RD	0.7	x
2090	D-4	CUSTER PARCEL CEMETERY 2 RD	0.2	x
2095	D-4	CUSTER PARCEL CEMETERY 3 RD	0.1	x
2100	D-4	CUSTER PARCEL CEMETERY 4 RD	0.1	x
2110	D-7	SCHOEDEL 1 DR	0.3	x
2115	D-7	SCHOEDEL 2 DR	0.2	x
2120	D-7	SCHOEDEL 3 DR	0.4	x
2125	D-7	SCHOEDEL 4 DR	0.2	x
2130	D-5	STERNBERG RAMP S EXIT	0.3	x
2130	D-5	STERNBERG RAMP S ENTER	0.2	x
2130	D-5	STERNBERG RAMP N EXIT	0.1	x
2130	D-5	STERNBERG RAMP N ENTER	0.3	x
P100	D-2	GATHERING GROUND PARKING LOT	18586	x
P101	D-1	COMMUNITY CENTER PARKING LOT	61661	x
P102	D-2	POLICE DEPARTMENT PARKING LOT	70484	x

## Long-range Transportation Plan



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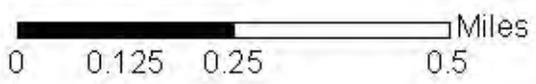
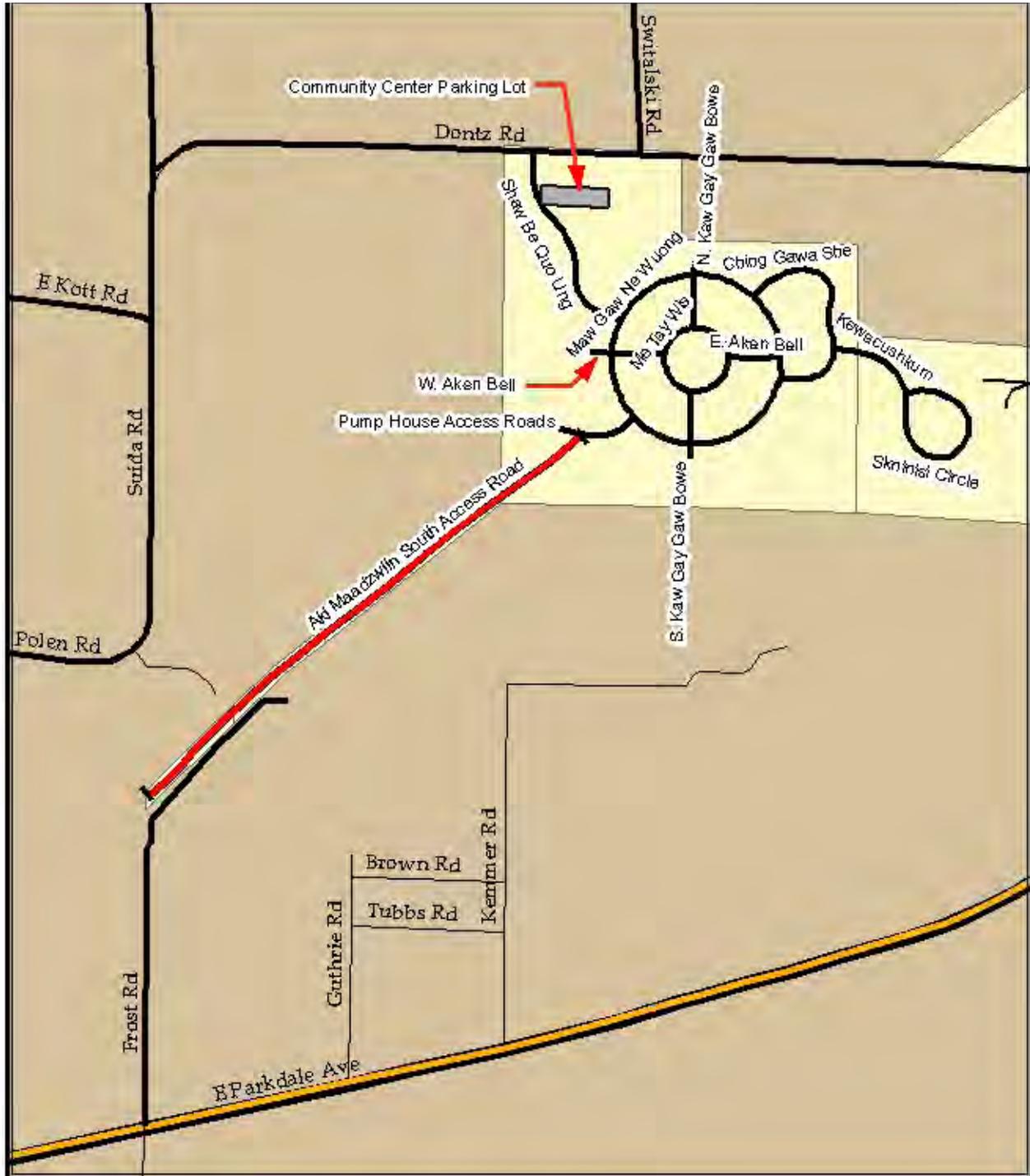
## Little River Band of Ottawa Indians

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P103	D-3	NATURAL RESOURCE PARKING LOT	9314	x
P104	D-2	GOVERNMENT CENTER PARKING LOT 1	34805	x
P105	D-2	GOVERNMENT CENTER PARKING LOT 2	39848	x
P106	D-3	LITTLE RIVER FERRY FACILITY	49866	x



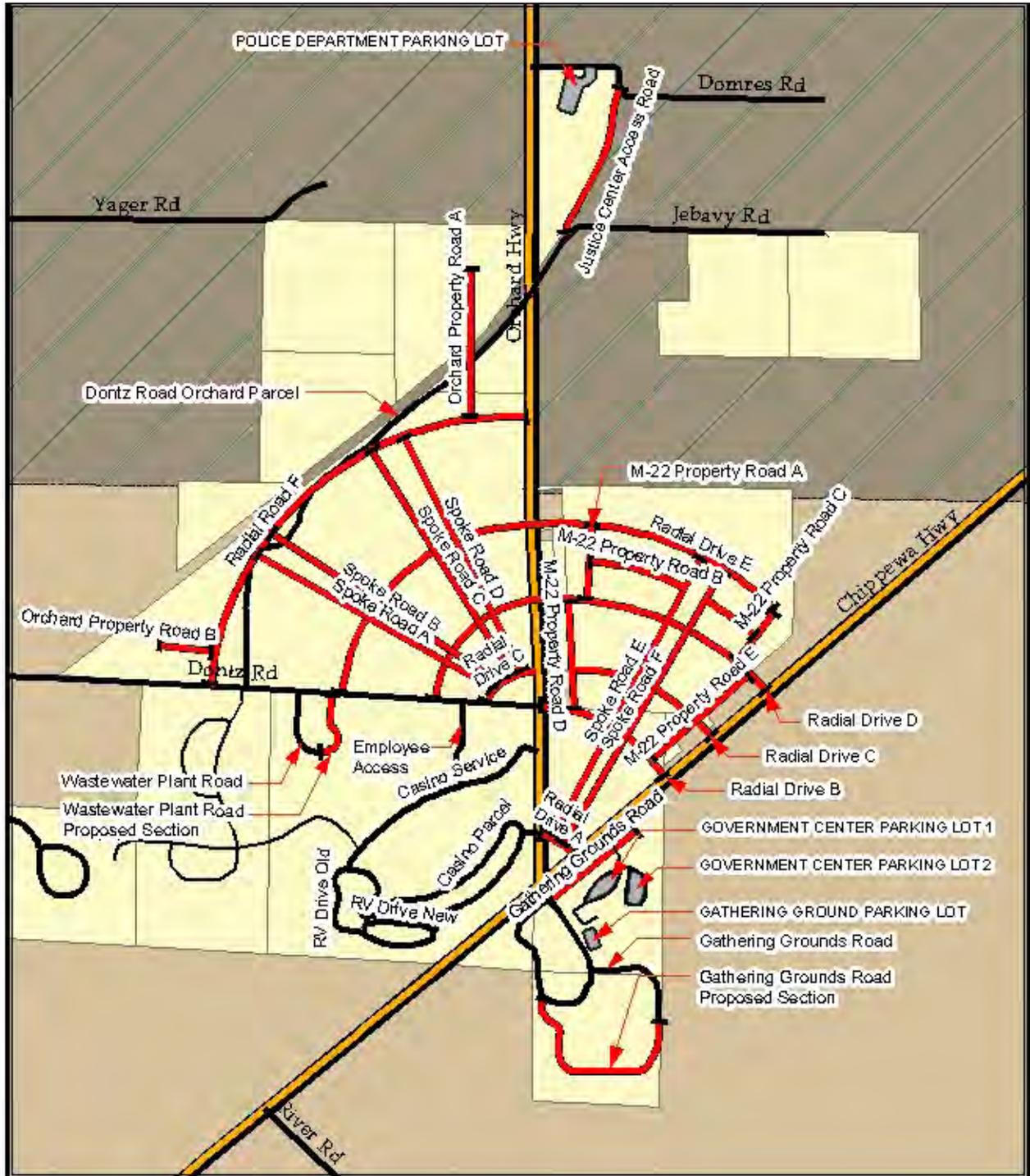
Figure D-1: Aki Maadzwiin Routes



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Figure D-2: Casino and Surrounding Area Routes

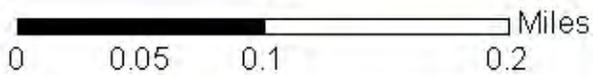


0 0.125 0.25 0.5 Miles

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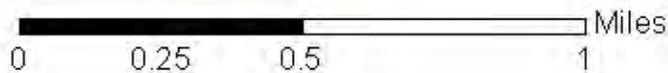
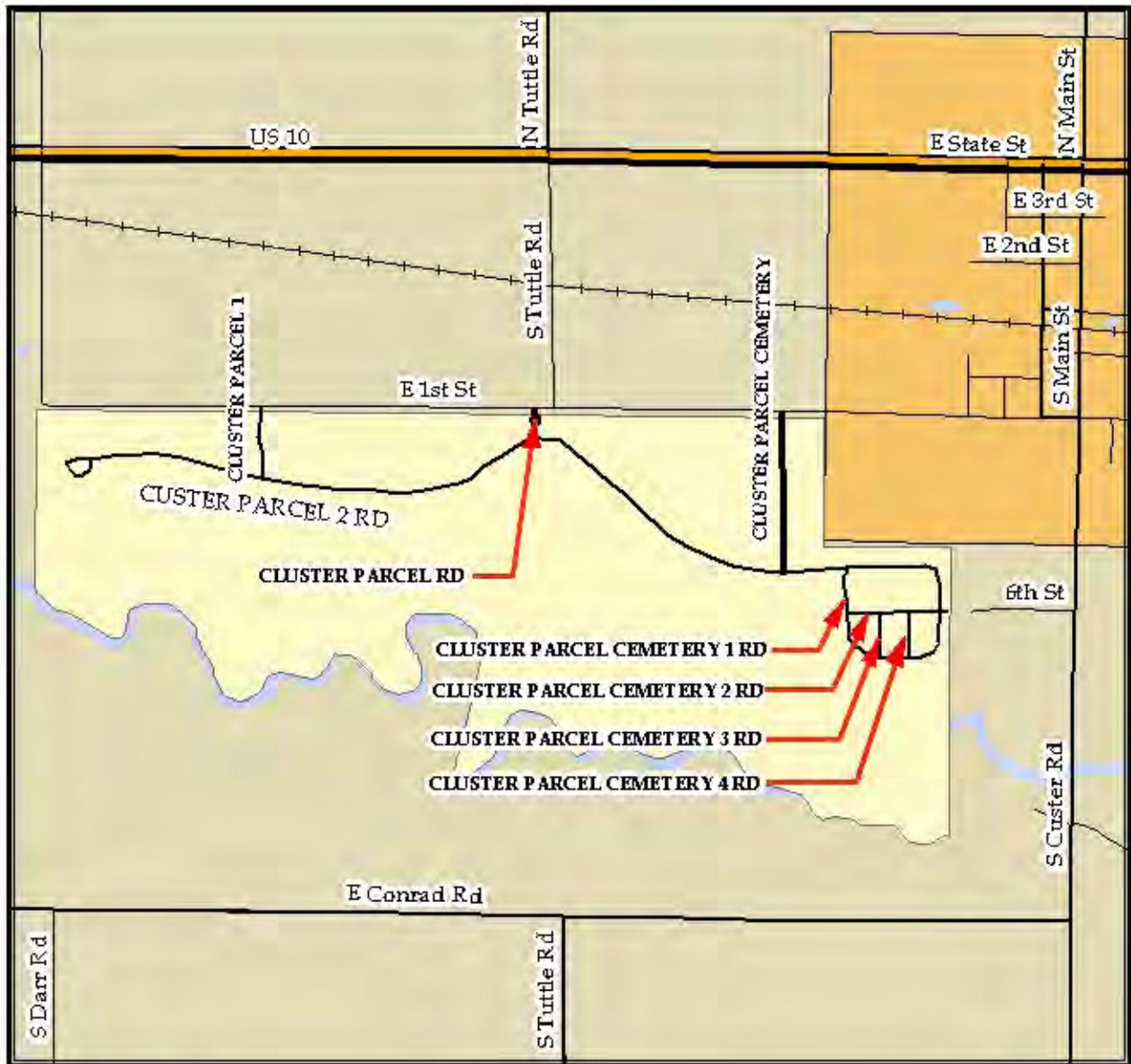
Figure D-3: Big Blue Routes



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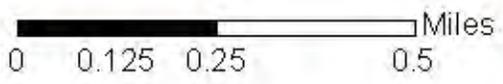
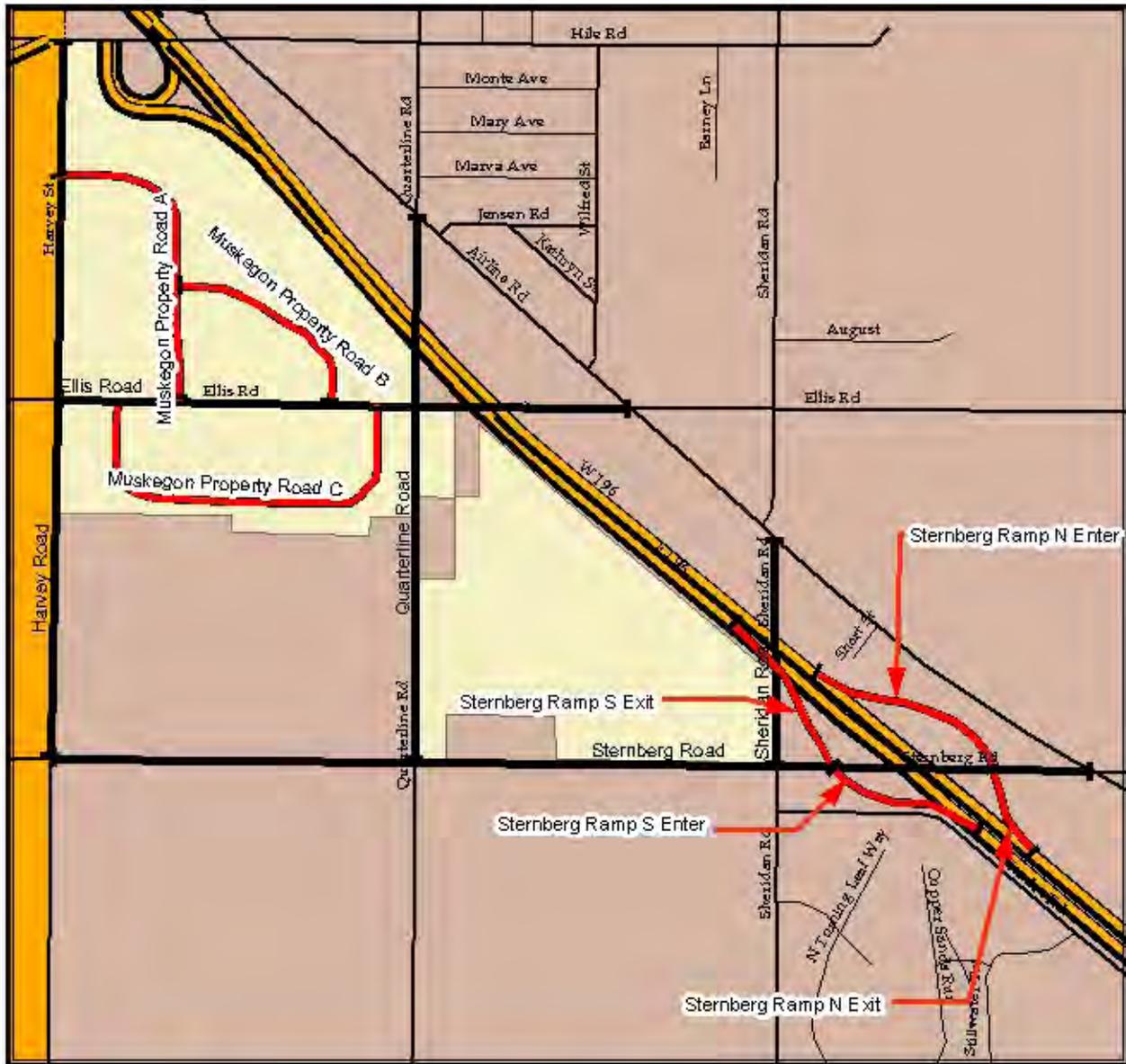
Figure D-4: Custer Parcel Routes



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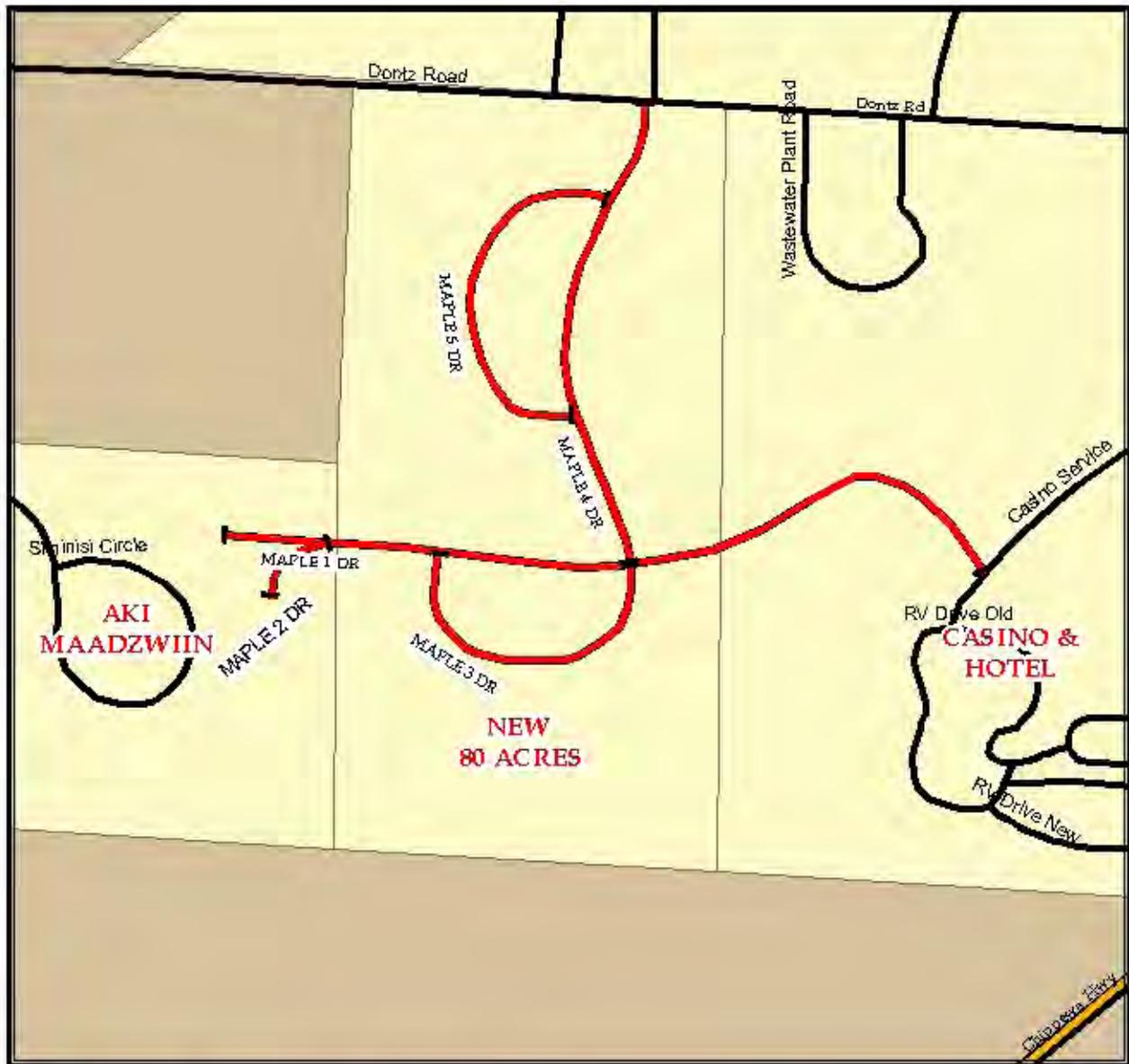
Figure D-5: Muskegon County Property Routes



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Figure D-6: Dontz Parcel Routes

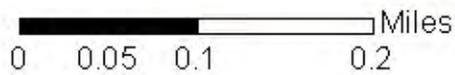
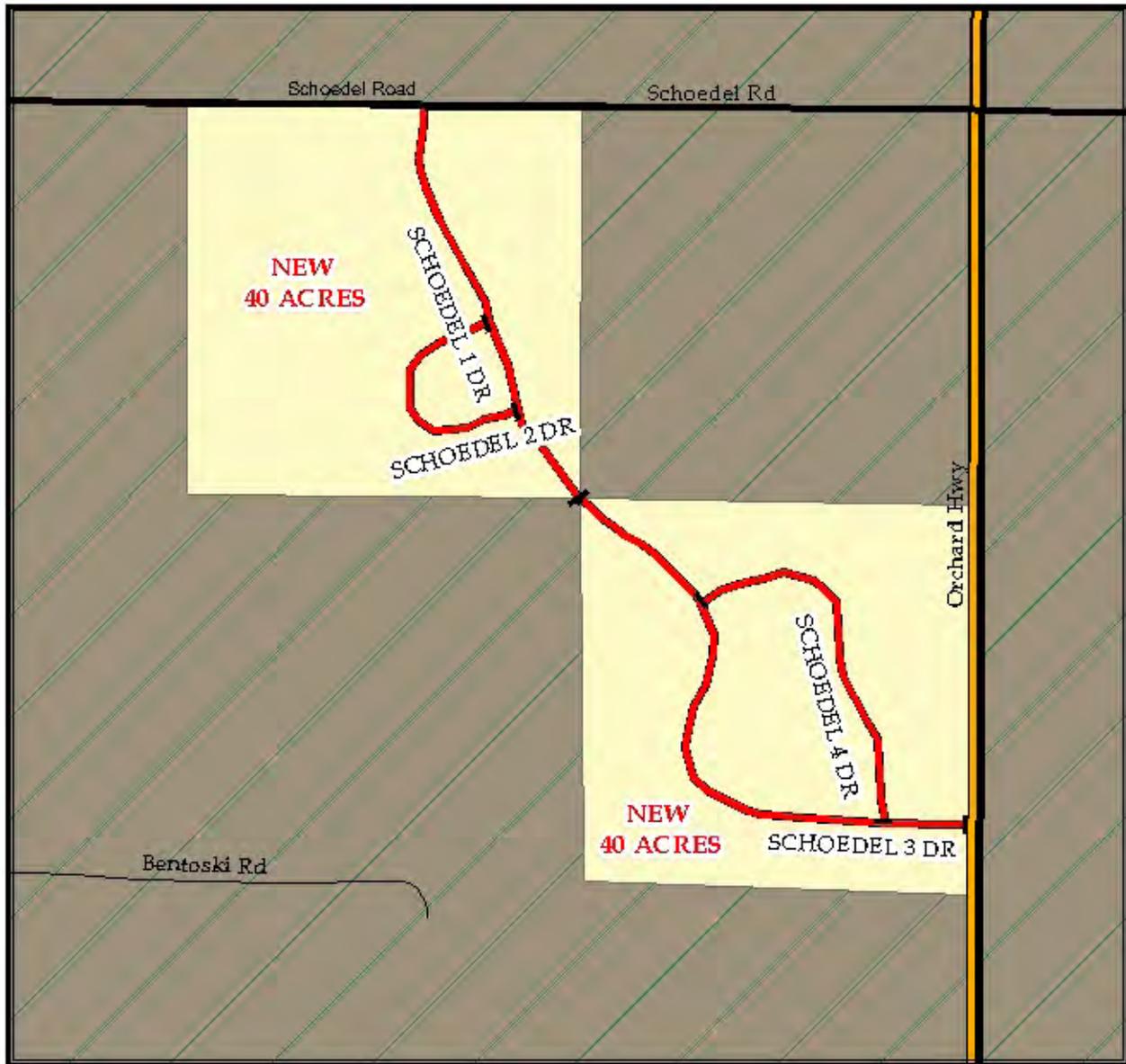


0 0.05 0.1 0.2 Miles

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Figure D-7: Schoedel Property Routes



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## Little River Band of Ottawa Indians

(See separate document for road inventory)

**Table D-B: Manistee County Routes**

<i>Route Number</i>	<i>Map</i>	<i>Dir. Road Name</i>	<i>Suffix</i>	<i>Milage</i>	<i>Existing Road</i>	<i>Proposed Road</i>
4176	D-8	Merkey	Rd.	2.2	x	
4177	D-8	Olson	Rd.	0.9	x	
4178	D-8	Pine Creek	Rd.	10.6	x	
4179	D-8	Beatrice	Rd.	0.2	x	
4180	D-8	Skocelas	Rd.	9.6	x	
4181	D-8	Steinberg	Rd.	8.5	x	
4183	D-8	Schoedel	Rd.	3.6	x	
4185	D-8	Dontz	Rd.	2.0	x	
4188	D-8	Jacobsen	Rd.	1.6	x	
4189	D-8	Michigan	Ave	1.2	x	
4194	D-8	River	Rd.	16.5	x	
4300	D-8	Baker	Rd.	3.8	x	
4315	D-8	Bosschem	Rd.	3.1	x	
4318	D-8	Cedar	Rd.	0.6	x	
4325	D-8	Chicago	Ave	2.5	x	
4330	D-8	Claybank	Rd.	1.6	x	
4333	D-8	Coates Highway	Hwy	12.8	x	
4335	D-8	Dickson	Rd.	2.1	x	
4340	D-8	Dilling	Rd.	4.0	x	
4342	D-8	Domres	Rd.	0.6	x	
4343	D-8	East Lake	Rd.	2.7	x	
4350	D-8	Franklin	Rd.	1.0	x	
4355	D-8	Frost	Rd.	0.7	x	
4375	D-8	High Bridge	Rd.	5.8	x	
4380	D-8	Hill	Rd.	1.4	x	
4395	D-8	Huff	Rd.	1.8	x	
4398	D-8	Indian Village	Rd.	0.5	x	
4405	D-8	Jebavy	Rd.	0.7	x	
4412	D-8	Keith	Rd.	1.5	x	
4415	D-8	Kott	Rd.	1.4	x	
4420	D-8	Lakeshore	Rd.	7.8	x	
4440	D-8	Mathisen	Rd.	1.0	x	
4442	D-8	Milarch	Rd.	4.4	x	
4455	D-8	Old House	Rd.	3.7	x	

**Long-range Transportation Plan**



4457	D-8	Orchard Landing	Rd.	1.0	x
4465	D-8	Polen	Rd.	1.0	x
4495	D-8	Seaman	Rd.	5.7	x
4505	D-8	Snyder	Rd.	5.0	x
4510	D-8	Stronach	Rd.	4.5	x
4515	D-8	Suida	Rd.	1.0	x
4520	D-8	Swihart	Rd.	1.7	x
4525	D-8	Switalski	Rd.	0.4	x
4540	D-8	Udell Hills	Rd.	6.0	x
4560	D-8	Yager	Rd.	1.0	x
4174	D-8	RED APPLE RD		1.7	x
4330	D-8	CLAYBANK RD		0.5	x
4330	D-8	CLAYBANK RD		2.1	x
4520	D-8	SWIHART RD		1.6	x
4600	D-8	W PINEY RD		1.2	x
4605	D-8	BAR LAKE RD		3.4	x
4610	D-8	FALK RD		0.4	x
4615	D-8	ASP RD		0.6	x
4620	D-8	FARR RD		0.6	x
4620	D-8	FARR RD		1.1	x
4625	D-8	THORPE RD		0.8	x
4625	D-8	THORPE RD		0.7	x
4630	D-8	LYMAN RD		2.0	x
4635	D-8	FELDHAK RD		2.5	x
4640	D-8	ADAMSON LAKE RD		1.1	x
4640	D-8	ADAMSON LAKE RD		0.2	x
4640	D-8	ADAMSON LAKE RD		0.8	x
4645	D-8	COLLINS RD		1.5	x
4645	D-8	COLLINS RD		1.0	x
4650	D-8	TOMPKE RD		1.0	x
4650	D-8	TOMPKE RD		0.2	x
4651	D-8	N BUDDE RD		1.3	x
4655	D-8	BARTO RD		0.3	x
4660	D-8	KRAUSE RD		0.7	x
4665	D-8	SCHNEIDER RD		0.2	x



## Little River Band of Ottawa Indians

4665	D-8	SCHNEIDER RD	0.6	x
4670	D-8	KERRY RD	0.6	x
4670	D-8	KERRY RD	0.5	x
4670	D-8	KERRY RD	1.1	x
4670	D-8	KERRY RD	4.4	x
4670	D-8	KERRY RD	2.0	x
4675	D-8	BREWER RD	2.2	x
4675	D-8	BREWER RD	0.0	x
4680	D-8	GRAF RD	0.9	x
4680	D-8	GRAF RD	0.6	x
4685	D-8	GRIFFITH RD	1.4	x
4690	D-8	LECKRONE RD	2.0	x
4695	D-8	FARMSWORTH RD	3.0	x
4700	D-8	ARCHER RD	1.0	x
4705	D-8	JOHNSON RD	1.5	x
4705	D-8	JOHNSON RD	0.5	x
4705	D-8	JOHNSON RD	1.2	x
4705	D-8	JOHNSON RD	1.2	x
4705	D-8	JOHNSON RD	1.6	x
4705	D-8	JOHNSON RD	0.5	x
4705	D-8	JOHNSON RD	0.5	x
4715	D-8	MILKS RD	0.6	x
4715	D-8	MILKS RD	0.2	x
4715	D-8	MILKS RD	0.2	x
4715	D-8	MILKS RD	0.0	x
4715	D-8	MILKS RD	0.3	x
4720	D-8	MCCLELLAN RD	0.7	x
4720	D-8	MCCLELLAN RD	0.1	x
4720	D-8	MCCLELLAN RD	0.7	x
4725	D-8	CHRISTY RD	1.3	x
4730	D-8	KENNY RD	2.0	x
4740	D-8	ANDERSON RD	0.8	x
4740	D-8	ANDERSON RD	0.2	x
4740	D-8	ANDERSON RD	0.3	x
4745	D-8	POPLAR RD	0.5	x

## Long-range Transportation Plan

Little River Band of Ottawa Indians



4750	D-8	BALSAM RD	0.5	x
4755	D-8	ELM RD	1.1	x
4755	D-8	ELM RD	0.4	x
4760	D-8	TANNERVILLE RD	0.3	x
4760	D-8	TANNERVILLE RD	0.7	x
4760	D-8	TANNERVILLE RD	0.3	x
4760	D-8	TANNERVILLE RD	2.1	x
4765	D-8	8 MILE RD	1.7	x
4765	D-8	8 MILE RD	1.3	x
4765	D-8	8 MILE RD	0.8	x
4770	D-8	CONDON RD	0.2	x
4775	D-8	HAHN RD	0.3	x
4780	D-8	PETERSON RD	0.7	x
4780	D-8	PETERSON RD	0.5	x
4785	D-8	NINE MILE BRIDGE RD	0.3	x
4785	D-8	NINE MILE BRIDGE RD	4.3	x
4785	D-8	NINE MILE BRIDGE RD	0.0	x
4785	D-8	NINE MILE BRIDGE RD	2.7	x
4790	D-8	POMEROY RD	1.0	x
4795	D-8	BECKER RD	0.7	x
4795	D-8	BECKER RD	0.7	x
4800	D-8	BIALIK RD	0.8	x
4810	D-8	GUENTHARDT RD	4.1	x
4815	D-8	MARZINSKI RD	0.5	x
4815	D-8	MARZINSKI RD	1.5	x
4820	D-8	KING RD	0.7	x
4830	D-8	S KETTLE HOLE RD	0.8	x
4835	D-8	N KETTLE HOLE RD	1.0	x
4835	D-8	N KETTLE HOLE RD	2.3	x
4840	D-8	ROSE RD	0.5	x
4845	D-8	BAILEY RD	0.7	x
4850	D-8	FERRAN RD	0.6	x
4855	D-8	VITAZ RD	0.9	x
4860	D-8	HINDMAN RD	0.2	x
4865	D-8	SKIDMORE RD	1.5	x

Long-range Transportation Plan



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4870	D-8	S GLEN OAK RD	0.7	x
4880	D-8	S HORSESHOE BEND RD	0.5	x
4885	D-8	N HORSESHOE BEND RD	1.0	x
4890	D-8	CEDAR CREEK RD	2.5	x
4895	D-8	S TIPPY DAM RD	0.9	x
4900	D-8	N TIPPY DAM RD	1.5	x
4905	D-8	S VOELM RD	1.0	x
4910	D-8	N VOELM RD	1.0	x
4940	D-8	FOREST RD	1.0	x
4955	D-8	LA VERNE RD	0.6	x
4976	D-8	CANFIELD RD	0.9	x
4977	D-8	WILDWOOD RD	2.0	x
4977	D-8	WILDWOOD RD	1.0	x
4978	D-8	CHERRY RD	1.0	x
4980	D-8	RIVER RD	2.5	x
4980	D-8	RIVER RD	1.8	x
4981	D-8	OLD MAPLE RD	0.6	x
4982	D-8	W PREUSS RD	1.0	x
4983	D-8	E PREUSS RD	1.1	x
4984	D-8	PREUSS RD	0.5	x
4987	D-8	LINKE RD	0.9	x
4987	D-8	LINKE RD	0.7	x
4988	D-8	E FOX FARM RD	1.0	x
4991	D-8	LITTLE RIVER RD	0.6	x
4991	D-8	LITTLE RIVER RD	5.8	x
4992	D-8	N CUSTER RD	1.9	x
4992	D-8	N CUSTER RD	0.1	x
4997	D-8	CARTY RD	0.7	x
4998	D-8	OLD STRONACH RD	3.5	x
4998	D-8	OLD STRONACH RD	0.5	x
4998	D-8	OLD STRONACH RD	1.4	x
4998	D-8	OLD STRONACH RD	0.0	x
4998	D-8	OLD STRONACH RD	0.2	x
4999	D-8	SIX MILE BRIDGE RD	1.0	x
4999	D-8	SIX MILE BRIDGE RD	0.3	x
4999	D-8	SIX MILE BRIDGE RD	0.0	x

## Long-range Transportation Plan





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(See separate document for road inventory)

Table D-C: Muskegon County Routes

<i>Route #</i>	<i>Map</i>	<i>RoadName</i>	<i>Length</i>	<i>Existing Road</i>	<i>Proposed Road</i>
5000	D-9	ELLIS RD	2.2	x	
5010	D-9	QUARTERLINE RD	4.1	x	
5015	D-9	STERNBERG RD	5.6	x	
5020	D-9	SHERIDAN RD	6.5	x	
5025	D-9	HILE RD	2.2	x	
5029	D-9	AIRLINE RD	4.2	x	
5040	D-9	BLACK CREEK RD	1.1	x	
5045	D-9	BROADWAY AVE	3.1	x	
5048	D-9	BROOKS RD	6.0	x	
5055	D-9	CARR RD	1.8	x	
5062	D-9	CLINE RD	4.7	x	
5063	D-9	CLOVERVILLE RD	2.1	x	
5066	D-9	COOLEY RD	2.3	x	
5089	D-9	EVANSTON AVE	5.2	x	
5091	D-9	FARR RD	4.7	x	
5098	D-9	FRUITPORT RD	3.0	x	
5108	D-9	HEIGHTS RAVENNA RD	5.0	x	
5118	D-9	JENSEN RD	3.3	x	
5120	D-9	JOHNSON RD	1.0	x	
5123	D-9	JUDSON RD	1.1	x	
5125	D-9	KATHRYN ST	0.2	x	
5128	D-9	OAK AVE	0.2	x	
5129	D-9	KENDRA RD	1.5	x	
5135	D-9	KREGEL AVE	0.5	x	
5139	D-9	LAKETON AVE	3.8	x	
5155	D-9	MARVIN AVE	0.5	x	
5164	D-9	MILLIRON RD	3.1	x	
5171	D-9	MOUNT GARFIELD RD	5.0	x	
5192	D-9	PONTALUNA RD	6.1	x	
5193	D-9	PORTER RD	0.7	x	
5208	D-9	SHETTLER RD	1.0	x	
5223	D-9	STRINGER RD	1.0	x	
5225	D-9	SUMMIT AVE	3.0	x	
5251	D-9	WALKER RD	2.9	x	



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## Little River Band of Ottawa Indians

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5262	D-9	WILFRED ST	0.5	x
5265	D-9	WOLF LAKE RD	1.8	x
5305	D-9	RUSSELL RD	1.7	x
5315	D-9	GILES RD	4.5	x
5325	D-9	WHITEHALL RD	1.9	x
5330	D-9	WITHAM DR	0.6	x
5340	D-9	DYKSTRA RD	1.7	x
5385	D-9	MARQUETTE AVE	0.8	x
5400	D-9	130TH AVE	0.2	x
5405	D-9	DANGL RD	6.4	x

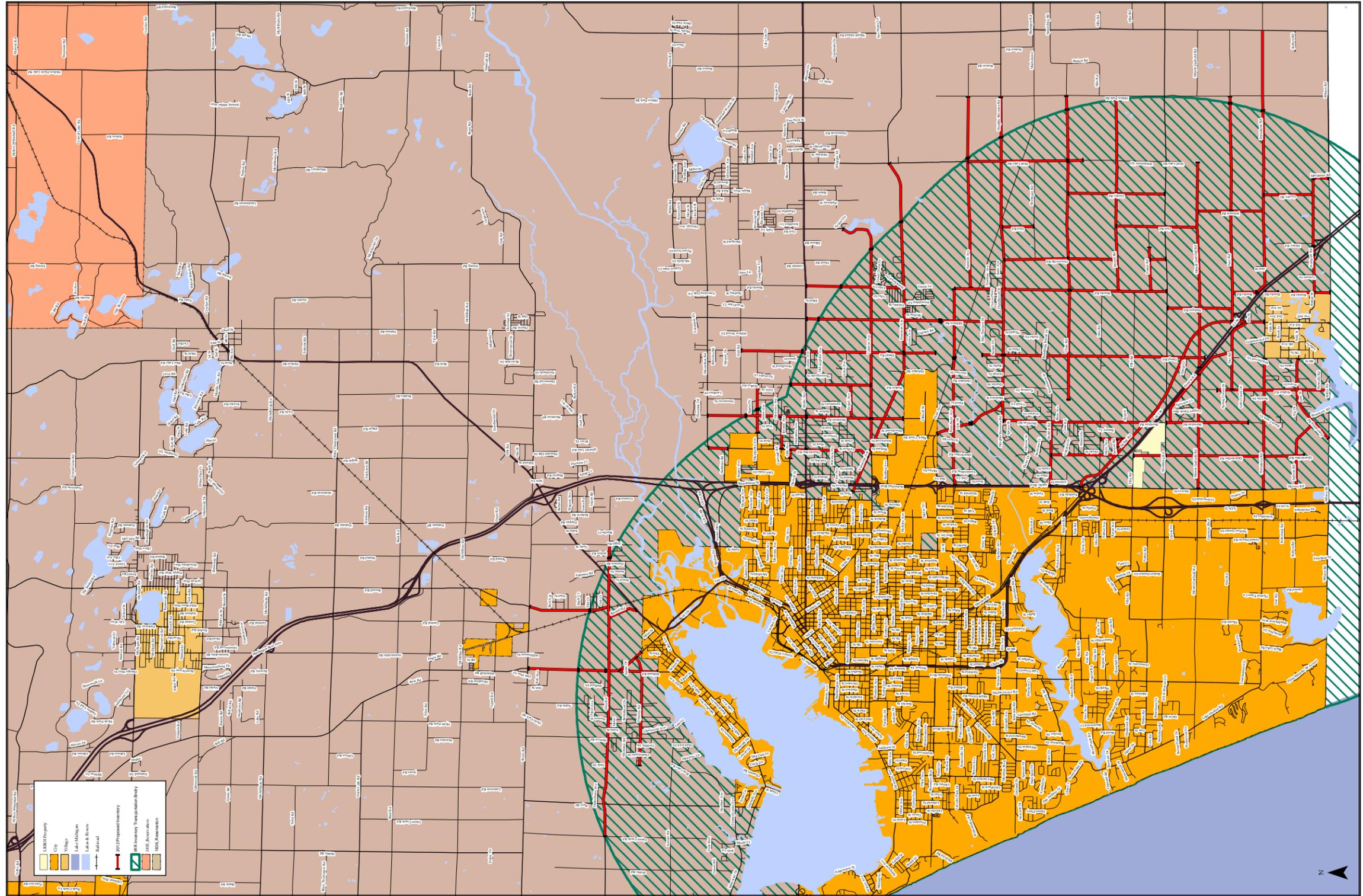


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Figure D-9: Muskegon County

Little River Band of Ottawa Indians - Muskegon County IRR 2012





(See separate document for road inventory)

**Table D-D: State of Michigan Routes**

<i>Route Number</i>	<i>Map</i>	<i>Dir.Road Name</i>	<i>Suffix</i>	<i>Milage</i>	<i>Existing Road</i>	<i>Proposed Road</i>
4102		US-10		25.5	x	
4141		Old US - 131		13.4	x	
4182		M-55		67.3	x	
4186		US Hwy 31		60.7	x	
4565		M-46		15.0	x	
4570		Bus. 131		5.0	x	
4575		M-22		27.6	x	



Figure D-10: State of Michigan Routes - Benzie, Manistee, Wexford, & Mason Counties

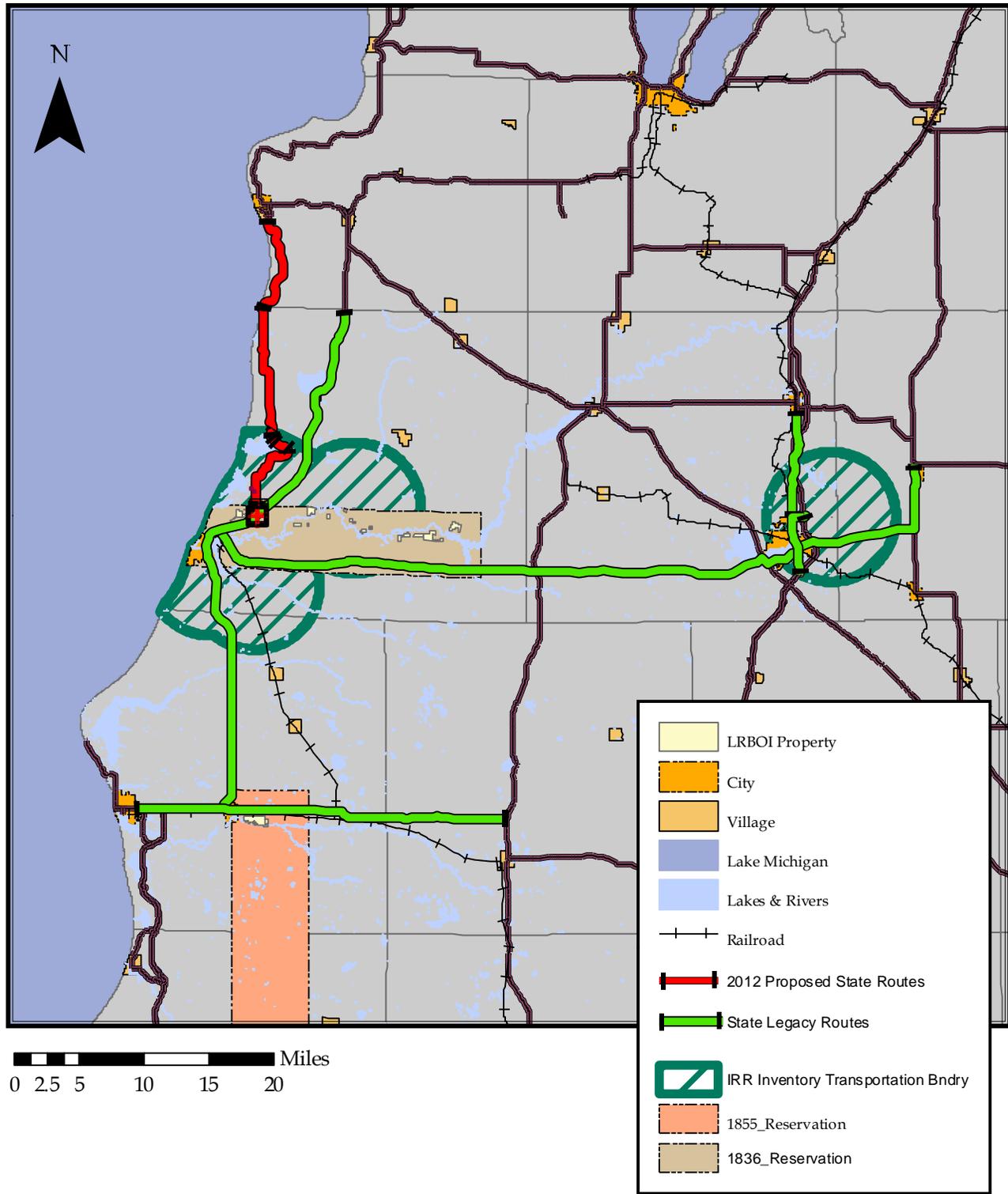
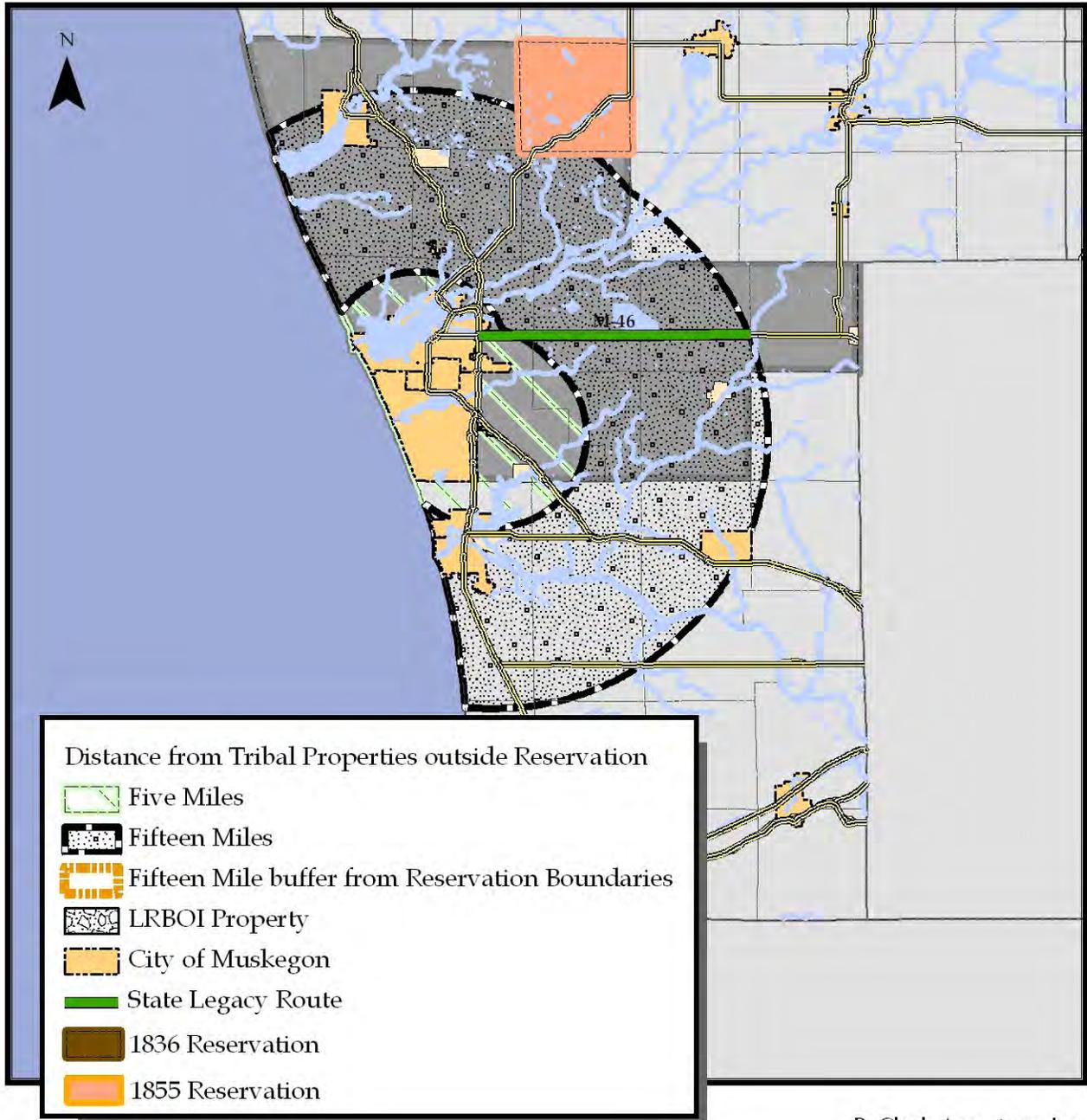
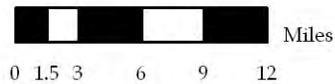




Figure D-11: State of Michigan Routes - Muskegon County



R. CLARK ASSOCIATES, INC.  
DECEMBER 1, 2008





### Little River Band of Ottawa Indians Legacy Routes

As part of the 2009 Little River Band of Ottawa Indians (LRBOI) Long-range Transportation Plan, the following paragraph describes the routes which currently exist in the LRBOI's IRR Inventory and are not being updated as a part of the 2009 update.

The routes in Table D-F (Legacy Routes) serve tribal members of the Little River Band that reside or work in Michigan and they are part of the transportation network that links regional tribal properties and public services.

**Table D-E: Legacy Routes**

<i>Route Number</i>	<i>Map</i>	<i>Dir.Road Name</i>	<i>Suffix</i>	<i>Milage</i>	<i>Existing Road</i>	<i>Proposed Road</i>
0031				*	x	
2003		Rainbow Bend Parcel		*	x	
2004		Kettle Hole Parcel		*	x	
2005		River Road Parcel		3.2	x	
2006		Vitaz Road Parcel		0.8	x	
2009		Highbridge Parcel		*	x	
2010		Old House Parcel		5.6	x	
2011		Tippy Parcel		1.1	x	
4101		N.Stephens	Rd.	*	x	
4103		E.Hoague	Rd.	*	x	
4104		E.Freesoil	Rd.	*	x	
4105		E.Court		*	x	
4106		W.Lowell		*	x	
4107		N.Lavina	St.	*	x	
4108		E.Ludington	Ave.	*	x	
4109		Dowland	St.	*	x	
4110		E.Melendy	St.	*	x	
4111		E.Filer	St.	*	x	
4112		S.James	St.	*	x	
4113		W.Ivanhoe	St.	*	x	
4114		S.Pere Marquette		*	x	
4115		N.Harrison		*	x	
4116		Diana	St.	*	x	
4117		Hazelwood	Dr.	*	x	
4118		Lawndale	St.	*	x	



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4119	Brookwood	Place	*	x
4120	Pine	St.	*	x
4121	First	St.	*	x
4122	Fourth	St.	*	x
4123	W.Kistler	Rd.	*	x
4124	W.Meisenheimer	Rd.	*	x
4125	Anthony	Rd.	*	x
4126	W.Decker	Rd.	*	x
4127	Rath	Road	*	x
4128	N.Lincoln	Rd.	*	x
4129	S.Stiles	Rd.	*	x
4130	W.Colburn	Rd.	*	x
4131	W.Townline	Rd.	*	x
4132	E.State	St.	*	x
4133	E.Third	St.	*	x
4134	S.Scottsville	Rd.	*	x
4135	N.Gordon	Rd.	*	x
4136	W.Fisher	Rd.	*	x
4138	W.Dewey	Rd.	*	x
4139	Indian Trail	Rd.	*	x
4140	Cobb	St.	*	x
4142	S.37th	Rd.	*	x
4143	E.Lake Mitchel	Dr.	*	x
4144	W.Henry		*	x
4145	Skookum	Rd.	*	x
4146	28th	St.	*	x
4147	Hancock	St.	*	x
4148	Monroe	St.	*	x
4149	Elm	St.	*	x
4150	Bridge	St.	*	x
4151	Second	Ave.	*	x
4152	Quincy	St.	*	x
4153	Ford	St.	*	x
4155	Sixth	Ave.	*	x
4156	Clay	St.	*	x
4157	Eleventh	St.	*	x

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4158	Greenwich	St.	*	x
4159	Vine	St.	*	x
4160	Fourth	Ave	*	x
4161	Englemann	St.	*	x
4162	Ramsdell	St.	*	x
4163	High	St.	*	x
4164	Manistee	St.	*	x
4165	Water	St.	*	x
4166	1/2 Main	St.	*	x
4167	Fifth	Ave.	*	x
4168	Fifth	St.	*	x
4169	Washington	St.	*	x
4171	Seventh	St.	*	x
4172	Eight	St.	*	x
4173	Nelson	St.	*	x
4174	Red Apple	Rd.	*	x
4175	W.Fox Farm	Rd.	*	x
4184	Miller	Rd.	*	x
4187	Parkdale	Ave	*	x
4190	Cheyne	Rd.	*	x
4191	Hilty	St.	*	x
4192	Portage Point	Dr.	*	x
4193	Lee Crest	Blvd.	*	x
4196	Goff	St.	*	x
4197	S.Shore	Drive	*	x
4198	Clinton	St.	*	x
4199	Thompsonville Highway		*	x
4200	Erwin	Rd.	*	x
4201	Johnson	Rd.	*	x
4202	Autumn	Rd.	*	x
4203	W.Watergate	Rd.	*	x
4204	Birch	Rd.	*	x

\* - Milage to be caculated when the route is re-inventoried in the future



## Little River Band of Ottawa Indians

**Table D-F: Mason County Routes**

<i>Route Number</i>	<i>Map</i>	<i>Dir.Road Name</i>	<i>Milage</i>	<i>Existing Road</i>	<i>Proposed Road</i>
6000	D-12	N BEAN RD	1.0	x	
6010	D-12	E FILBUM RD	1.0	x	
6015	D-12	E JOHNSON RD	1.0	x	
6015	D-12	E JOHNSON RD	2.9	x	
6020	D-12	N TURTLE RD	1.5	x	
6020	D-12	N TURTLE RD	1.0	x	
6025	D-12	N CUSTER RD	1.3	x	
6025	D-12	N CUSTER RD	2.0	x	
6025	D-12	N CUSTER RD	1.5	x	
6030	D-12	N REEK RD	1.5	x	
6035	D-12	E HANSEN RD	3.0	x	
6035	D-12	E HANSEN RD	1.0	x	
6035	D-12	E HANSEN RD	3.0	x	
6045	D-12	E CONRAD RD	2.5	x	
6045	D-12	E CONRAD RD	0.5	x	
6045	D-12	E CONRAD RD	0.5	x	
6050	D-12	S REEK RD	1.2	x	
6050	D-12	S REEK RD	0.0	x	
6050	D-12	S REEK RD	0.4	x	
6055	D-12	S POPLAR RD	1.0	x	
6055	D-12	S POPLAR RD	0.5	x	
6060	D-12	E BAROTHY RD	0.5	x	
6060	D-12	E BAROTHY RD	1.1	x	
6065	D-12	E WILSON RD	0.6	x	
6065	D-12	E WILSON RD	1.0	x	
6065	D-12	E WILSON RD	0.0	x	
6065	D-12	E WILSON RD	4.0	x	
6070	D-12	S ORDWAY RD	1.4	x	
6070	D-12	S ORDWAY RD	1.5	x	
6075	D-12	E SIPPY RD	1.0	x	
6075	D-12	E SIPPY RD	1.0	x	
6075	D-12	E SIPPY RD	2.2	x	
6080	D-12	S TURTLE RD	3.3	x	

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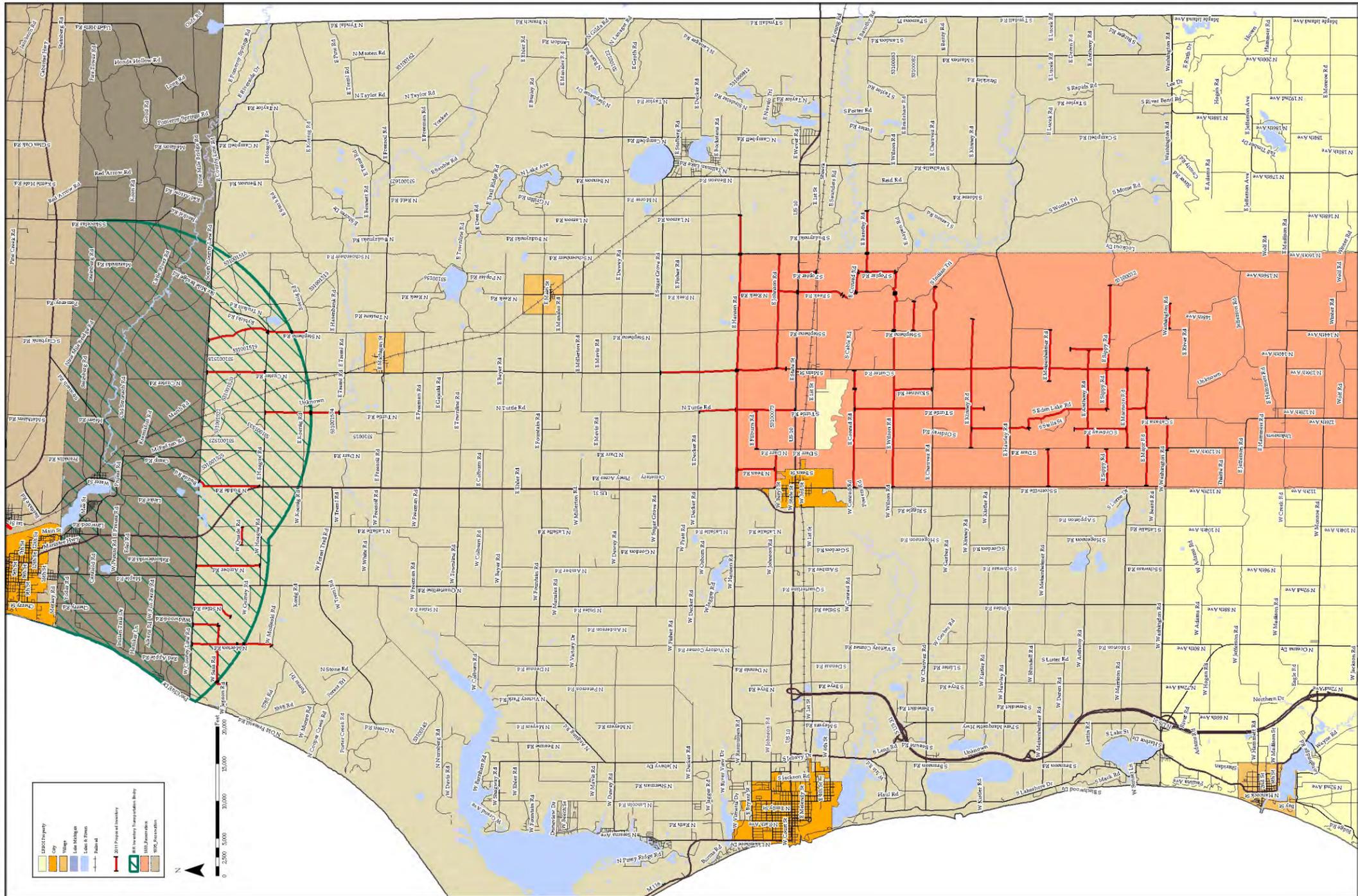
6080	D-12	S TURTLE RD	0.5	x
6085	D-12	S KINTNER RD	1.0	x
6090	D-12	E CHAUVEZ RD	2.2	x
6095	D-12	E KINNEY RD	3.3	x
6100	D-12	E EDEN LAKE RD	2.3	x
6115	D-12	E MEISENHEIMER RD	1.0	x
6115	D-12	E MEISENHEIMER RD	1.3	x
6120	D-12	E ANTHONY RD	2.5	x
6125	D-12	S STICKENEY RD	1.0	x
6130	D-12	E MAJOR RD	3.0	x
6135	D-12	S CUSTER RD	5.0	x
6135	D-12	S CUSTER RD	0.5	x
6140	D-12	E MARRISON RD	2.0	x
6145	D-12	WASHINGTON RD	0.7	x
6145	D-12	WASHINGTON RD	0.8	x
6155	D-12	S CABANA RD	0.5	x
6160	D-12	W SASS RD	0.3	x
6160	D-12	W SASS RD	1.4	x
6165	D-12	N ANDERSON RD	0.7	x
6170	D-12	N MORTON RD	1.2	x
6170	D-12	N MORTON RD	0.7	x
6170	D-12	N MORTON RD	0.2	x
6175	D-12	N STILES RD	1.1	x
6180	D-12	N AMBER RD	1.7	x
6190	D-12	W QUADE RD	0.5	x
6195	D-12	N BUDDE RD	1.6	x
6200	D-12	N TURTLE RD	0.7	x
6200	D-12	N TUTTLE RD	1.2	x
6201	D-12	E BRADSHAW RD	0.8	x
6205	D-12	N STEPHENS RD	0.6	x
6205	D-12	N STEPHENS RD	0.4	x
6205	D-12	N STEPHENS RD	1.6	x

Long-range Transportation Plan



Figure D-12: Mason County

Little River Band of Ottawa Indians - Mason County IRR 2011 Unofficial



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*Appendix E*

**Supplemental Information**





## *Appendix E*

### Supplemental Information

#### Little River Band of Ottawa Indians Tribal Roadways

As part of the 2011 Little River Band of Ottawa Indians (LRBOI) Long-range Transportation Plan, the following paragraphs describe the routes on LRBOI tribal property and how each route serves tribal members. For more information on the routes, please refer to Table D-A of Appendix D: IRR Inventory.

**Route 1186: Shaw Be Quo Ung**

**Route 1187: N. Kaw Gay Gaw Bowe**

**Route 1188: S. Kaw Gay Gaw Bowe**

**Route 1189: W. Aken Bell**

**Route 1190: E. Aken Bell**

**Route 1191: Maw Gaw Ne Wuong**

**Route 1192: Me Tay Wis**

**Route 1193: Kewacushkum**

**Route 1194: Skninisi Circle**

**Route 1195: Ching Gawa She**

**Route 2015: Pump House Access Road**

All routes listed directly above facilitate direct access to Little River Band properties located in Manistee County, Michigan. These routes are part of the Aki Maadzwiin tribal housing development which fronts on Dontz Road and provides direct access to tribal members' residences and properties. These routes are all located within the Little River Band's 1836 reservation boundary.

**Route 2025: Radial Drive A (Proposed)**

**Route 2026: Radial Drive B (Proposed)**

**Route 2027: Radial Drive C (Proposed)**

**Route 2028: Radial Drive D (Proposed)**

**Route 2029: Radial Drive E (Proposed)**

**Route 2030: Radial Drive F (Proposed)**

**Route 2031: Spoke Road A (Proposed)**

**Route 2032: Spoke Road B (Proposed)**

**Route 2033: Spoke Road C (Proposed)**

**Route 2034: Spoke Road D (Proposed)**

**Route 2035: Spoke Road E (Proposed)**

**Route 2036: Spoke Road F (Proposed)**

**Route 2037: Orchard Property Road A (Proposed)**

**Route 2038: Orchard Property Road B (Proposed)**

**Route 2039: M-22 Property Road A (Proposed)**

**Route 2040: M-22 Property Road B (Proposed)**

**Route 2041: M-22 Property Road C (Proposed)**

**Route 2042: M-22 Property Road D (Proposed)**

**Route 2043: M-22 Property Road E (Proposed)**

All routes listed directly above will facilitate direct access to a future development which extends east and west off from Orchard Road, north of US-31 on Little River Band properties located in Manistee County, Michigan. These routes will serve tribal members of the Little River Band that reside or work in Manistee County and will be part of the transportation network that links regional tribal properties. These routes may provide Little River Band tribal members direct access to public services (e.g., hospitals, government buildings, educational facilities, libraries, etc.). All routes listed directly above will be on tribal property and within the Little River Band's 1836 reservation boundary.



**Route 2001: Casino Parcel**

Casino Parcel (Route 2001) facilitates direct access to the Little River Casino and Resort located in Manistee County, Michigan. This route serves tribal members of the Little River Band that work at the casino and resort and it is part of the transportation network on the Casino properties. The Casino Parcel is within the Little River Band's 1836 reservation boundary.

**Route 2002: Custer Parcel Cemetery**

Custer Parcel Cemetery Road (Route 2002) facilitates direct access to Little River Band properties located in Mason County, Michigan. The route provides Little River Band tribal members direct access to a tribal cemetery located on the property and access to property used for hunting and fishing. Custer Parcel Cemetery Road is on tribal property and entirely within the Little River Band's 1855 reservation boundary.

**Route 2012: Custer Parcel**

Custer Parcel Road (Route 2012) facilitates direct access to Little River Band properties located in Mason County, Michigan. The route provides Little River Band tribal members direct access to property used for hunting, fishing, and camping. Custer Parcel Road is on tribal property and entirely within the Little River Band's 1855 reservation boundary.

**Route 2013: Wastewater Plant Road**

Wastewater Plant Road (Route 2013) facilitates direct access to Little River Band properties and utility facilities located in Manistee County, Michigan. This route serves tribal members of the Little River Band that work at the tribal wastewater treatment plant. Wastewater Plant Road is on tribal property and within the Little River Band's 1836 reservation boundary.

**Route 2014: Gathering Grounds Road**

Gathering Grounds Road (Route 2014) facilitates direct access to and circulation within Little River Band Gathering Grounds properties located south of US-31 across from Orchard Road in Manistee County, Michigan where tribal ceremonies and events are held and camping takes place. The route also provides direct access to the tribally owned and operated gas station that is located on the property. Gathering Grounds Road is on tribal property and entirely within the Little River Band's 1836 reservation boundary.



**Route 2016: RV Drive Old**

RV Drive Old (Route 2016) facilitates direct access to a portion of the Little River Band RV Park located near the Little River Casino and Resort in Manistee County, Michigan. RV Drive Old is on tribal property and entirely within the Little River Band's 1836 reservation boundary.

**Route 2017: RV Drive New**

RV Drive New (Route 2017) facilitates direct access to a portion of the Little River Band RV Park located near the Little River Casino and Resort in Manistee County, Michigan. RV Drive New is on tribal property and entirely within the Little River Band's 1836 reservation boundary.

**Route 2018: Casino Service**

Casino Service Drive (Route 2018) facilitates direct access to Little River Band properties located in Manistee County, Michigan and provides direct service access for deliveries, maintenance, and services to the Little River Casino and Resort facilities. Casino Service Drive is on tribal property and within the Little River Band's 1836 reservation boundary.

**Route 2019: Employee Access**

Employee Access Drive (Route 2019) facilitates direct access to Little River Band properties located in Manistee County, Michigan and provides access to employee parking areas near the Little River Casino and Resort as well as a shipping and receiving warehouse owned by the tribe. Employee Access Drive is on tribal property and entirely within the Little River Band's 1836 reservation boundary.

**Route 2020: Dontz Road Orchard Parcel**

Dontz Road Orchard Parcel (Route 2020) facilitates direct access to Little River Band properties located in Manistee County, Michigan; this route is on tribal property and is within the Little River Band's 1836 reservation boundary.

**Route 2022: Aki Maadziin South Access Road (Proposed)**

Aki Maadziin South Access Road (Route 2022) facilitates future direct access to the Little River Band Aki Maadziin residential development in Manistee County, Michigan. The future route will provide a second access to the residential development for emergency purposes. In the future, this route will serve tribal members of the Little River Band that reside or work in Manistee County and will be part of the transportation network that links regional tribal properties. This route will provide direct access to tribal members' residences and properties. Aki Maadziin South Access Road will be on tribal property and is entirely within the Little River Band's 1836 reservation boundary. Route



**2023: Justice Center Access Road (Proposed)**

Justice Center Access Road (Route 2023) will facilitate direct access to the Little River Band Justice Center property located north of US-31 and on the east side of Orchard Road in Manistee County, Michigan. The route will provide a second access to the Justice Center property for emergency purposes. This proposed route will serve tribal members of the Little River Band that reside or work in Manistee County and it will be part of the transportation network that links regional tribal properties. The route will provide Little River Band tribal members direct access to public services (e.g., government buildings, educational facilities, libraries, etc.). Justice Center Access Road will be on tribal property within the Little River Band's 1836 reservation boundary.

**2024: Natural Resources Access Road (Proposed)**

Natural Resources Access Drive (Brickyard) (Route 2024) facilitates direct access to Little River Band properties located in Manistee County, Michigan. This route serves tribal members of the Little River Band that reside or work in Manistee County, and it is part of the transportation network that links regional tribal properties. The route provides Little River Band tribal members direct access to public services (e.g., hospitals, government buildings, educational facilities, libraries, etc.). Natural Resources Access Drive is on tribal property and entirely within the Little River Band's 1836 reservation boundary.

**2044: Muskegon Property Road A (Proposed)**

**2045: Muskegon Property Road B (Proposed)**

**2046: Muskegon Property Road C (Proposed)**

Muskegon Property Roads A,B, and C listed above will facilitate direct access to Little River Band properties located in Muskegon County, Michigan where a new Casino development is planned. These routes will serve tribal members of the Little River Band that reside or work in Manistee County and will be part of the transportation network that links regional tribal properties. The roads will be located on tribal property.



### **Little River Band of Ottawa Indians Manistee County Roadways**

As part of the 2009 Little River Band of Ottawa Indians (LRBOI) Long-range Transportation Plan, the following paragraphs describe the routes owned by Manistee County and how each route serves tribal members. For more information on the routes, please refer to Table D-B of Appendix D: IRR Inventory.

**4176: Merkey**

Merkey Road (Route 4176) facilitates access to the Little River Band community center located south of the City of Manistee in Manistee County. This route facilitates traffic from US-31 to the surrounding area and provides access to various services located in the City of Manistee and the surrounding township. Merkey Road is outside the city limits and entirely within the Little River Band's 1836 reservation boundary.

**4177: Olson**

Olson Road (Route 4177) is within Manistee County, which is where many tribal members reside and/or own businesses. This route serves tribal members of the Little River Band that reside or work in Manistee County, and it is part of the transportation network that links regional tribal properties. Olson Road is entirely within the Little River Band's 1836 reservation boundary.

**4178: Pine Creek**

Pine Creek Road (Route 4178) is within Manistee County, which is where many tribal members reside and/or own businesses. This route serves as a primary transportation corridor within Manistee County and is an essential component of the transportation network linking tribal properties and public services, as well as provides direct access to state and federal public lands. Pine Creek Road is entirely within the Little River Band's 1836 reservation boundary.

**4179: Beatrice**

Beatrice Road (Route 4179) is located within Manistee County, which is where a large percentage of tribal members live, work, and own businesses. This route provides access to tribal residences, and it serves tribal members of the Little River Band that reside or work in Manistee County. Beatrice Road is entirely within the Little River Band's 1836 reservation boundary.

**4180: Skocelas**

Skocelas Road (Route 4180) is within Manistee County, which is where many tribal members reside and / or own businesses. This route serves as a primary north-south transportation corridor within Manistee County and is an essential component of the transportation network linking tribal properties and public services, as well as state and federal public lands. Skocelas Road is partially within the Little River Band's 1836 reservation boundary.

**4181: Steinberg**

Steinberg Road (Route 4181) is located in Manistee County, which is where many tribal members live, work, and own businesses. This route serves tribal members of the Little River Band that reside or work in Manistee County and it is part of the transportation network that links regional tribal properties, as well as provides direct access to state and federal public lands. Steinberg Road is partially within the Little River Band's 1836 reservation boundary and partially within five miles of the 1836 Reservation Boundary.



**4183: Schoedel**

Schoedel Road (Route 4183) facilitates access to Little River Band properties located in Manistee County, Michigan including the Little River Casino and Resort, the tribal Justice Center, and the Aki Maadzwiin residential development. This route serves tribal members of the Little River Band that reside or work in Manistee County and it is a primary transportation corridor that links regional tribal properties, and it is an essential component of the transportation network linking tribal properties and public services. Schoedel Road is within five (5) miles LRBOI properties.

**4185: Dontz**

Dontz Road (Route 4185) facilitates direct access to Little River Band properties located in Manistee County, Michigan. Tribal roads that serve the Little River Casino and Resort as well as the Aki Maadzwiin residential development are accessed from Dontz Road. This route serves tribal members of the Little River Band that reside or work in Manistee County. This route serves as a primary transportation corridor within Manistee County and is an essential component of the transportation network linking regional tribal properties and public services. Dontz Road is entirely within the Little River Band's 1836 reservation boundary.

**4188: Jacobsen**

Jacobsen Road (Route 4188) serves tribal members of the Little River Band that reside or work in Manistee County and it is part of the transportation network that links regional tribal properties. The route provides access to recreational and residential areas to the north of M-55. Jacobsen Road is entirely within the Little River Band's 1836 reservation boundary.

**4189: Michigan**

Michigan Avenue (Route 4189) is within the Little River Band's 1836 reservation boundary. This route provides direct access to tribal members' residences and properties, as well as provides direct access to federal public lands.

**4194: River**

River Road (Route 4194) facilitates access to Little River Band properties located in Manistee County, Michigan. Many rural tribal parcels are located on roads that only connect to the overall regional transportation network via River Road. This route serves tribal members of the Little River Band that reside or work in Manistee County, and it is an essential part of the transportation network that links regional tribal properties and public services. River Road also provides direct access to state and federal public lands, and a majority of Route 4194 is within the Little River Band's 1836 reservation boundary.



**4300: Baker**

Baker Road (Route 4300) facilitates access to Little River Band properties located in Manistee County, Michigan. Baker Road provides access from M-55 to Old House Road (Route 4455) which directly accesses a large LRBOI recreational property, as well as provides direct access to state and federal public lands. Baker Road is within the Little River Band's 1836 reservation boundary.

**4315: Bosschem**

Bosschem Road (Route 4315) facilitates access to Little River Band properties located in Manistee County, Michigan. This route serves tribal members of the Little River Band that reside or work in Manistee County and it is an essential component in the transportation network that links regional tribal properties and public services. Bosschem Road provides direct access to state and federal public lands, and it is partially within the Little River Band's 1836 reservation boundary.

**4318: Cedar**

Cedar Road (Route 4318) facilitates access to the Aki Maadzwiin residential development and Little River Casino and Resort properties located in Manistee County, Michigan. This route is a part of the overall transportation network in Manistee County. Cedar Road is within the Little River Band's 1836 reservation boundary.

**4325: Chicago**

Chicago Avenue (Route 4325) facilitates access to Little River Band properties located off of High Bridge Road (Route 4375) in Manistee County, Michigan, as well as it provides direct access to state and federal public lands. This route serves tribal members of the Little River Band that reside or work in Manistee County and it is part of the transportation network that links regional tribal properties. This route is within the Little River Band's 1836 reservation boundary.

**4330: Claybank**

Claybank Road (Route 4330) facilitates access to Little River Band properties located in Manistee County, Michigan, as well as it provides direct access to state and federal public lands. This route serves tribal members of the Little River Band that reside or work in Manistee County and it is part of the transportation network that links regional tribal properties. This route is within the Little River Band's 1836 reservation boundary.



**4333: Coates Highway**

Coates Highway (Route 4333) facilitates access to Little River Band properties located in Manistee County, Michigan. This route serves tribal members of the Little River Band that reside or work in Manistee County and it is part of the transportation network that links regional tribal properties. Coates Highway serves as a primary east-west transportation corridor within Manistee County and is an essential component of the transportation network linking tribal properties and public services, as well as state lands. A majority of Coates Highway is within five miles of tribal properties in Manistee County.

**4335: Dickson**

Dickson Road (Route 4335) facilitates access to Little River Band properties located in Manistee County, Michigan, as well as provides access to federal public lands. This route serves tribal members of the Little River Band that reside or work in Manistee County and it is part of the transportation network that links regional tribal properties. Dickson Road is within the Little River Band's 1836 reservation boundary.

**4340: Dilling**

Dilling Road (Route 4340) facilitates direct access to the Little River Band property located north of the backwater of the Tappan Dam in Manistee County, Michigan, as well as provides direct access to state and federal public lands. This route serves tribal members of the Little River Band that reside or work in Manistee County and it is part of the transportation network that links regional tribal properties. A majority of Dilling Road is within the Little River Band's 1836 reservation boundary.

**4342: Domres**

Domres Road (Route 4342) facilitates direct access to Little River Band properties located in Manistee County, Michigan. Currently, Domres Road serves as the only access to the Tribal Justice Center. This route serves tribal members of the Little River Band that reside or work in Manistee County and it is part of the transportation network that links regional tribal properties. Domres Road provides Little River Band tribal members direct access to public services (e.g., hospitals, government buildings, educational facilities, libraries, etc.).

**4343: East Lake**

Eastlake Road (Route 4343) facilitates access to Little River Band properties located in Manistee County, Michigan. Tribal employees utilize Eastlake Road to travel between the tribal property in the village of Eastlake and tribal properties in Manistee. This route serves tribal members of the Little River Band that reside or work in Manistee County and it is part of the transportation network that links regional tribal properties. Eastlake Road is primarily within the Tribe's 1836 reservation boundary.



**4350: Franklin**

Franklin Road (Route 4350) facilitates direct access to Little River Band properties located in Manistee County, Michigan, as well as it provides direct access to state and federal public lands. This route serves tribal members of the Little River Band that reside or work in Manistee County and it is part of the transportation network that links regional tribal properties. Franklin Road is mostly within the Little River Band's 1836 reservation boundary.

**4355: Frost**

Frost Road (Route 4355) facilitates access to Little River Band properties located in Manistee County, Michigan. The future Aki Maadzwiin South Access Road (Route 2022) will connect to Frost Road. This route serves tribal members of the Little River Band that reside or work in Manistee County, and it is part of the transportation network that links regional tribal properties. Frost Road is within the Little River Band's 1836 reservation boundary.

**4375: High Bridge**

High Bridge Road facilitates direct access to Little River Band properties located in Manistee County, Michigan, as well as it provides direct access to state and federal public lands. This route serves tribal members of the Little River Band that reside or work in Manistee County and it is part of the transportation network that links regional tribal properties. This route serves as one of the primary north-south transportation corridors within Manistee County, and it is an essential component of the transportation network linking tribal properties and public services. High Bridge Road bisects the Little River Band's 1836 Reservation.

**4380: Hill**

Hill Road (Route 4380) facilitates direct to Little River Band properties located in Manistee County, Michigan. This route serves tribal members of the Little River Band that reside or work in Manistee County and it is part of the transportation network that links regional tribal properties. Hill Road is within the Little River Band's 1836 Reservation.

**4395: Huff**

Huff Road (Route 4395) facilitates access to Little River Band properties located in Manistee County, Michigan, as well as it provides direct access to state and federal public lands. This route serves tribal members of the Little River Band that reside or work in Manistee County and it is part of the transportation network that links regional tribal properties. Huff Road is entirely within the Little River Band's 1836 Reservation.



**4398: Indian Village**

Indian Village Road (Route 4398) facilitates direct access to Little River Band properties located in Manistee County, Michigan. This route serves tribal members of the Little River Band that reside or work in Manistee County and it is part of the transportation network that links regional tribal properties. Indian Village Road is entirely within the Little River Band's 1836 reservation boundary.

**4405: Jebavy**

Jebavy Road (Route 4405) facilitates direct access to Little River Band properties located in Manistee County, Michigan. Jebavy Road provides access to tribal property with on-going utility projects. Route 4405 serves tribal members of the Little River Band that reside or work in Manistee County and it is part of the transportation network that links regional tribal properties.

**4412: Keith**

Keith Road (Route 4412) facilitates access to Little River Band properties located in Manistee County, Michigan. This route serves tribal members of the Little River Band that reside or work in Manistee County and it is part of the transportation network that links regional tribal properties as well as access to public lands. Keith Road is partially within the 1836 reservation boundary.

**4415: Kott**

Kott Road (Route 4415) facilitates access to Little River Band properties located in Manistee County, Michigan. This route serves tribal members of the Little River Band that reside or work in Manistee County and it is part of the transportation network that links regional tribal properties. Kott Road is within the Little River Band's 1836 reservation boundary.

**4420: Lakeshore**

Lakeshore Road (Route 4420) facilitates access to Little River Band properties located in Manistee County, Michigan. This route serves tribal members of the Little River Band that reside or work in Manistee County and it is part of the transportation network that links regional tribal properties. Route 4420 serves as a primary transportation corridor within Manistee County and is an essential component of the transportation network linking tribal properties and public services, as well as provides direct access to state public lands. Lakeshore Road is partially within the Little River Band's 1836 reservation boundary.

**4440: Mathisen**

Mathisen Road (Route 4440) facilitates access to Little River Band properties located in Manistee County, Michigan, as well as it provides direct access to federal lands. This route serves tribal members of the Little River Band that reside or work in Manistee County and it is part of the transportation network that links regional tribal properties. Mathisen Road is entirely within the Little River Band's 1836 reservation boundary.



**4442: Milarch**

Milarch Road (Route 4442) facilitates access to Little River Band properties located in Manistee County, Michigan. This route serves tribal members of the Little River Band that reside or work in Manistee County and it is part of the transportation network that links regional tribal properties. Milarch Road serves as a transportation corridor within Manistee County and is an essential component of the transportation network linking tribal properties and public services.

**4455: Old House**

Old House Road (Route 4455) facilitates direct access to Little River Band properties located in Manistee County, Michigan, as well as it provides direct access to federal public lands. This route serves tribal members of the Little River Band that reside or work in Manistee County and it is part of the transportation network that links regional tribal properties. Old House Road is within the Little River Band's 1836 reservation boundary.

**4457: Orchard Landing**

Orchard Landing Road (Route 4457) facilitates direct access to Little River Band properties located in Manistee County, Michigan. This route serves tribal members of the Little River Band that reside or work in Manistee County and it is part of the transportation network that links regional tribal properties. This route is within the Little River Band's 1836 reservation boundary.

**4465: Polen**

Polen Road (Route 4465) facilitates access to Little River Band properties located in Manistee County, Michigan. This route serves tribal members of the Little River Band that reside or work in Manistee County and it is part of the transportation network that links regional tribal properties. Polen Road is within the Little River Band's 1836 reservation boundary.

**4495: Seaman**

Seaman Road (Route 4495) facilitates access to Little River Band properties located in Manistee County, Michigan, as well as it provides direct access to federal public lands. This route serves tribal members of the Little River Band that reside or work in Manistee County and it is part of the transportation network that links regional tribal properties. This route serves as a primary transportation corridor within Manistee County and is an essential component of the transportation network linking tribal properties and public services. Seaman Road is partially within the Little River Band's 1836 reservation boundary.



**4505: Snyder**

Snyder Road (Route 4505) facilitates access to Little River Band properties located in Manistee County, Michigan. This route serves tribal members of the Little River Band that reside or work in Manistee County and it is part of the transportation network that links regional tribal properties. This route serves as a primary transportation corridor within Manistee County and is an essential component of the transportation network linking tribal properties and public services. Snyder Road is primarily within the Little River Band's 1836 reservation boundary. Seaman Road is partially within the Little River Band's 1836 reservation boundary.

**4510: Stronach**

Stronach Road (Route 4510) facilitates access to Little River Band properties located in Manistee County, Michigan, as well as it provides direct access to federal public lands. This route serves tribal members of the Little River Band that reside or work in Manistee County and it is part of the transportation network that links regional tribal properties. This route serves as a primary transportation corridor within Manistee County and is an essential component of the transportation network linking tribal properties and public services. Stronach Road is partially within the Little River Band's 1836 reservation boundary.

**4515: Suida**

Suida Road (Route 4515) facilitates access to Little River Band properties located in Manistee County, Michigan. This route serves tribal members of the Little River Band that reside or work in Manistee County and it is part of the transportation network that links regional tribal properties. This route serves as a primary transportation corridor within Manistee County and is an essential component of the transportation network linking tribal properties and public services. Suida Road is within the Little River Band's 1836 reservation boundary.

**4520: Swihart**

Swihart Road (Route 4520) facilitates access to Little River Band properties located in Manistee County, Michigan, as well as it provides direct access to federal public lands. This route serves tribal members of the Little River Band that reside or work in Manistee County and it is part of the transportation network that links regional tribal properties. Swihart Road is partially within the Little River Band's 1836 reservation boundary.

**4525: Switalski**

Switalski Road (Route 4525) facilitates access to Little River Band properties located in Manistee County, Michigan. The route serves tribal members of the Little River Band that reside or work in Manistee County and it is part of the transportation network that links regional tribal properties. Switalski Road is entirely within the Little River Band's 1836 reservation boundary.



**4540: Udell Hills**

Udell Hills Road (Route 4540) facilitates access to Little River Band properties located in Manistee County, Michigan, as well as it provides direct access to federal public lands. This route serves tribal members of the Little River Band that reside or work in Manistee County and it is part of the transportation network that links regional tribal properties. This route serves as a primary transportation corridor within Manistee County and is an essential component of the transportation network linking tribal properties and public services. Udell Hills Road is partially within the Little River Band's 1836 reservation boundary.

**4560: Yager**

Yager Road (Route 4560) facilitates access to Little River Band properties located in Manistee County, Michigan. This route serves tribal members of the Little River Band that reside or work in Manistee County and it is part of the transportation network that links regional tribal properties.

**Little River Band of Ottawa Indians Muskegon County Roadways**

As part of the 2009 Little River Band of Ottawa Indians (LRBOI) Long-range Transportation Plan, the following paragraphs describe the routes owned by Muskegon County and how each route serves tribal members. For more information on the routes, please refer to Table D-C of Appendix D: IRR Inventory.

**5000: Ellis**

**5005: Harvey**

**5010: Quaterline**

**5015: Sternberg**

**5020: Sheridan**

**5025: Hile**

The routes listed directly above facilitate direct access to Little River Band properties located in Muskegon County, Michigan. These routes serve tribal members of the Little River Band that reside or work in Muskegon County and they are part of the transportation network that links regional tribal properties and public services. All of these routes are within five miles of tribal properties in Muskegon County.



### **Little River Band of Ottawa Indians State of Michigan Roadways**

As part of the 2009 Little River Band of Ottawa Indians (LRBOI) Long-range Transportation Plan, the following paragraphs describe the routes owned by the State of Michigan and how each route serves tribal members. For more information on the routes, please refer to Table D-D of Appendix D: IRR Inventory.

**4102: US-10**

**4141: Old US-31**

**4182: M-55**

**4186: US Hwy 31**

**4565: M-46**

**4570 Bus. 131**

The routes listed directly above facilitate access to Little River Band properties located in Muskegon County, Michigan. These routes serve tribal members of the Little River Band by linking tribal properties in multiple counties and they are part of the transportation network that links regional tribal properties and public services.



*Appendix F*

**Tribal Traffic Generators**





Figure F-1: Tribal Traffic Generators in Manistee County

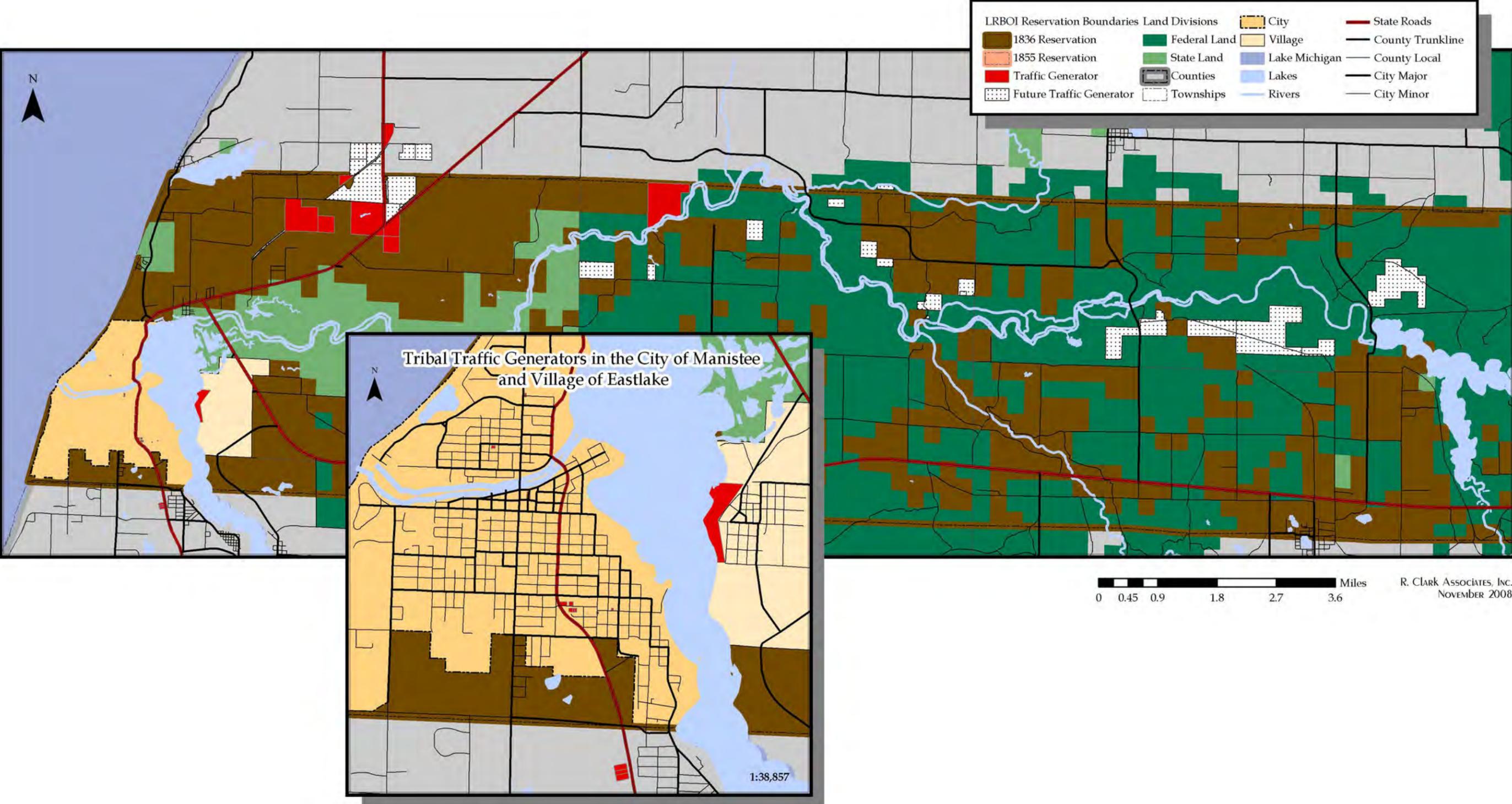




Figure F-1A: Tribal Traffic Generators in Manistee County





Figure F-1B: Tribal Traffic Generators in Manistee County





Figure F-1C: Tribal Traffic Generators in Manistee County

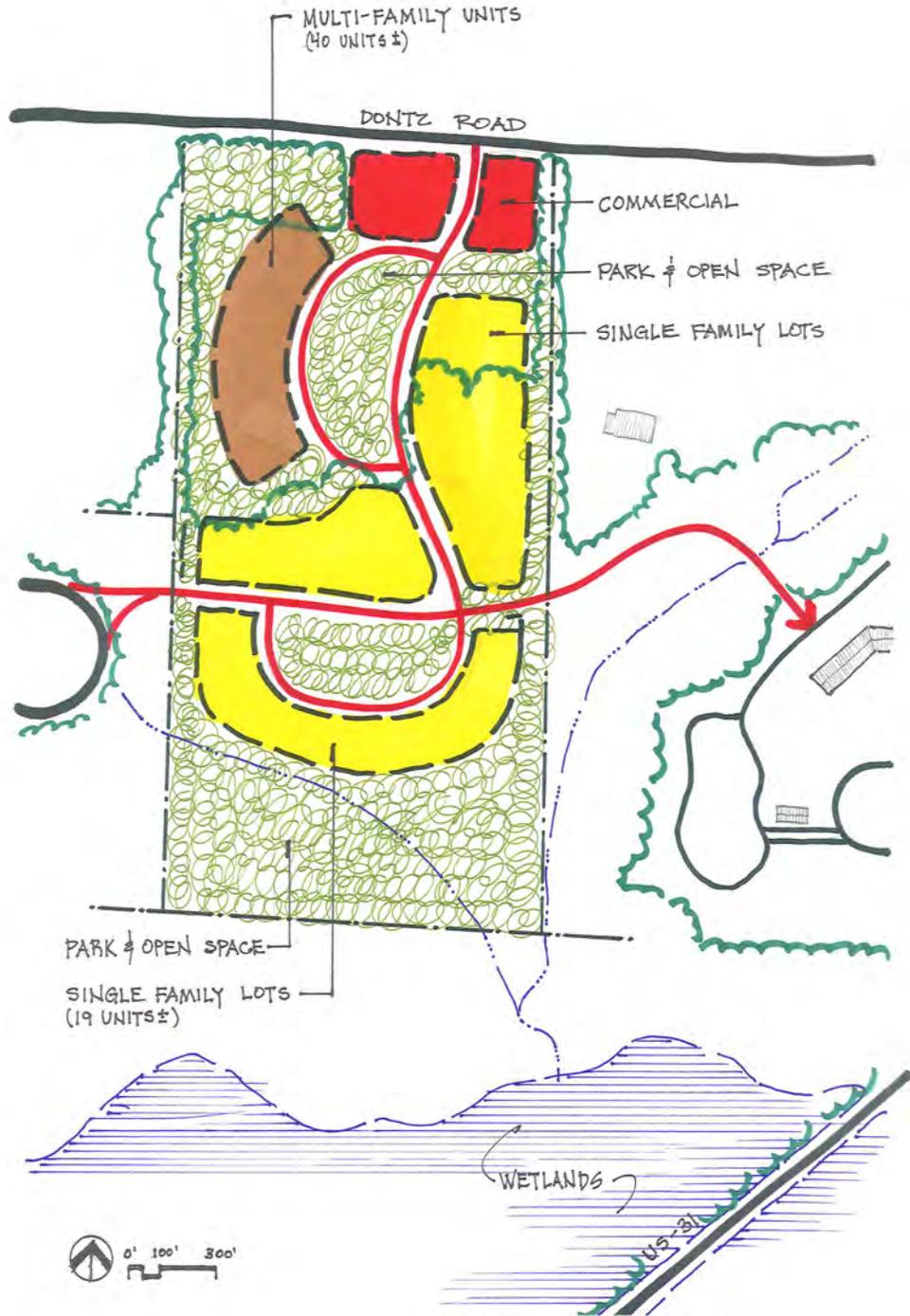




Figure F-1D: Tribal Traffic Generators in Manistee County

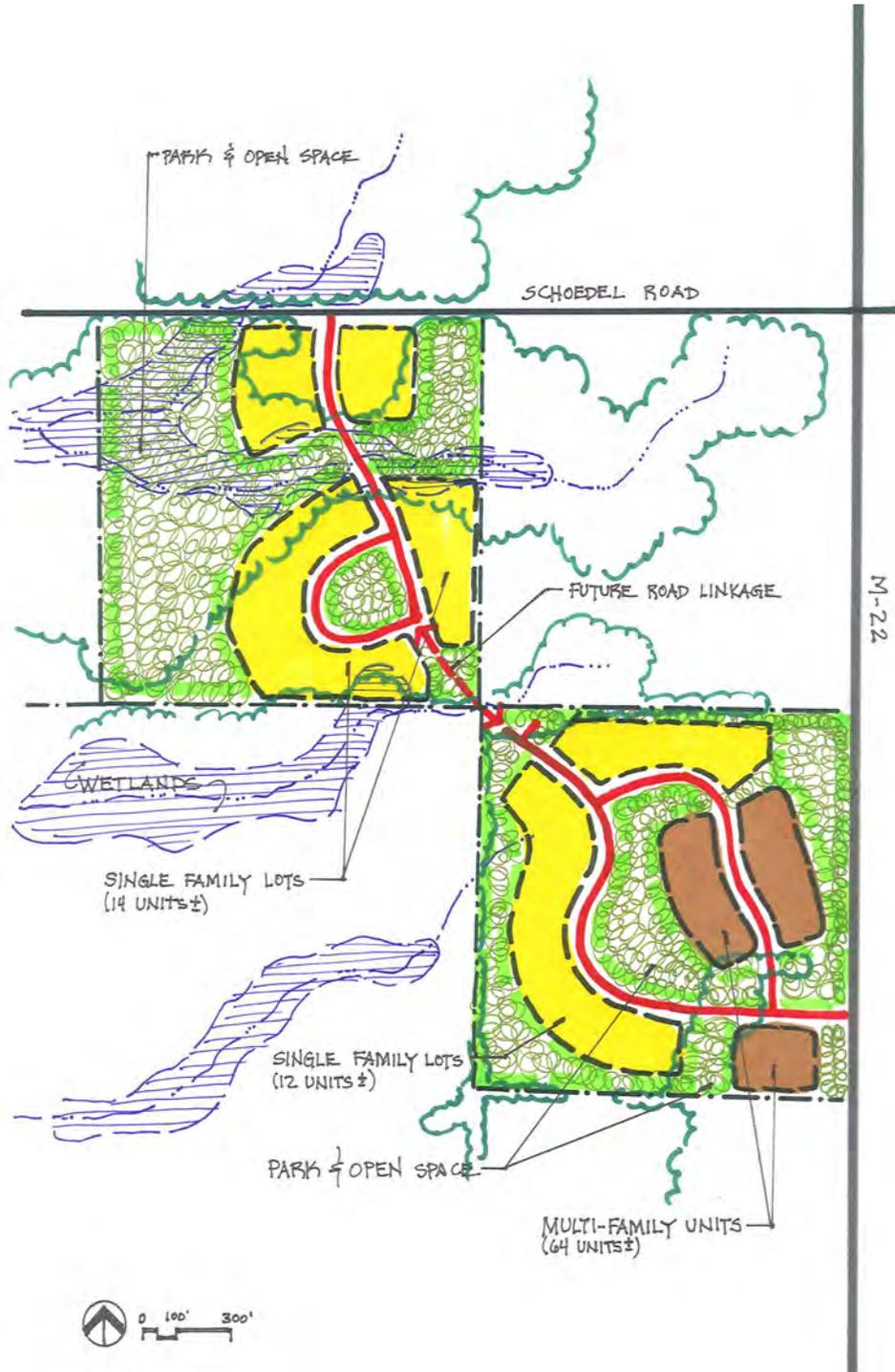




Figure F-2: Tribal Traffic Generators in Mason County

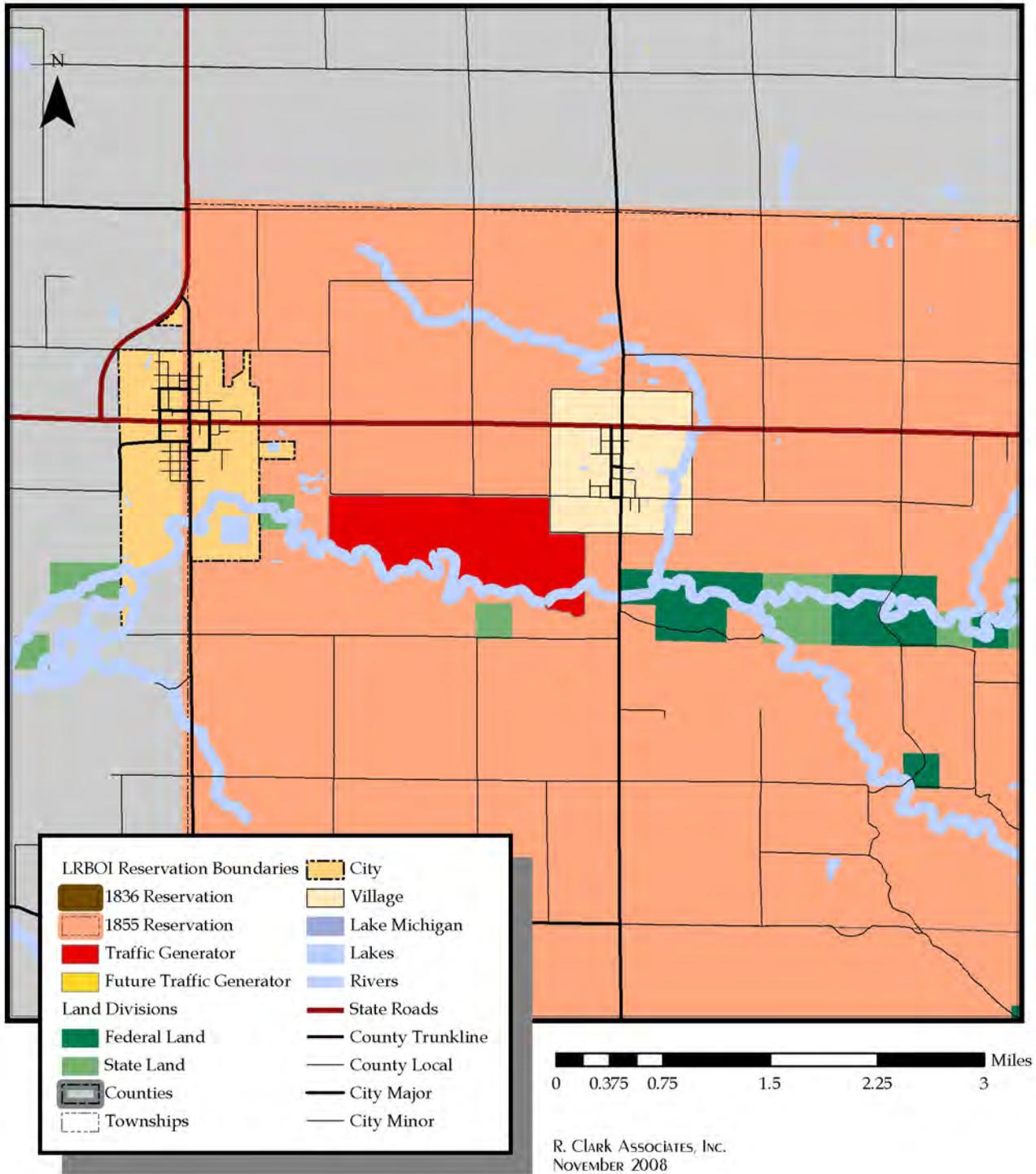




Figure F-2A: Tribal Traffic Generators in Mason County

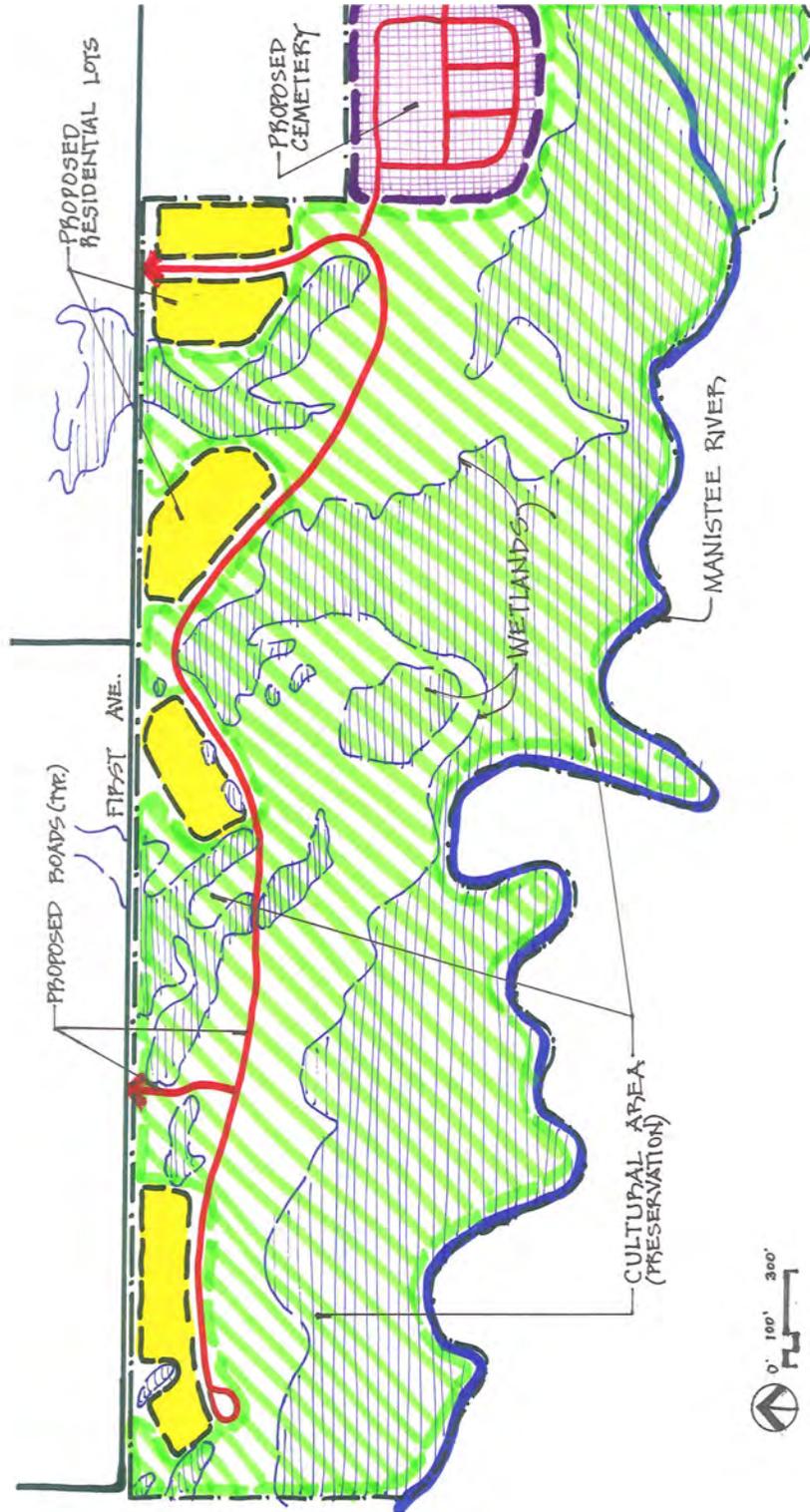
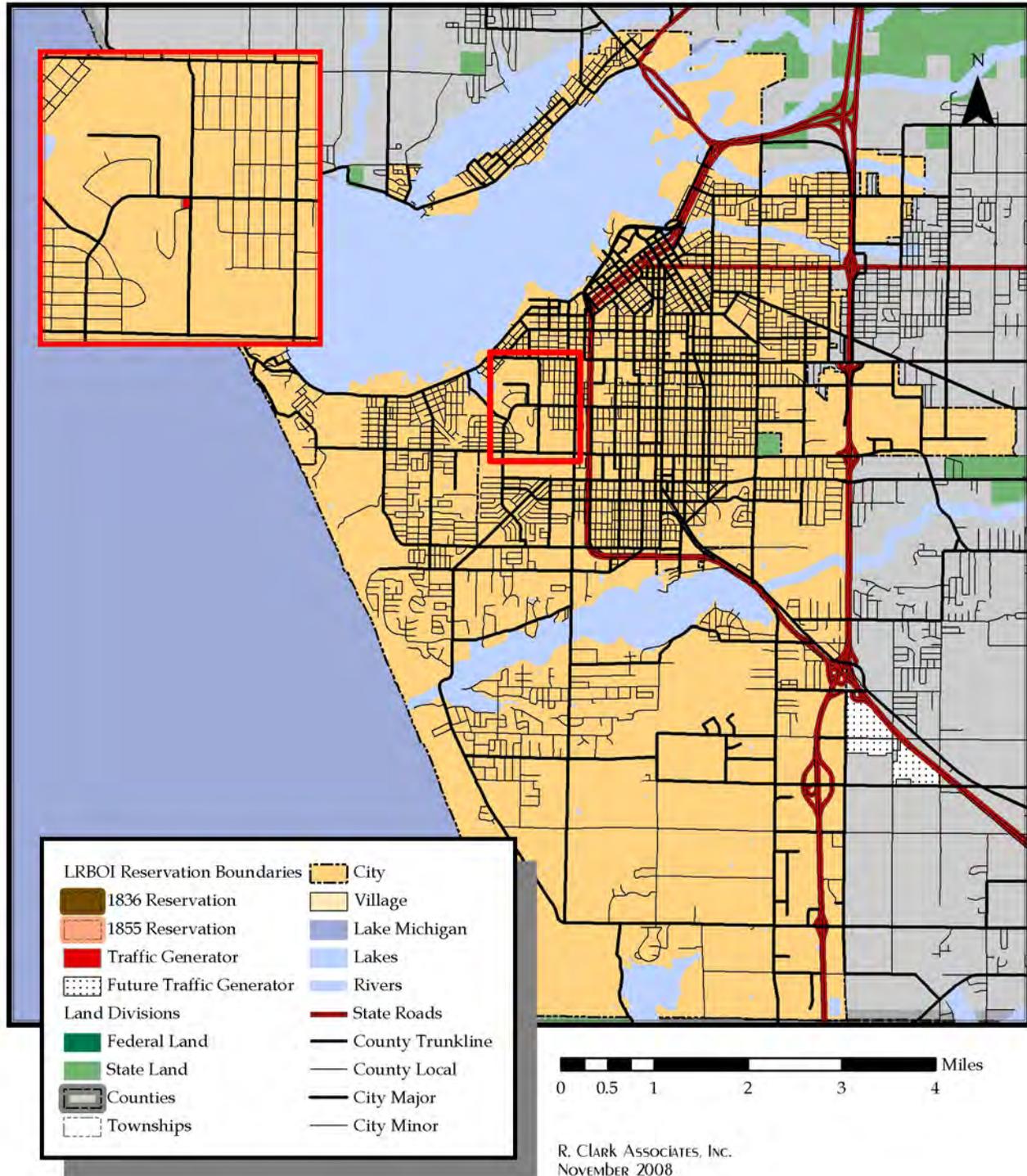




Figure F-3: Tribal Traffic Generators in Muskegon County





*Appendix G*

**Transportation Survey  
&  
Citizen Response Analysis**





Little River Band of Ottawa Indians

Transportation Survey

Little River Band of Ottawa Indians

Transportation Planning Survey

Demographic Information

- 1. Are you an enrolled member of the Little River Band of Ottawa Indians (LRBOI)?
2. Indicate your age group.
3. How many people, including yourself, live in your household?
4. Of these, how many are children, seventeen (17) years old or younger?
5. How many are seniors, sixty-five (65) years or older?
6. What means of transportation do you use most often to go to work or school?

For Questions 7 - 10, please provide the name of the community (city or county) if you do not know the zip code

- 7. What is the zip code or name of the area you live in?
8. What is the zip code or name of the area where you work or go to school?
9. What is the zip code or name of the area where you receive medical services?
10. What is the zip code or name of the area where you do most of your household shopping?

Tribal Transportation Topics

- 1. Please rank the following current tribal facilities or services as "excellent", "good", "adequate", or "poor" by circling the appropriate letter.

Table with 6 columns: Tribal Transportation Topic, Excellent, Good, Adequate, Poor, Uncertain. Rows include Vehicular access to tribal properties, Pedestrian access to tribal properties, etc.

Please complete the questions on the back





Little River Band of Ottawa Indians

Transportation Planning Survey

2. Please specify the priority the LRBOI's should place on addressing the following transportation topics over the next five to ten (5 - 10) years. Please indicate "uncertain" if you have no experience or basis upon which to judge the issue. (please circle your responses)

Tribal Transportation Topic	Priority			
	High	Medium	Low	Uncertain
Vehicular access to tribal properties	3	2	1	0
Pedestrian access to tribal properties	3	2	1	0
Vehicular connectivity between tribal properties	3	2	1	0
Non-motorized (i.e., pedestrian) connectivity between tribal properties	3	2	1	0
Parking at tribal facilities	3	2	1	0
Traffic control and improvements on tribal properties	3	2	1	0
Road maintenance and reconstruction of tribal roads	3	2	1	0
ATV and snowmobile trails on and between tribal properties	3	2	1	0
Public transit to tribal facilities	3	2	1	0

- a. Of the items ranked "High Priority," please indicate which one (1) is the most important to address:

\_\_\_\_\_

3. What means of transportation would you prefer to use most often to go to work or school if the appropriate facilities and/or services were made available or more convenient? (Indicate only one (1))
- Bike     Bus (public transportation)     Car     Walk     Carpool     Other

4. Indicate which, if any, of the following facilities and services you would like the LRBOI's to provide or develop? (Indicate all that apply)

- Bicycle trails and/or lanes, additional bike racks at tribal facilities
- Develop or increased bus service (i.e., public transit) between tribal facilities
- Enhanced public transit facilities (i.e., shelters, benches, etc.)
- Additional non-vehicular (i.e., pedestrian) paths and trails between tribal facilities
- Develop and/or increased support for carpooling amongst tribal members (i.e., park-and-ride lots)
- Other \_\_\_\_\_

5. What is your most significant transportation concern (examples: lack of parking at tribal clinic, need for increased public transit to tribal facilities, lack of pedestrian connectivity between tribal facilities, etc.)? Please indicate the one (1) concern most important to you or your family.

\_\_\_\_\_  
 \_\_\_\_\_

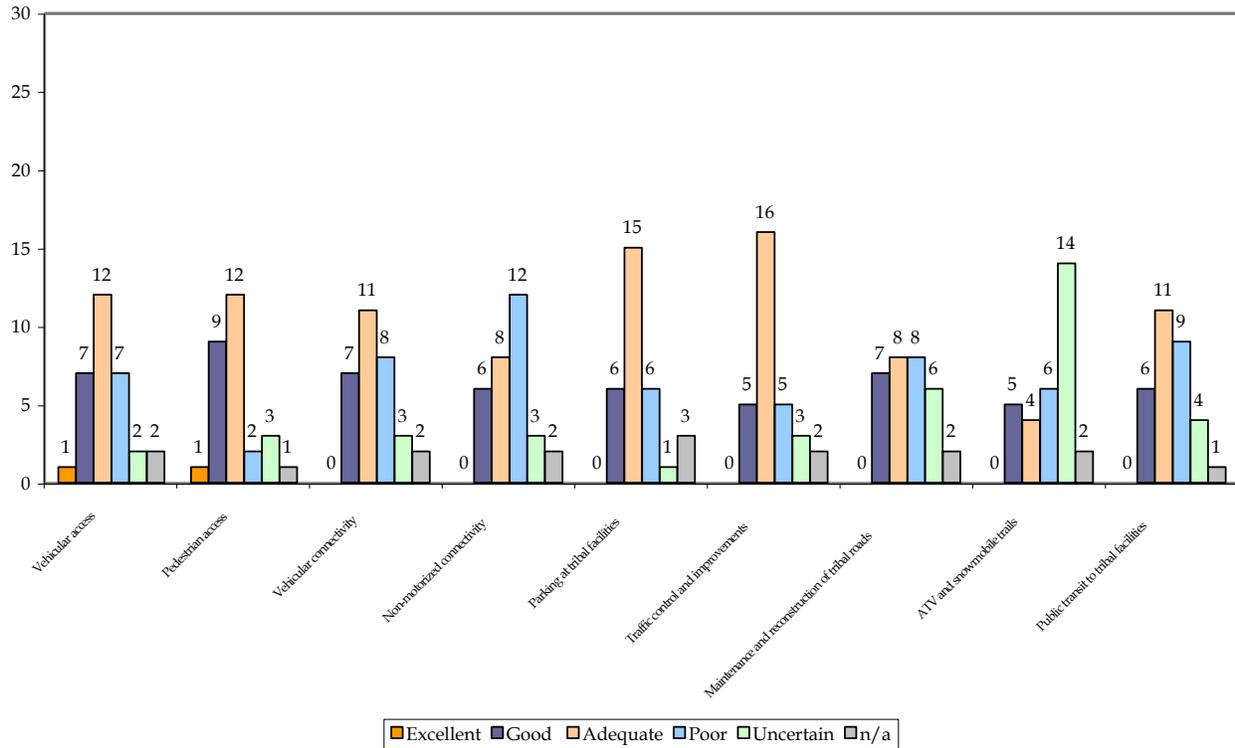
6. What do you see as the most important way that tribal transportation planning can help the Little River Band of Ottawa Indians, not just the area where you reside?

\_\_\_\_\_  
 \_\_\_\_\_



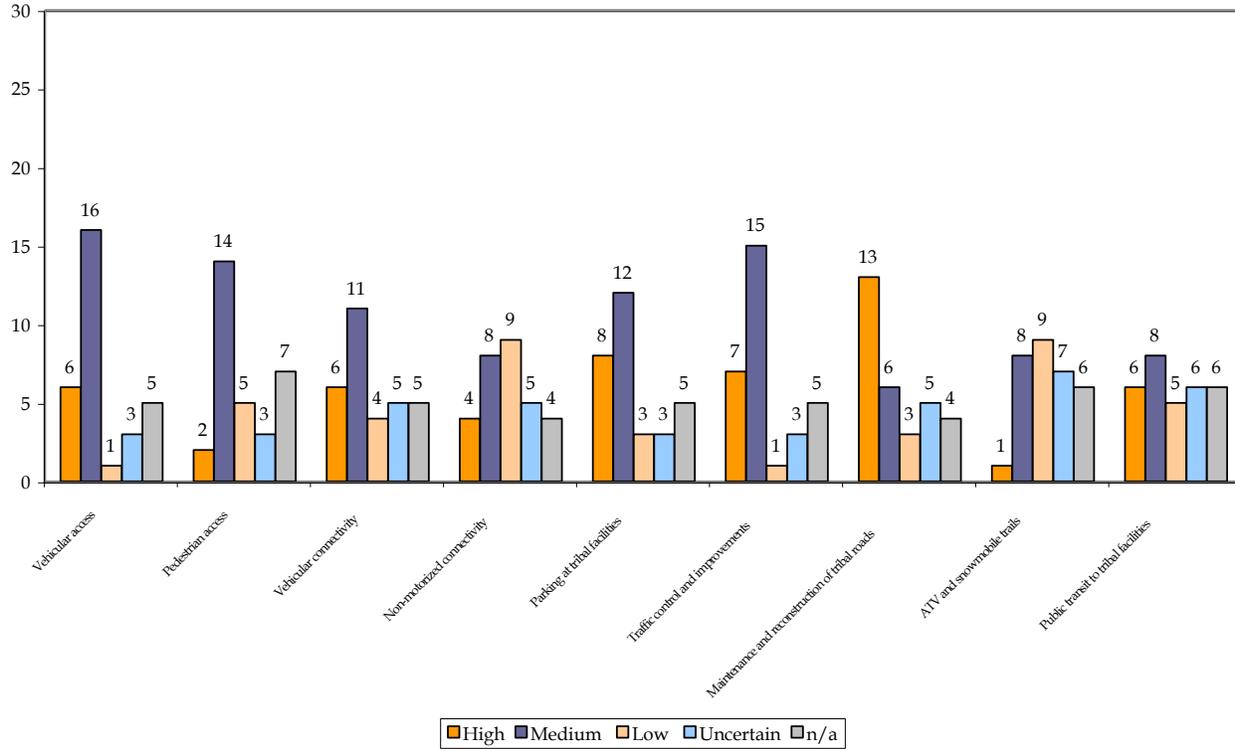
*Citizen Response Analysis*

**Quality of Existing Tribal Transportation Facilities**



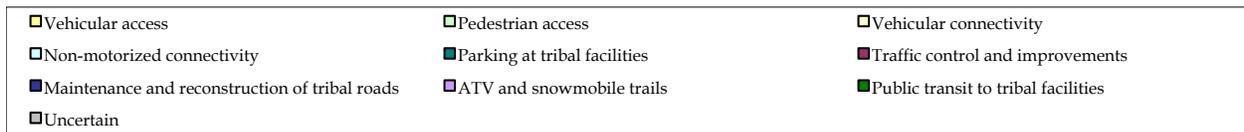
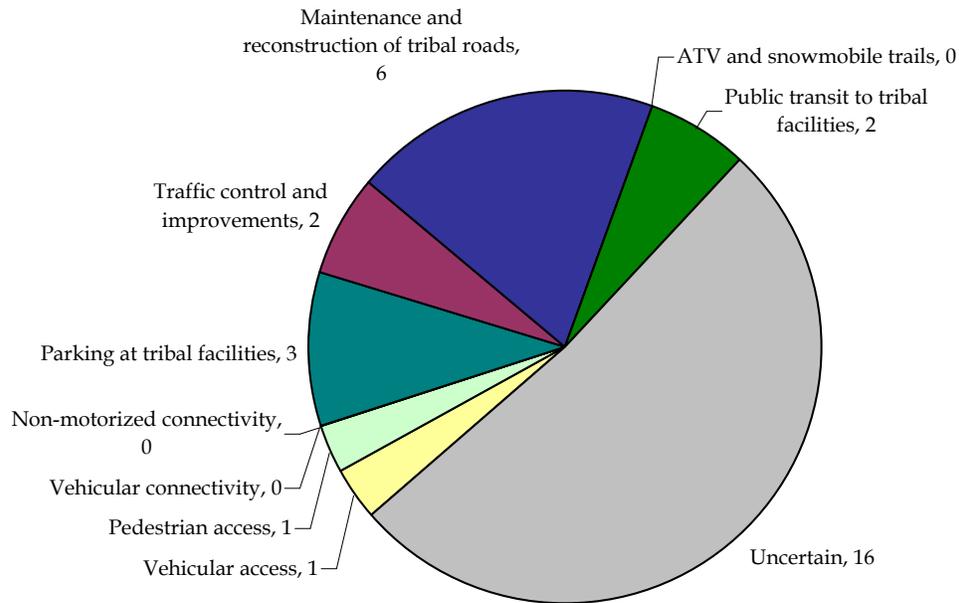


Priorities for Future Tribal Transportation Facilities



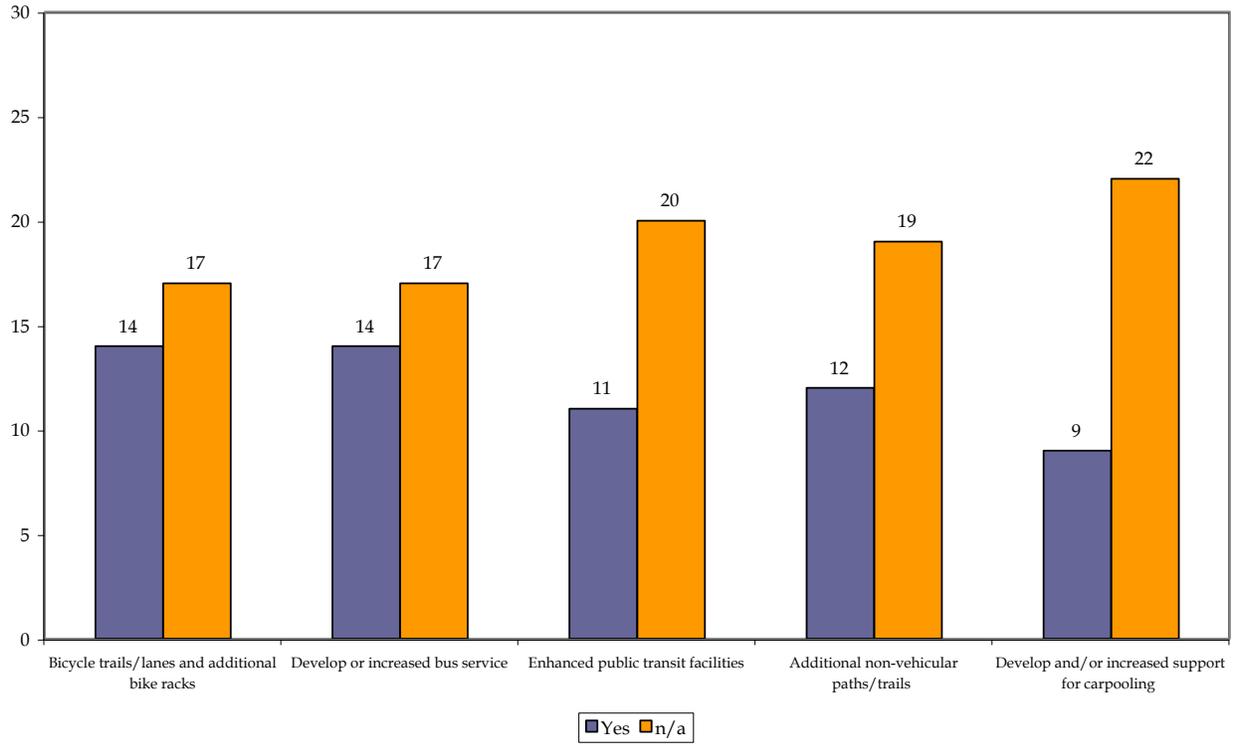


### Most Important of items ranked "High Priority"





Desired Tribal Facilities and Services





Comparison of Most Frequently Used Mode of Transportation to Desired Mode of Transportation

