

# Transportation Solutions

Source	What	Why	Who	When	Resources Available	Additional Resources Needed	Challenges
<i>Improve transit options</i>							
COS	Provide early/late night service	Allow for a wider variety of work start/end times, more flexibility for the user	Transit Providers	Summer & Weekends		Funding for expanded service – likely non-federal sources for operations	Difficulty in developing expanded service and increasing demand within a period of time to justify expenditure
COS	Add more bike racks to busses	Allow for flexibility for user to get to/from destination	Transit Providers		Smart Commute program? Biking groups		Limited number of bikes per bus, and places to put bike racks on busses
COS	Coordinate rides between outlying transit services	To provide regional public transit service between providers	Transit Providers		Smart Growth America Mobility Mgmt study & cases studies	Regional Transit Alliance	Coordination of service between transit providers
COS	Connect transit to housing/childcare programs	Provide greater access to public transit	Transit Provider / Developers		Housing Network		Difficulty in coordinating and not changing transit routes and private development
	Increase annual total Public Transit Vehicle Miles <b>(Indicator)</b>	To increase availability of transit	Transit Providers/ State and Local government and Users		Federal funds available for bus purchases & shelter improvements		Declining revenue streams
	Increase total annual Air Passengers <b>(Indicator)</b>	Increase tourism and business travel to support economy	Commercial Airports/Transit Providers		Federal Airport improvement funds and local sources		Expense of air fares and volatility of prices
<i>Work with partners to provide additional transportation options</i>							
COS	Encourage employers to provide transportation or vanpool programs	To provide reliable / timely transportation to work	Transit Providers/ public a & Private and businesses		Other Van Pool programs in the state and nation		Convincing riders and businesses to participate
COS	Car pool program/shared ride with employers	To provide reliable / timely transportation to work	NWMCOG, MDOT and employers		Other ride share programs		Changing mindsets to participate in ridesharing

COS	Provided subsidized bus passes for employment purposes	To assist workers with their transportation to work	Transit Providers & employers	Other transportation subsidy programs		
COS	Encourage businesses to sponsor a bus	? is this for advertising or bringing their employees to work?	Transit Providers	Existing advertising program expansion?	Liability concerns? Bus maintenance and availability	Negative impact on brand?
COS	Rideshare program for outlying areas/Compile information on rides needed and publicize, maybe employers would utilize	? repeat from the rideshare and coordinate transit services above?		Federal/State funding programs	Munson ride share board, NW Michigan Transportation Alliance	Small businesses won't utilize
COS	Support small-scale transportation services	One woman has a van and will take people where they want to go; recognized as somewhat illegal. Need to make these programs legal (i.e. chauffer's license, insurance, etc)	Private businesses	SCORE	Assistance to prospective businesses on insurance/legality/license issues	Licenses/insurances etc.
COS	Provide incentives for business to participate in transportation programs	To increase employee attendance	Employers		Funding source or documentation on other programs and how they positively affected employee attendance	
COS	De-stigmatize bus usage					
<i>Improve opportunities and safety for pedestrian and bicyclist activity</i>						
COS	Improve knowledge of laws for both cyclists and drivers/Require mandatory training for bicyclists, pedestrians, and drivers	Increase safety and help make other modes of transportation more viable	Bike Clubs, Road Agencies		Fire departments put on educational programs	
COS	Change rules/policy to allow for safer crossings	Be preventative instead of reactionary	State Legislature		Safe Routes to School program	MDOT and feds have tremendous restrictions to restricting traffic flow
COS	Identify safe routes for	To provide assurance that	Bike groups,	TART organization	Standards to judge	Potential Liability

	everyone	you can actually get where you need to	local units of government and Road agencies	for expertise and volunteers if needed	routes by?	
COS	Improve trail connectors	No connectors to some trails or are unsafe because of motorized use	Local & State Government, Trail Groups	Various grant sources and private donations		Trails are seen more as recreation than transportation.
COS	Expand bike paths/shoulders	Provide additional non-motorized paths	Local Units of Government and Road agencies	Federal / State / Local funding sources		Standards for construction. Maintenance
LG	Adopt Complete Streets policies	To provide for equal access for all modes of transportation	Local Units of Government and Road Agencies	Model ordinances / examples of Policies/ordinances		Potential for conflicts in funding “complete streets” projects vs basic maintenance
LG	Expand bike trails	Repeat				
LG	[recreation] waterway trail system	Refer to Recreation				
LG	Shuttle services during festivals	To provide alternative peak time transportation options	Transit Providers	Worked well in elk rapids		Funding
LG	Access management on commercial corridors	To provide for orderly / safer turning movements	Road Agencies / Local Units of Government	Many examples of studies and recommendations available		Cost / controversy in removing /moving driveways
LG	Traffic calming measures in high traffic corridors that bisect towns	To provide for safer travel for all users	Road Agencies / Local Units of Government	Planning and Transportation Associations and models	Traffic studies needed on potential corridors	Public Road standards, potential of encouraging cut-through traffic on minor roads/streets
LG	Deep sea ports to accommodate cruise ships	To increase tourism and enhance local economy	MDOT, City of Traverse City and TCL &P	?		Funding and traffic impacts due to the location
LG	Rail options – identify opportunities and leverage	To utilize the Region’s existing rail connections to move freight	MDOT, GLCRR	Containers empty one-way to Graceland	Shippers group to advocate for continued/expanded service	Cost of maintaining/improving the rail network with current limited volume
LG	Designate more funding for expanding shoulders/ non-motorized in rural areas	To provide more non-motorize opportunities in conjunction with existing road improvements	Road Agencies / Local Units of Government	TART/bicycling groups	Funding sources	Limited funding for road improvements vs need for expanded non-motorized

LG	Ordinances should require sidewalks – complete network	To expand the sidewalk network	Local Units of Government	Existing ordinances and policies	Funding for construction AND maintenance
LG	Talk about walkability in MP		Local Units of Government	Existing ordinances/policies and plans	
IE	Ped crossings across M-22		MDOT/local units of government		
IE	Improve handicap accessibility		Road Agencies / Local Units of Government	Disability Network	Funding and policies/ordinances
PRI	Educational campaign for bicyclists and motorists to get along		Bicycling groups /private organizations		
LG	Use regional approach for trails		Road Agencies / Local & State Government	Existing models	Different purpose trails
LG	Connect amenities within townships [eg safe routes to schools]				
<i>Improve access to vehicles/transportation</i>					
COS	Match drivers to W.O.W. cars				DHS
COS	Assist in auto repair	Costs for car maintenance/insurance – few resources for funding			TB auto shop class looking for cars to work on
COS					Policies are a barrier to affordable insurance
	Increase Motor Transportation Funds available for Road maintenance and construction <b>(Indicator)</b>	to provide additional funds for the maintenance and expansion of transportation infrastructure	Federal, State and Local Government	Federal and State Gasoline taxes and Vehicles registration fees	Reluctance to increase taxes
	Decrease total Annual Vehicle Mile of Travel for our area <b>(Indicator)</b>	Demonstrate decreased reliance in single occupancy vehicle and increase usage of other modes of travel	Governments and Private citizens	Many of the strategies listed above	Reluctance to change the ways we travel

	Increase the weighted PASER pavement rating for each Framework County (Indicator)	To demonstrate improvement in the surface condition of the road network	Federal, State and Local Governments	Asset Management plans	Additional or increased funding sources	Continual maintenance and improvement needed. Increasing costs
LG	Help residents understand costs (of roads, etc)	To increase awareness of funding limitations	Private/Public Board and local units of government/road agencies			
LG	Update MP (LG)					
LG	Plan for Off-corridor parking (LG)					Conflict with Public Transit ?
LG	Centralize development to save on transportation / infrastructure costs (LG)		Local units of government	Master Plan and Zoning Ordinance changes		Private Sector influence?
LG	Connect communities to resources and stakeholders such as TART and BART staff (LG)					
LG	Identify available grants (LG)					
LG	Use 'cost of externalities' to gauge land use decisions (LG)					
LG	Use impact fees to pay for infrastructure (LG)		Governor and State Legislature	Examples (Florida – Colorado)		
LG	Smart Growth (LG)			Show cost savings		

Text in red added by Matt Skeels