

# 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			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				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				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?			
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?		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 everyone				
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				
LG	Adopt Complete Streets policies				
LG	Expand bike trails				
LG	[recreation] waterway trail system				
LG	Shuttle services during festivals			Worked well in elk rapids	
LG	Access management on commercial corridors				
LG	Traffic calming measures in high traffic corridors that bisect towns				
LG	Deep sea ports to accommodate cruise ships				
LG	Rail options – identify opportunities and leverage			Containers empty one-way to Graceland	
LG	Designate more funding for expanding shoulders/ non-motorized in rural areas				
LG	Ordinances should require sidewalks – complete network				
LG	Talk about walkability in MP				
IE	Ped crossings across M-22				
IE	Improve handicap accessibility				

PRI	Educational campaign for bicyclists and motorists to get along					
LG	Use regional approach for 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 <b>(Indicator)</b>	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)					
LG	Update MP (LG)					
LG	Plan for Off-corridor parking (LG)					

LG	Centralize development to save on transportation / infrastructure costs (LG)	
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)	
LG	Smart Growth (LG)	Show cost savings

Text in red added by Matt Skeels