

# Updating and Strengthening MAP's Transportation and Land Use Policy Platform



Transportation  
Bonanza February 15, 2025

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## MENTI-METER EXERCISE

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# Panelists



Brad Strader, AICP, C2G

Jeromie Winsor, AICP, AECOM

Suzann Flowers, City of Ann Arbor

Amy Lipset, AICP, Fishbeck



# Transportation Land Use Leadership Task Force

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☐ Brad Strader, AICP, Co-Chair | C2G

☐ Jeromie Winsor, AICP, Co-Chair | AECOM

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☐ Jenya Abramovich, AICP | SEMCOG

☐ Eric Bettis | Wayne State University

☐ Dave Bulkowski | Disability Advocates of Kent County

☐ Tanya DeOliveira, AICP | Williams and Works

☐ Suzann Flowers | City of Ann Arbor

☐ Joe Grengs, AICP | University of Michigan

☐ Lauren Joseph | Grand Valley Metro Council

☐ Sarah Lagpacan, AICP | Oakland County Transit

☐ Amy Lipset, AICP | Fishbeck

☐ Arthur Mullen, AICP | Wade Trim

☐ Melanie Piana | Regional Transportation Authority

☐ Suzanne Schulz, FAICP | Progressive Companies

# Who is Attending?



# Task Force Formation and Purpose





# Why Now?

- ❑ Member and stakeholder pressure.
- ❑ MAP Transportation Policy (2012) is over a decade old
- ❑ Need a succinct and actionable agenda.
- ❑ Support the Growing MI Together Council.
- ❑ Compete with states that integrate land use and transportation policies.
- ❑ Reduce land consumptive development.

MAP's policy framework goal is to **connect land use to better transportation infrastructure** that accommodates all ways of getting around (walking, biking, transit, accessibility, safe streets) and **includes all Michigan residents.**



City of Oak Park





# Task Force Goals

Determine what is needed, priorities, and the planner's role to advocate for change.



City of Roseville – Utica Junction





# MDOT Vision Update

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Provide People with a Safe, Future-Driven, Interconnected Multi-Modal Transportation Network that Ensures Equitable Options



**Ypsilanti Township**

Photo credit: MDOT - Sara Martin



**Pleasant Ridge / Ferndale**





# Opportunities to Align with Stated Vision

**Bicycle and Pedestrian Terminology**  
A GUIDE TO ACTIVE TRANSPORTATION INFRASTRUCTURE

**MDOT**  
Michigan Department of Transportation

“Inclusion of these terms in this document **does not** constitute an **endorsement** of the designs, facilities or treatments.”

**THE OFFICIAL GUIDE TO MDOT**

Everything You Need to Know About the Michigan Department of Transportation (MDOT)

**MDOT**  
Michigan Department of Transportation

**Published 01/2025**

Pedestrian – 5 mentions

Bicycle – 4 mentions

Nonmotorized – 5 mentions





# Development of “Guiding Principles”

- ❑ Meetings held monthly over Summer and Fall of 2024
- ❑ Development of initial principles – focus on “rule of three”
- ❑ Framework presented during Planning Michigan 2024 – seeking validation and refinement





# MAP Conference: Biggest Transportation Needs?

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- Accessibility
- Zero Deaths
- Complete Streets
- Zoning
- Safety
- Funding
- Walk to Amenities
- Sidewalks
- Access to Opportunity
- Public Transit
- Accessibility
- Safety
- Expanding Transit Network
- Safety
- Regional Transit
- Safer Roads
- Walkability
- Safe and Accessible Options
- Prioritizing Nonmotorized  
Uses
- Funding
- Density





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# MAP Conference: How Can Planners Influence Needs?

- Traffic studies
- Explain the full range of possibilities beyond status quo
- Zone for accessibility through proximity
- Support their elected officials with key messages for the need for change
- Master plan updates
- Work more closely with traffic engineers
- Policy influence
- Recommendations to local, state, and national agencies
- Don't cede control of ROW to engineers
- Political power: lobbying, advocacy, activism
- Federal Aid Committee
- Education
- Walkability audits
- Zoning reform (e.g., no parking minimums)
- Traffic calming measures
- Ordinance changes
- Having a current plan to be ready for changes
- Educate the public about what types of roads are amenable to housing and walkability





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# The Guiding Principles

- 1. Emphasizing Public Health and Safety**
- 2. Align Land Use with Transportation**
- 3. Develop a People-Centered Transportation Network**

# Guiding Principle #1

## Emphasizing Public Health and Safety

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City of Ann Arbor

- Safe Transportation for All
- Paradigm Shift
- Safety First
- Improve Public Health Outcomes
- People First
- Proactive Tools and Innovative Design





# Guiding Principle #1 - Actions for MAP and Members

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## Community Connections

Continue advancing the development of safe greenways that connect communities and people to shopping, jobs, healthcare, and more without requiring a vehicle.

## Partnerships

Establish partnerships with organizations working in public health, social services, non-profits and others to improve effectiveness of advocacy.

## Project Selection

Adopt transportation project selection criteria that improve safety and public health (e.g., prioritizing solutions at high-crash locations).

## Traffic Calming

Provide guidance on traffic calming measures and how to effectively engage within municipalities and with road agencies to address safety issues and lower speeds.

## Equity

Ensure transportation investments and their design are prioritized equitably to benefit people who walk, bike, or use transit and a focus on traditionally underserved communities.





# Guiding Principle #1 Emphasizing Public Health and Safety

City of Ann Arbor



- Pavement markings
- Flexible posts
- Traffic calming



- Pavement markings-green paint
- Flexible posts
- R1-6 signs
- Signage
- Lane narrowing



- Pavement markings-green paint
- Flexible posts
- Policy- No turn on red
- Signage
- Lane narrowing





# Interactive Polling

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- Which action(s) are most important?

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# Guiding Principle #2

## Align Land Use with Transportation

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City of Alexandria, VA

- Retain and attract people
- Create sense of belonging and wellbeing
- Provide transportation choices
- Align land use with transportation
- Collaboration among planning professionals





# Guiding Principle #2 Priority Actions for MAP and Members

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## Development

Plan, zone and advocate for densities, mixes of land uses, and connecting pathways that enable residents to live their lives without needing to drive, especially in places targeted for walking, biking, and transit investments.

## Infill Development

Plan for infill development that utilizes existing transportation infrastructure.

## Prioritize Pedestrian Access

Update development codes and review processes to reduce or remove parking requirements, evaluate transportation impacts instead of just traffic, and prioritize pedestrian, bicycle and transit accessibility.

## Comprehensive Plans

Develop Comprehensive Plans that integrate planning for transportation systems with land use, parks & rec, economic development strategies, housing, transportation engineering efforts, instead of separate Master Plans and transportation plans led by different departments or agencies.

## Align Development Incentives

Target state and local development incentives where the transportation infrastructure is in place or can be easily adapted, instead of greenfields

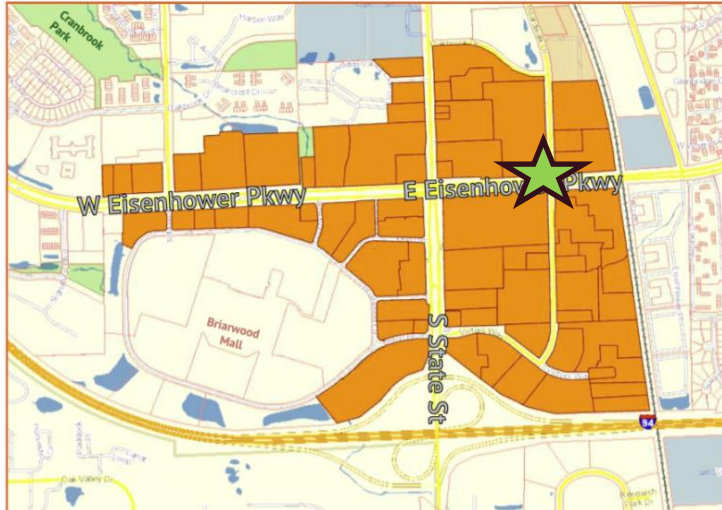




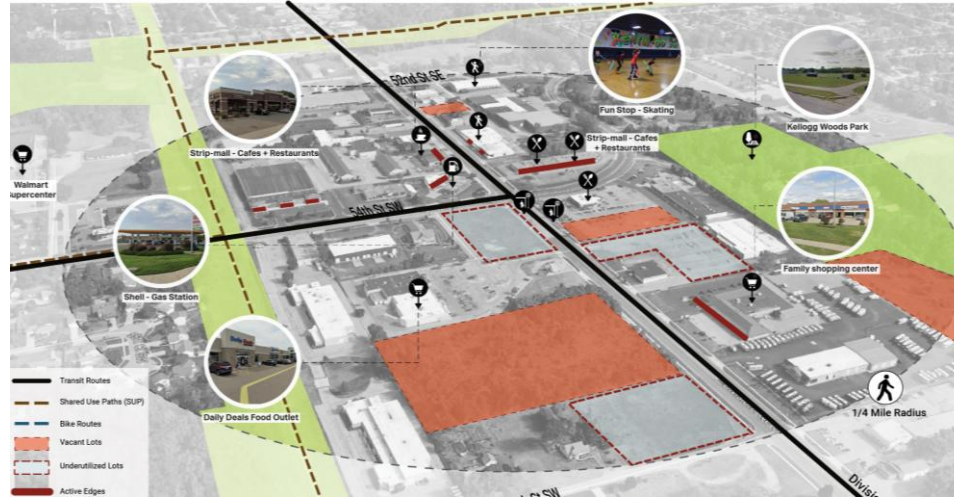


# Guiding Principle #2 Align Land Use with Transportation

PROPOSED TC1 REZONING AREA

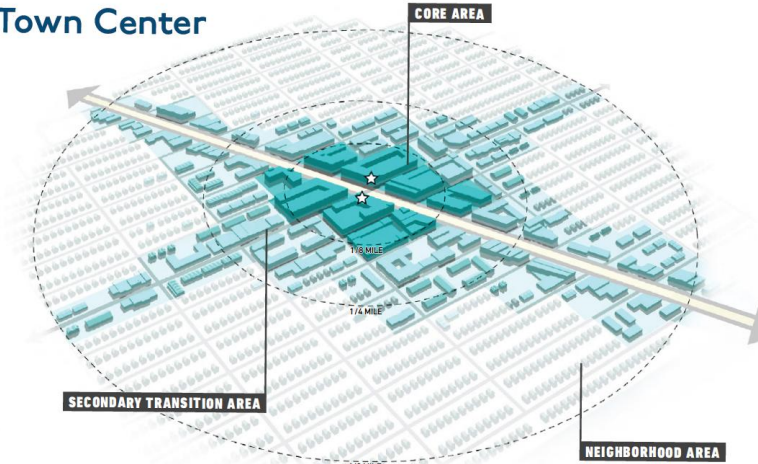


**Transit Oriented Development (TOD) Zoning in Ann Arbor**



**TOD Planning in Grand Rapids**

Town Center



**Mobility Oriented Development Planning in SE Michigan**

Target development along major transit routes, in locations with non-motorized infrastructure, and with a mix of uses and density.

Enact policies and zoning that encourage non-auto travel, multi-modal impact studies, and/or eliminate minimum parking (add max).





# Interactive Polling

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- Which action(s) are most important?

Join at [menti.com](https://menti.com) | Use code **2861 3492**

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# Guiding Principle #3

## Develop a People-Centered Transportation Network

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City of Grand Rapids

- Transportation network options
- Create vibrant spaces
- Context sensitive designs
- Infrastructure should serve all people





# Guiding Principle #3 Priority Actions for MAP and Members

## Policy Change

Encourage policies that make it easier to reduce or convert travel lanes for non-vehicular users or transit. Restrict adding roadway throughput capacity (unless there are compelling safety benefits).

## Complete Streets

Make the implementation of “complete streets” part of standard roadway design practice through communities (not optional based on funding).

## Funding Advocacy

Advocate for additional regional transit and pedestrian/bike project funding resources

## Transportation Choice

Design and improvements should focus on people. Vehicular level of service should not be the prevailing criteria used for project selection/design. Instead apply a balanced set of selection criteria and performance measures that consider how a project improves the pedestrian, bike and transit experience.

## Transportation System Design

Increase community influence over street and network design, regardless of who holds jurisdiction over the roadway. Design choices like turning radii, lane widths, roadside amenities, and the setting of speed limits should consider safety for all users and community values.





# Guiding Principle #3 Develop a People-Centered Transportation Network

2022



2018



Village of Cassopolis / M-60





# Interactive Polling

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- Which action(s) are most important?

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# Next Steps for Planners and Engineers

- ❑ Planners be in the room and bring your plans
- ❑ Engineers – review the policy documents before you decide on the solution
- ❑ Advocate for increased regional transit and nonmotorized funding
- ❑ Support from state leadership – State Transportation Commission
- ❑ Support from local leadership – elected mayors, supervisors





# Next Steps

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## Present the Guiding Principles to Partner Organizations and Stakeholders

- ❑ Transportation Bonanza – Today!
- ❑ Michigan Association of Regions
- ❑ Michigan Transportation Planning Association
- ❑ Michigan Municipal League
- ❑ Michigan Townships Association
- ❑ Michigan Association of Counties
- ❑ State Transportation Commission
- ❑ County Road Association of Michigan
- ❑ Transit Agencies
- ❑ Rural Transit Agencies
- ❑ ACEC
- ❑ Professional Engineering Associations
- ❑ Absolutely Accessible Kent County







# Next Steps

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## Convert the Task Force to a MAP Standing Committee

- Meet monthly
- Identify and develop education curriculums that advance the Guiding Principles
- Present at Partner and Stakeholder events and conferences
- Present at OHIO Chapter APA Free Friday Webinar
- Contribute to the Transportation Bonanza Session Planning Team





# MAP Next Steps

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Empower planners to be stronger advocates for the transportation systems in their communities.

- ❑ Develop and deliver workshops and training programs.
- ❑ Create a transportation land use best practice guide for planners and our partners
- ❑ MAP Web page landing spot for resources.
- ❑ Update MAP Transportation Policy (2012)
- ❑ Stories from the trenches – case studies, challenges, barriers, successes, lessons learned.
- ❑ Form, maintain and strengthen partnerships and alliances with other transportation advocates and leaders
- ❑ Advocate and lobby in Lansing for better laws.





# Q&A



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