

# IDEAS for VISIONS and POLICIES for the 2035 PLAN

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## VISIONS

### System Preservation, Modernization, and Efficiency Vision

- System is maintained in state of good repair (SGR)
- System achieves maximum efficiency, **reliability (CB)**, and mobility (regionwide) through system preservation, ITS, technology, management and operations (M&O) programs, and a balanced program of strategic investments
- Expansion comes through strategic investments, based on regional needs assessment
- Innovative approaches reduce auto dependency and actively promote other modes
- Modernization of the existing system provides accessibility and access for all; serves more people

### Livability Vision

- Land use policies and transportation investments give all residents the opportunity to move (affordably) between where they live, work, get services, and play, using healthy transportation options; promoting a healthy lifestyle
- Multimodal transportation serves business, residential, and mixed-use centers; investments focus on existing activity centers, **where density will be encouraged**
- **Moved to previous bullet. In 2035, there will be more density (residential, business, services)**
- **The Transportation network will play its part as a foundation for economic vitality (CB)**
- Community centers thrive with implementation of complete streets and context-sensitive design
- Mobility for persons with disabilities is improved
- Energy use is managed efficiently and alternative energy sources are used

### Mobility Vision

- System provides improved access to jobs, education and training; health services; social and recreational opportunities
- There are more transportation options and accessibility for all; all modes (including freight); all corridors
- **System provides reliable service (CB);** delays, congestion, and travel time are reduced; **reliability is increased**
- Transit ridership and use of sustainable options are increased
- The system meets people's needs; funding is guided by attention to customer service
- Existing transit, bicycle, and pedestrian facilities are linked in a network

### Environment Vision

- Human and environmental health are considered in decision making
- Greenfields are preserved and clean-up of brownfields facilitated as a result of transportation investments in areas of existing development
- Air quality is improved; vehicle emissions (carbon monoxide, nitrogen oxides, volatile organic compounds, carbon dioxide, and particulates) are reduced to required and/or target levels
- **Impacts to wetlands, soil, water and other environmental resources from transportation projects are avoided or minimized (JGa) Project design processes protect wetlands and minimize soil, water, and other environmental impacts**
- **Moved to Policies (JG) • Transportation agencies work with environmental and cultural resource agencies**

### Regional Equity Vision

- There is equitable mobility, quality, affordability, and access to jobs, educational institutions, and services for low-income and minority residents, the elderly, youth, and persons for whom English is a second language
- Environmental burdens from transportation (existing and future) are minimized; low-income and minority populations are not inequitably burdened
- Expansion projects address regional needs
- **Move to Policies (JGa) • Heavily used services, such as those serving low income and minority neighborhoods, are given priority over new, yet to be proven services**

### Climate Change Vision

- Greenhouse gas (GHG) emissions are reduced to Global Warming Solutions Act levels
- **The MPO remains engaged as a regional participant in climate change related actions; t (JG) The MPO has adopted GHG reduction goals and is acting to meet them**
- Transportation infrastructure is protected

### Safety and Security Vision

- The transportation system provides safe transportation (personal and operational) on all modes
- The number and severity of crashes are reduced
- **The MPO continues to support all hazards planning; t (JGa) The viability of transportation infrastructure critical to emergency response and evacuations is protected from natural and man-made threats**
- Transit has state-of-the-practice ITS and communication systems; transit malfunctions are reduced

## POLICIES

### System Preservation, Modernization, and Efficiency Policies

- **Adapt to fiscal constraints by developing needs-based, low-cost strategies for addressing mobility, access, and accessibility and by pursuing alternative funding sources and mechanisms (CB)**
- Put a priority on programs, services, and projects that maximize efficiency through ITS, technology, TSM and M&O; turn to technology before expansion
- Bring and keep the network (particularly the transit, bike, and pedestrian facilities) into an SGR; set funding objectives for this
- For roadway investments, give priority to maintaining regional network of bridges and roads
- **The MPO supports increased Chapter 90 funding from the state so that Refocus local road maintenance can remain focused on that program (RR, TK) toward Chapter 90 programs**

### Livability Policies

- Invest in projects and programs that are consistent with MetroFuture land use planning (serving already-developed areas; locations with adequate sewer and water; areas identified for economic development by state, regional, and local planning agencies; and density)
- Support health-promoting transportation options; expand and close gaps in the bicycle and pedestrian networks; promote a complete-streets philosophy
- **Support (TK) Consider** urban and context-sensitive design to protect cultural, historic, and scenic resources, community cohesiveness, quality of life; fund enhancements at reasonable cost
- Support state-of-the-practice parking policies
- **Use economic impacts (local and regional) as a criteria for evaluating projects and programs; recognize that economic vitality plays a role in community livability (CB)**

### Mobility Policies

- Improve mobility for all; support improvements in all corners of the region, urban and suburban
- Strengthen connections between modes; close gaps in the existing network
- Improve access and accessibility to transit
- Improve transit frequency, span, and reliability
- Expand transit, bicycle, and pedestrian networks; focus bicycle investments (lanes and paths) on moving people between activity centers (and access to transit)
- Integrate payment methods for fares and parking across modes.
- Support TDM TMAs, shuttles, and carpooling
- Address low cost capacity constraints and bottlenecks in the existing system before expansion

### Environment Policies

- Avoid investments that increase pressure on developing greenfields; support investments that facilitate clean-up of brownfields
- Promote fleet management and modernization
- Support high-occupancy-vehicle travel options
- Protect natural and cultural resources; plan early to avoid and mitigate impacts, **such as stormwater and groundwater impacts (MP)**
- Promote energy conservation and use of alternative energy sources
- Avoid funding projects that increase exposure of at-risk populations to ultra-fine particulates **How? (TK)**
- Promote investments and give priority to projects and programs with lower life-cycle costs and emissions
- Invest so as to increase mode share of transit and nonmotorized modes
- **Work with environmental and cultural resource agencies to reach environmental objectives (JGa)**

### Regional Equity Policies

- Continue **MPO (JGa)** outreach and analysis to identify equity needs; continue to monitor system performance
- Address identified equity needs related to service and removing or minimizing burdens (air pollution, unsafe conditions, community impacts); give these priority over everything except bridge/tunnel maintenance **How? (TK)**
- **Track Work with implementing agencies' actions responding to transportation needs identified in MPO outreach and analysis; encourage action to address needs (JGa)**
- **Strengthen avenues for involvement of low-income and minority persons in decision-making (JGa) Follow environmental justice principles**
- Reduce trip times for low-income and minority neighborhood residents and increase transit service capacity
- **Give priority to heavily used services, such as those serving low-income and minority neighborhoods, over new, yet-to-be-proven services (JGa)**

### Climate Change Policies

- **Take action to meet Ddefined (JGa) targets for reducing vehicle-miles traveled (VMT) and act to meet them**
- Pursue stronger land use and smart-growth strategies
- Tie transportation funding to VMT reduction
- Increase transit, bicycle, and pedestrian options
- Invest in adaptations that protect critical infrastructure
- Encourage transportation demand management (TDM) commuter strategies
- Invest in projects and programs for fleet management and modernization, idling reduction, alternative fuels
- Energy use will be part of the environmental impact analysis of all projects. Total energy use in the Plan will be (x%) less than 1990 transportation-related energy use in the MPO region

### Safety and Security Policies

- **Implement actions stemming from (JGa) Continue to participate in all-hazards planning and take appropriate actions**
- Maintain the transportation system in an SGR
- Use state-of-the-practice safety elements; address roadway safety deficiencies (after safety audits) and transit safety (including federal mandates)
- Support incident management programs and ITS
- Protect critical infrastructure; address transit security vulnerabilities; upgrade key transportation infrastructure to a "hardened" design standard
- Improve safety for pedestrians and cyclists; ensure that safety provisions are incorporated into shared-use corridors
- Give priority to safety projects that reduce the severity of crashes, especially those that improve safety for all
- **Promote safety through supporting the Support reduction of base speed limit (municipalities) to 25 miles per hour and education and enforcement on rules of the road, all modes (MP)**