



Results From Online MTP 2035 Strategies Survey¹

Metropolitan Transportation Plan (MTP) 2035: Round 2 of public participation.

	Percentage ²	Count ³
25. Support and assist in the study and development of determining a location of a terminal or station(s) for Amtrak/ transit routes, when appropriate.	56%	83
15. Develop an implementable, comprehensive rail policy and system.	53%	79
10. Develop and implement a 'complete streets' policy. This policy would identify certain streets to be designed to accommodate all road based transportation uses including cars, trucks, transit, bicycles, and pedestrians. These streets would include design features to encourage greater community interaction and more walking and use of transit.	49%	73
24. Support and assist in the study, development, and implementation of a regional transit system, when appropriate. The future transit system should particularly focus on providing connections to and between major public facilities.	49%	72
2. In 2007, WAMPO completed a Regional Pathway System Plan that identified ideas for building and connecting regional trails and bicycle routes. WAMPO should now work to build the support of the local communities to make this plan happen.	47%	69
1. Support the work of other agencies to keep airfares to and from the region affordable.	45%	66
11. Support local jurisdictions and agencies in developing land use policies that support programs such as transit orientated development and complete streets. Typically these land use policies include focusing on increasing land use density, re-using or redeveloping existing sites, and locating stores, homes, and community facilities near each other to encourage more walking and use of transit.	35%	51
17. Identify high accident locations and implement measures to achieve accident reduction.	33%	49
19. Promote efficient roadway, transit, and non-motorized connections between communities in the region.	33%	49
6. Create and provide a bicycle user's map.	32%	48
3. Implement the Safe Routes to School (SRTS) program by coordinating with Safe Kids, schools, and other appropriate groups that encourage safely walking / biking to school.	32%	47
7. WAMPO should research and provide information on new ways to pay for transportation projects beyond the existing federal, state, and local funding.	27%	40
26. Study the feasibility of a transportation hub or mobility center.	26%	38
28. Promote the application of Intelligent Transportation System (ITS) technologies. These include such things as software and cameras to monitor how well traffic is flowing, electronic message signs to let drivers know of congestion and accidents ahead, and electronic coordination of traffic signals.	25%	37
5. Participate in special events to encourage increased levels of bicycling and walking.	24%	35
34. Ensure that WAMPO's transportation plans and use of funding reflect national priorities and make sure that local jurisdictions understand the national trends and priorities. Some current examples of national priorities include: transportation projects that create jobs, addressing climate change and other environmental issues, emphasizing transit, rail and other alternative forms of transportation, and making the best use of limited transportation funding.	24%	35
21. Prioritize projects that are located in areas that have been identified as being highly congested in WAMPO's Congestion Management Plan network. This would include projects that reduce congestion on existing highly congested roads as well as those that help reduce the length of back-ups due to crashes and other incidents.	21%	31
31. Increase coordination between jurisdictions and with other agencies on projects, safety issues, identification of transportation barriers for low-income populations, and transportation related public welfare.	21%	31
9. The federal government currently provides WAMPO with funds to address congestion and air quality issues. WAMPO should have a policy of only using these funds on projects that specifically reduce congestion and/or motor vehicle emissions.	20%	30
36. Continue to implement various public participation techniques to allow the public to stay informed and be involved in the transportation planning process.	18%	26

¹ Survey was available on WAMPO website (www.wampoks.org) from July 2 through July 23, 2009.

² Percentage of people that selected that particular strategy.

³ Total number of times strategy was chosen.

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8. Conduct public outreach on one or more of the following topics: public transportation, share the road, air quality, and other safety issues.	17%	25
20. Place priority on projects that focus on maintenance and operations of the existing system.	17%	25
29. Support alternative work schedules that provide incentives for companies and individuals to travel to work less often and travel during less congested times during the day.	16%	23
4. Provide information to both bicyclists and motorists on rules of the road.	15%	22
27. Provide outreach and education on a coordinated regional transit plan.	15%	22
30. WAMPO should collect traffic information on key congested roadways at least once a year and analyze the results to determine the locations where congestion is growing and locations where solutions to reduce congestions are or are not working.	15%	22
35. Strive to make transportation issues, including WAMPO processes, more public friendly and easier to comprehend.	14%	21
13. Develop a program to improve safety and the movement of goods and people for at-grade highway-railroad crossing locations.	14%	20
12. Support study of a freight coordinated plan that explores freight corridors and connections to public facilities that serve the movement of goods.	13%	19
16. Develop a computerized pavement management system. This is a database program that will help better identify where maintenance of pavement is needed and how efficiently the current maintenance of the transportation system is occurring across the region.	13%	19
22. Prioritize the paving and additions of shoulders to rural arterials.	12%	17
23. Prioritize upgrades to existing arterial roads.	12%	17
18. Develop and implement a comprehensive Access Management Guidelines document for arterial and collector streets. Access management addresses issues such as: how closely spaced driveways on major streets should be, how closely interchanges and intersections should be spaced, and reducing conflicts between traffic driving on the street and those turning in and out of parking lots and side streets.	10%	15
32. Develop a process to determine information needed to create baseline measures of transportation related energy consumption and CO ₂ emissions.	10%	14
14. Develop a program that preserves, enhances, and promotes the movement of goods on existing facilities, such as major truck routes.	3%	5
33. Search out and participate in public and professional conferences/forums.	3%	4

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