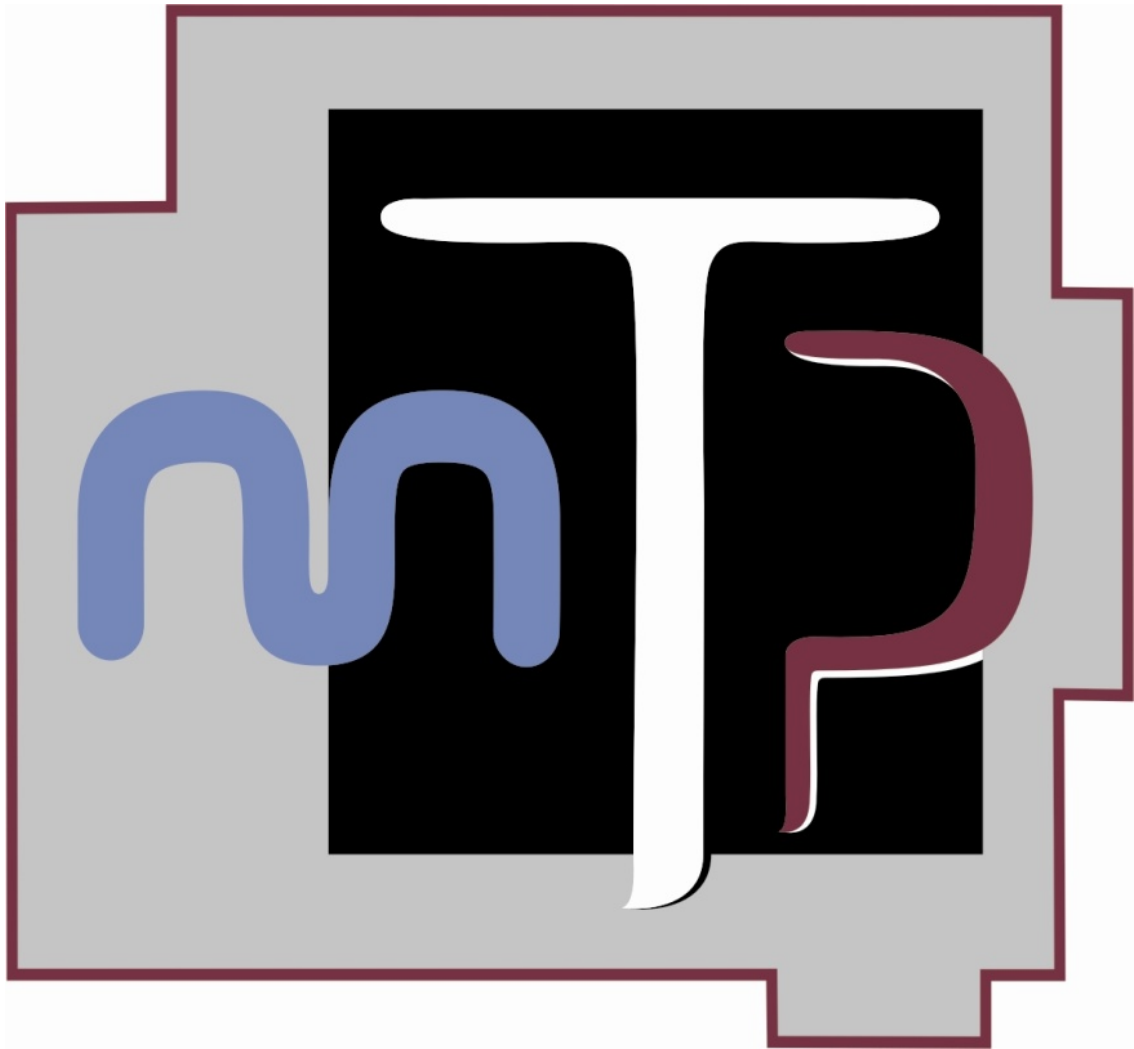


MTP 2035



STRATEGIES

SHORT-TERM AND LONG-TERM STRATEGIES

SHORT-TERM OBJECTIVES

- Select projects that demonstrate the greatest overall improvement of the system.
- Maintain air quality attainment status.
- Increase multimodal options and access.
- Decrease the number of transportation related wrecks, injuries, and fatalities.

SHORT-TERM STRATEGIES

These short-term strategies are intended to achieve one or more of the short-term objectives of the MTP 2035, which are listed above.

1. 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, more walking, and use of transit.
2. 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.
3. 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.
4. Support local jurisdictions and agencies in developing land use policies that support programs such as transit oriented 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.
5. 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.
6. Identify high accident locations and implement measures to achieve accident reduction.
7. 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.
8. WAMPO should research and provide information on new ways to pay for transportation projects beyond the existing federal, state, and local funding.
9. Support the work of other agencies to keep airfares, to and from the region, affordable.
10. Support and assist in the development of a regional comprehensive rail policy.
11. Ensure that WAMPO's transportation plans and use of funding reflect national priorities and inform local jurisdictions about 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.
12. Promote efficient roadway, transit, and non-motorized connections between communities in the region.

LONG-TERM OBJECTIVES

- Reduce the amount of time and energy required for the transportation of people and goods.
- Improve volume/capacity ratios and travel times of congested areas identified in the Congestion Management Process (CMP).
- Increase the miles of off-road multi-use paths, on-street bicycle lanes, paved shoulders, and sidewalks.
- Increase the percentage of population that use alternative modes of transportation.
- Increase the affordability of the transportation system for all users, recognizing identified populations in the Environmental Justice Policy.
- Reduce Vehicle Miles Traveled (VMT).
- Make transportation improvements that support economic development.

LONG-TERM STRATEGIES

These long-term strategies are intended to achieve one or more of the short-term or long-term objectives of the MTP 2035.

13. 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.
14. Provide information to both bicyclists and motorists on rules of the road.
15. Participate in special events to encourage increased levels of bicycling and walking.
16. Support study of a freight coordinated plan that explores freight corridors and connections to public facilities that serve the movement of goods.
17. Develop a program to improve safety and the movement of goods and people for at-grade highway-railroad crossing locations.
18. Develop a program that preserves, enhances, and promotes the movement of goods on existing facilities such as major truck routes.
19. Create and provide a bicycle user's map.
20. 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.
21. 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.
22. Develop and implement a comprehensive Access Management Guidelines document for arterial and collector streets. Access management addresses issues such as driveway spacing on major streets, interchange and intersection spacing, conflict reduction between traffic driving on the street and those turning in and out of parking lots and side streets.

LONG-TERM STRATEGIES (CONTINUED)

23. Conduct public outreach on one or more of the following topics: public transportation, share the road, air quality, and safety issues.
24. Place priority on projects that focus on maintenance and operations of the existing system.
25. Prioritize the paving and additions of shoulders to rural arterials.
26. Prioritize upgrades to existing arterial roads.
27. Support and assist in the study and development of determining a location of a terminal or station(s) for Amtrak/transit routes, when appropriate.
28. Study the feasibility of a transportation hub or mobility center.
29. Provide outreach and education on a coordinated regional transit plan.
30. Support alternative work schedules that provide incentives for companies and individuals to implement flexible work schedules to reduce travel during peak hours.
31. 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 congestion are, or are not, working.
32. Increase coordination between jurisdictions and with other agencies on projects, safety issues, identification of transportation barriers for low-income populations, elderly, disabled, and transportation related public welfare.
33. Develop a process to determine information needed to create baseline measures of transportation related energy consumption and CO₂ emissions.
34. Search out and participate in public and professional conferences/forums.
35. Strive to make transportation issues, including WAMPO processes, more public friendly and easier to comprehend.
36. Continue to implement various public participation techniques to allow the public to stay informed and be involved in the transportation planning process.