

March 15, 2010



## AGENDA ITEM 5 C 1

### REGIONAL MOBILITY PLAN STRATEGIES

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Presentation/Discussion

#### STATEMENT OF ISSUE

The Regional Mobility Plan (RMP) Goals and Objectives were first introduced to the CRTPA in June of 2009. The process of refining and presenting them to the CRTPA Board continued through and including an approval in November 2009. Since that time the RMP Project Team has been working on the development of Strategies to implement the Goals and Objectives. The Project Team will be presenting this information, as well as seeking approval from the Board.

#### RECOMMENDED ACTION

Option 1: Approve the hybrid Strategies (*Figure 3*) to implement the Goals and Objectives for the Regional Mobility Plan.

#### CRTPA SUBCOMMITTEE ACTIONS

The CRTPA's three (3) subcommittees (Citizens Advisory Committee, Multimodal Advisory Committee and Technical Advisory Committee) met on March 2, 2010 to discuss the Strategies. All of the committee's approved the Strategies with the CAC making an additional consideration. The CAC felt that all of the Strategies should be combined to reflect the Smart Growth Principles as well as the specific measurements to assess projects for RMP consideration.

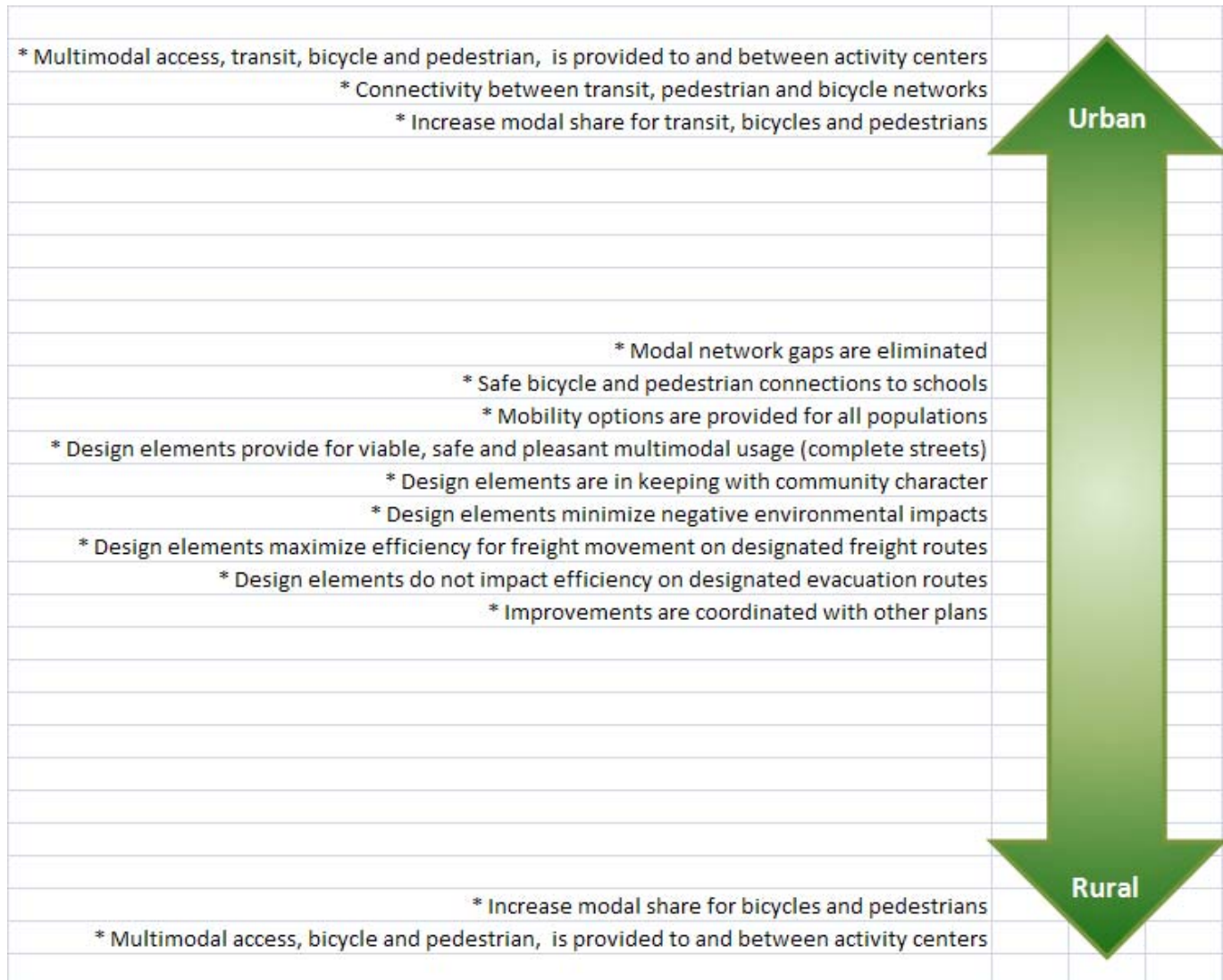
#### HISTORY AND ANALYSIS

The development of the Goals and Objectives began in March of last year with a presentation to the Board in June of 2009.

The Project Team took those comments and presented the Goals and Objectives to project committees as well as the Citizens Advisory Committee (CAC), Multimodal Advisory Committee (MAC) and Technical Advisory Committee (TAC). These groups worked together over the Summer and Fall to produce the final Goals and Objectives that were presented and accepted at the November 2009 CRTPA Board meeting.

At that time the Project Team let the CRTPA Board know that the next step was the development of Strategies to implement the Goals and Objectives. These Strategies would serve as the measuring stick for all projects being considered for inclusion in the Final Cost Feasible RMP document. All projects would remain in the Needs Plan.

In the time between November 2009 and March 2010 the Project Team developed, presented, and refined the Strategies in conjunction with the same groups that developed the Goals and Objectives. The Strategies options (as presented to the CRTPA subcommittees in March 2010) are shown below as **Figure 1** and **Figure 2**.



**Figure 1 – Strategies Option 1**

	<ul style="list-style-type: none"> <li>* 80% of population and employees should be located within 1/2 mile of a transit stop</li> <li>* All parcels within 1/4 mile of a transit stop should be served by a pedestrian facility that operates at LOS C or better</li> <li>* Public venues, such as government facilities, recreational facilities, are served by bicycle, pedestrian and transit</li> </ul>
	<ul style="list-style-type: none"> <li>* Commuter and intra-regional roadways incorporate facilities for transit, bicycles and pedestrians, as appropriate, and that operate at LOS C or better</li> <li>* Modal networks meet the connectivity index of 50 polygons per square mile in designated growth areas</li> <li>* Blocks longer than 600 feet should incorporate mid-block pedestrian crossings</li> </ul>
	<ul style="list-style-type: none"> <li>* With new developments, cul-de-sacs should include, at a minimum, pedestrian connections</li> <li>* Schools are connected to adjacent neighborhoods within 1 mile by pedestrian and bicycle facilities</li> <li>* Access management techniques are used to maximize capacity</li> <li>* 80% of all bicycle and pedestrian facilities should operate at LOS C or better</li> <li>* Improvements are coordinated with other plans</li> <li>* Designated freight routes incorporate design elements that provide for the safe and efficient movement of goods</li> <li>* Efficiency of evacuation routes is maintained</li> <li>* Facilities incorporate design elements that minimize negative impacts on communities and resources</li> </ul>
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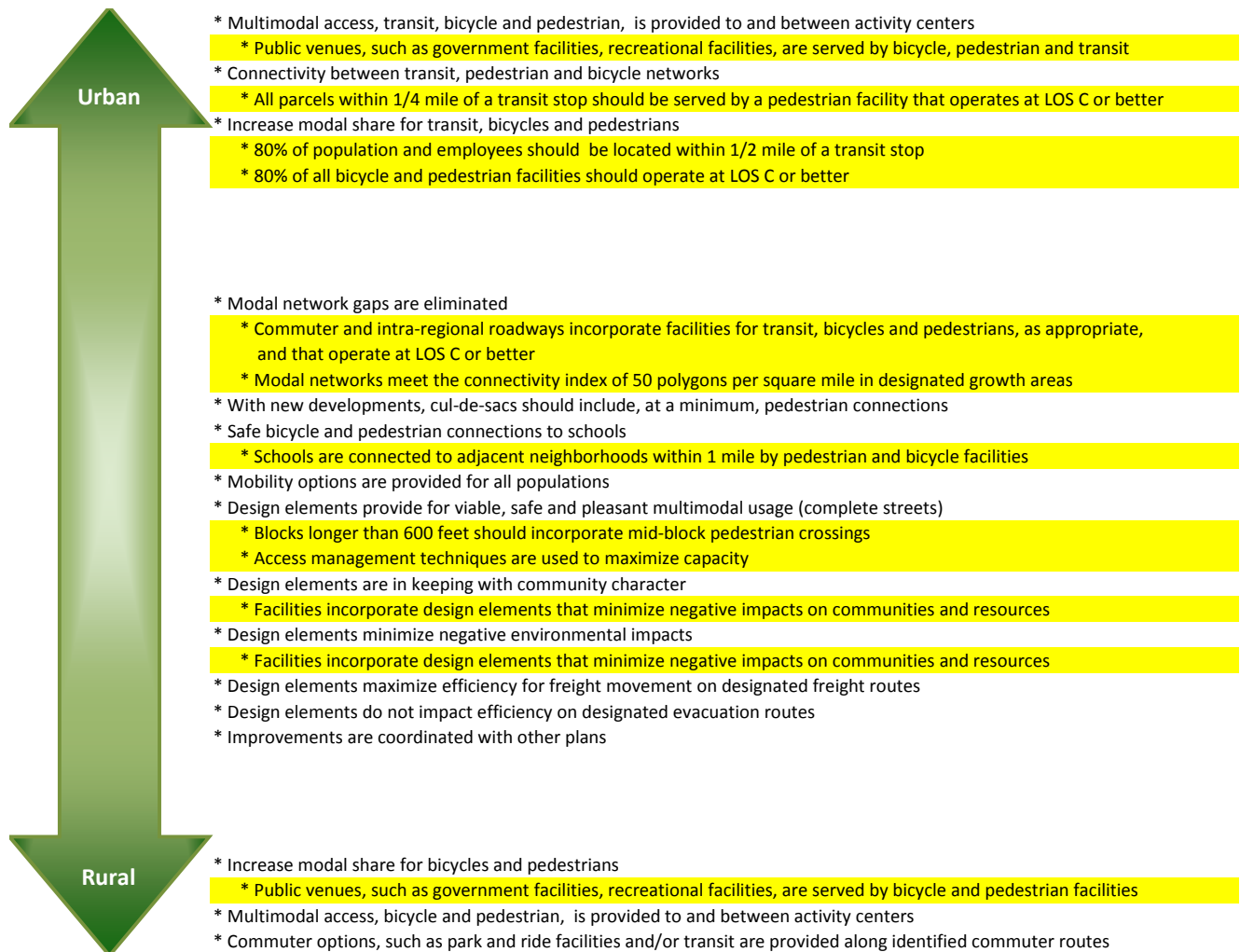
**Figure 2 - Strategies Option 2**

The strategy options were presented to allow some consideration of each option for potential refinement or acceptance if one option was favored over the other. However, at the CAC meeting the discussion revolved around how to combine both options to develop a hybrid Strategies option that considered the Goals and Objectives (based off of Smart Growth Principles) and measurements to assess each of the potential projects being considered for inclusion in the RMP.

After the March 2, 2010 CRTPA subcommittee meetings the Project Team discussed the issue of developing a third option, or the hybrid Strategies Option. This is shown as **Figure 3**.

**NEXT STEPS**

After the approval of the Strategies document the Project Team will monitor the development of the remainder of the RMP and provide any recommendations to the CRTPA Board regarding necessary adjustments that need to be made to the Strategies.



**Figure 3 - Hybrid Strategies Option for Regional Mobility Plan**

**OPTIONS**

Option 1: Approve the hybrid Strategies (**Figure 3**) to implement the Goals and Objectives for the Regional Mobility Plan.

Option 2: Provide Direction.

**RECOMMENDED ACTION**

Option 1: Approve the hybrid Strategies (**Figure 3**) to implement the Goals and Objectives for the Regional Mobility Plan.