



2009 NW 87th Place, Gainesville, FL 32653-1603 • 352.955.2200

July 9, 2020

**TO:** Year 2045 Long-Range Transportation Plan Technical Working Group

**FROM:** Scott R. Koons, AICP, Executive Director 

**SUBJECT:** Meeting Announcement and Agenda

Due to the COVID-19 Public Health Emergency, the Metropolitan Transportation Planning Organization Year 2045 Long-Range Transportation Plan Technical Working Group will meet virtually on July 16, 2020 at **9:00 a.m.** The meeting will be conducted via communications media technology at the following formats:

<https://global.gotomeeting.com/join/893935605>

1.872.240.3212 Access Code: 839-935-605

**STAFF RECOMMENDATION**

**Call to Order**

- |                 |             |  |                                     |
|-----------------|-------------|--|-------------------------------------|
|                 | <b>I.</b>   | <b>Introductions (if needed)*</b>  |                                     |
| <b>Page #1</b>  | <b>II.</b>  | <b>Approval of Meeting Agenda</b>  | <b>APPROVE AGENDA</b>               |
| <b>Page #3</b>  | <b>III.</b> | <b>Year 2045 Long-Range Transportation Plan Update Needs Plan Project Evaluation Criteria</b>  | <b>APPROVE STAFF RECOMMENDATION</b> |
|                 |             | <u>The Working Group referred Corradino Group, Inc.-developed Needs Plan project evaluation criteria to their respective agencies for recommendations.</u> |                                     |
| <b>Page #13</b> | <b>IV.</b>  | <b>Year 2045 Long-Range Transportation Plan Update - Next Steps</b>  | <b>NO ACTION REQUIRED</b>           |
|                 |             | <u>The Corradino Group, Inc. and staff will discuss the next steps in the long-term transportation plan update process.</u>                                |                                     |

**Adjournment**

\* No materials are provided for these agenda items






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July 9, 2020

TO: Year 2045 Long-Range Transportation Plan Technical Working Group  
FROM: Scott R. Koons, AICP, Executive Director   
SUBJECT: Year 2045 Long-Range Transportation Plan Update -  
Needs Plan Evaluation Criteria Weight Scores

STAFF RECOMMENDATION

**Approve staff-recommended Needs Plan evaluation criteria weight scores (Exhibit 1).**

BACKGROUND

At its July 1, 2020 meeting, the Working Group reviewed and commented on the Year 2045 Needs Plan project evaluation criteria for ranking projects as part of the Cost Feasible Plan analysis prepared by The Corradino Group, Inc. At the conclusion of the discussion, the Working Group referred the Needs Plan project evaluation criteria to its respective agencies in order to submit alternative weight scores. Staff compiled and evaluated the agency weight score alternatives.

Year 2045 Needs Plan project evaluation criteria weight scoring sheets include the following exhibits:

- Exhibit 1 - Staff-recommended weight scores for the Needs Plan evaluation criteria;
- Exhibit 2 - Consultant -recommended (7/1/20) weight scores for the Needs Plan evaluation criteria;
- Exhibit 3 - Alachua County-recommended weight scores for the Needs Plan evaluation criteria; and
- Exhibit 4 - City of Gainesville-recommended weight scores for the Needs Plan evaluation criteria.

Attachments



Adopted Principles and Strategies	Criteria									
	Partial Funding or Funding Commitment	Project increases accessibility to economic hubs	Project reduces vehicle trips on major corridors	Congestion reduction on the Regional System/ Enhances Time reliability	Project shifts mode from auto to other	Project does not adversely affect the environment	Project expands network connectivity	Project promotes eliminating fatalities and reducing serious injuries on all public roads	Project Maintains Systemic State of Good Repair	Public Input
<b>Principle 1: Promote economic vitality</b>	2.7	4.8	3.0	3.7	2.5	3.0	3.0	2.5	2.7	
Strategy 1.1: Support transportation projects that promote economic development and tourism.	1	5	3	5	3	3	3	3	5	
Strategy 1.2: Consider capacity enhancement projects that allow for the expansion of existing commercial centers	3	3	3	3	1	3	1	1	3	
Strategy 1.3: Support projects that improve connectivity to existing or planned economic centers.	1	5	3	3	3	3	5	3	3	
<b>Principle 2: Increase safety performance targets and increase safety for all users</b>	2.2	4.2	3.8	3.4	3.8	3.4	4.4	4.2	3.4	
Strategy 2.1: Support projects that address safety performance targets and increase safety for all users.	1	5	3	5	3	3	3	5	5	
Strategy 2.2: Implement techniques and road design to reduce fatalities and serious injuries.	3	5	3	3	5	3	3	5	5	
Strategy 2.3: Support projects that increase safety and security for all users of the nonmotorized transportation system.	3	5	5	3	5	3	3	5	3	
Strategy 2.4: Encourage development of alternative fuel sources and multimodal infrastructure to provide continuing transportation services.	1	3	5	3	5	5	5	3	1	
Strategy 2.5: Coordinate with appropriate agencies to accommodate incident management and emergency management.	3	3	3	3	1	3	3	3	3	
<b>Principle 3: Improve mobility, reliability, and resiliency of the system</b>	2.0	3.0	3.7	4.0	3.6	4.0	4.0	3.6	3.7	
Strategy 3.1: Improve the level of service for roads using transportation system management strategies (such as computerized traffic signal systems, motorist information systems and incident management systems) and transportation demand management strategies (such as carpools, transit, bicycling, walking, telecommuting and flexible work schedules).	3	5	5	5	5	5	5	5	5	
Strategy 3.2: Encourage the construction of bus bays (turnouts) where appropriate.	1	3	3	3	3	3	3	1	1	
Strategy 3.3: Preserve the intended function of roads on the Florida Strategic Intermodal System for intercity travel and freight movement.	3	3	3	3	1	1	3	3	5	
Strategy 3.4: Expand mobility options, including transit, to improve accessibility, availability and competitiveness of transit as a viable travel option.	3	5	5	5	5	5	5	3	3	
Strategy 3.5: Support projects that will improve the resiliency and reliability of the transportation system.	1	1	3	3	5	5	5	5	5	
Strategy 3.6: Support innovative technologies projects that will enhance the efficiency of the transportation system, such as automated and connected vehicles, shared-use vehicles and alternative-fueled vehicles.	1	1	3	5	1	5	3	3	3	
<b>Principle 4: Increase the level of transit, bicycle, pedestrian, and alternative modes of transportation and increase the level of transit, bicycle, pedestrian, and alternative modes of transportation and increase the level of transit, bicycle, pedestrian, and alternative modes of transportation</b>	1.8	2.8	3.3	3.8	4.2	4.0	3.4	3.0	3.0	
Strategy 4.1: Support land use designations and encourage development plans that reduce vehicle miles traveled and are transit-supportive.	3	5	5	5	5	5	5	3	1	
Strategy 4.2: Develop and expand a network that provides for safe and convenient opportunities for bicyclists and pedestrians.	1	5	5	5	5	5	5	5	3	
Strategy 4.3: Reduce adverse impacts of transportation on the environment, including habitat and ecosystem fragmentation, wildlife collisions and non-point source pollution.	3	3	3	3	5	5	3	3	3	
Strategy 4.4: Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes, consistent with local comprehensive plans.	1	5	3	5	5	5	5	3	3	
Strategy 4.5: Support projects that will reduce or mitigate stormwater impacts of surface transportation.	1	1	1	1	1	5	1	1	5	
<b>Principle 5: Increase the transit, bicycle, pedestrian, and alternative modes of transportation and increase the level of transit, bicycle, pedestrian, and alternative modes of transportation</b>	2.0	3.0	4.0	4.0	4.0	3.0	4.0	3.0	2.0	
Strategy 5.1: Develop mobility hubs and freight intermodal centers at appropriate locations.	1	5	5	5	3	3	3	1	1	
Strategy 5.2: Provide adequate sidewalks to all bus stops and bicycle racks on all buses.	3	5	3	3	5	3	5	5	3	
<b>Principle 6: Increase the transit, bicycle, pedestrian, and alternative modes of transportation and increase the level of transit, bicycle, pedestrian, and alternative modes of transportation</b>	1.7	4.8	4.3	3.0	2.3	3.7	4.8	3.0	3.0	
Strategy 6.1: Develop a transportation system that disperses traffic throughout the local transportation grid rather than concentrating traffic on a few major roads.	1	5	5	5	3	5	5	3	3	
Strategy 6.2: Encourage the development and location of employment and service centers that reduce travel distances from residential areas and to transit services.	1	5	5	5	3	3	5	3	3	
Strategy 6.3: Continue to implement a coordinated traffic signal system plan to improve road efficiency and to maintain traffic flow.	3	3	3	5	1	3	3	3	3	
<b>Principle 7: Increase the transit, bicycle, pedestrian, and alternative modes of transportation and increase the level of transit, bicycle, pedestrian, and alternative modes of transportation</b>	1.8	3.0	3.0	3.0	3.0	3.3	3.6	2.0	3.0	
Strategy 7.1: Direct sufficient resources to preserve existing transportation infrastructure.	3	3	3	3	3	3	1	3	5	
Strategy 7.2: Protect existing and future road rights-of-way from development encroachment.	1	1	3	3	3	3	3	1	3	
Strategy 7.3: Support projects that address bridge, pavement and system performance targets on the National Highway System.	1	1	3	3	1	3	1	3	5	
Strategy 7.4: Support projects that address transit asset management (state-of-good repair) targets.	1	3	3	3	5	5	1	1	5	
	1.8	3.8	3.6	3.8	3.3	3.7	3.4	3.0	3.3	29.8



Exhibit 2: Criteria Scoresheet

Adopted Principles and Strategies	Criteria										Public Input
	Partial Funding or Funding Commitment	Project increases accessibility to economic hubs	Project reduces vehicle trips on major corridors	Congestion reduction on the Regional System/ Enhances Time reliability	Project shifts mode from auto to other	Project does not adversely effect the environment	Project expands network connectivity	Project promotes eliminating fatalities and reducing serious injuries on all public roads	Project Maintains Systemic State of Good Repair		
<b>Principle 1: Support economic vitality</b>	5	3	1	3.66667	3	3	5	3	2.66667		
Strategy 1.1: Support transportation projects that promote economic development and tourism.	5	5	1	3	5	1	5	5	3		
Strategy 1.2: Consider capacity enhancement projects that allow for the expansion of existing commercial centers.	5	5	1	1	1	1	5	1	3		
Strategy 1.3: Support projects that improve connectivity to existing or planned economic centers.	5	5	1	1	3	1	5	3	5		
<b>Principle 2: Increase safety and security for motorized and non-motorized users</b>	3.4	2.6	3	3	3.4	1.8	2.2	4.2	2.4		
Strategy 2.1: Support projects that address safety performance targets and increase safety for all users.	5	3	1	3	3	1	1	5	3		
Strategy 2.2: Implement techniques and road design to reduce fatalities and serious injuries.	5	1	3	3	3	1	1	5	5		
Strategy 2.3: Support projects that increase safety and security for all users of the nonmotorized transportation system.	5	1	1	1	5	1	1	5	3		
Strategy 2.4: Encourage development of alternative fuel sources and multimodal infrastructure to provide continuing transportation services.	1	5	5	3	5	5	3	1	1		
Strategy 2.5: Coordinate with appropriate agencies to accommodate incident management and emergency management.	1	3	5	5	1	1	5	5	5		
<b>Principle 3: Increase the resiliency and reliability of the transportation system</b>	5	4	3.25	5	3.667	3.66667	5	1.66667	3.66667		
Strategy 3.1: Improve the level of service for roads using transportation system management strategies (such as computerized traffic signal systems, motorist information systems and incident management systems) and transportation demand management strategies (such as carpools, transit, bicycling, walking, telecommuting and flexible work schedules).	5	5	5	5	5	3	5	5	5		
Strategy 3.2: Encourage the construction of bus bays (turnouts) where possible.	5	3	3	5	5	3	5	1	1		
Strategy 3.3: Preserve the intended function of roads on the Florida Strategic Intermodal System for intercity travel and freight movement.	5	5	1	5	1	1	5	3	5		
Strategy 3.4: Expand mobility options, including transit, to improve accessibility, availability and competitiveness of transit as a viable travel option.	5	5	5	5	5	5	5	5	3		
Strategy 3.5: Support projects that will improve the resiliency and reliability of the transportation system.	5	3	3	5	5	5	5	5	5		
Strategy 3.6: Support innovative technologies projects that will enhance the efficiency of the transportation system, such as automated and connected vehicles, shared-use vehicles and alternative-fueled vehicles.	5	3	3	5	1	5	5	3	3		
<b>Principle 4: Promote efficient development patterns that encourage compact, walkable, transit-oriented, and multimodal development patterns</b>	1.8	3	3	3	4.2	5	3.4	2.6	1.8		
Strategy 4.1: Support land use designations and encourage development plans that reduce vehicle miles traveled and are transit-oriented.	1	5	5	5	5	5	5	1	1		
Strategy 4.2: Develop and expand a network that provides for safe and convenient opportunities for bicyclists and pedestrians.	3	3	5	3	5	5	5	5	1		
Strategy 4.3: Reduce adverse impacts of transportation on the environment, including habitat and ecosystem fragmentation, wildlife collisions and non-point source pollution.	1	1	1	1	5	5	1	5	1		
Strategy 4.4: Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes, consistent with local comprehensive plans.	1	5	3	5	5	5	5	1	1		
Strategy 4.5: Support projects that will reduce or mitigate stormwater impacts of surface transportation.	3	1	1	1	1	5	1	1	5		
<b>Principle 5: Increase the accessibility and connectivity of the transportation system, including transit and freight services</b>	5	5	3	3	3	3	5	3	1		
Strategy 5.1: Develop mobility hubs and freight intermodal centers at appropriate locations.	5	5	3	5	1	3	5	1	1		
Strategy 5.2: Provide adequate sidewalks to all bus stops and bicycle racks on all buses.	5	3	3	3	5	5	5	5	1		
<b>Principle 6: Promote efficient traffic management and operations</b>	5	3.66667	5	5	3.667	3.66667	4.33333	1.66667	4		
Strategy 6.1: Develop a transportation system that disperses traffic throughout the local transportation grid rather than concentrating traffic on a few major roads.	5	3	5	5	3	3	5	1	1		
Strategy 6.2: Encourage the development and location of employment and service centers that reduce travel distances from residential areas and to transit services.	5	5	5	5	1	5	5	1	1		
Strategy 6.3: Continue to implement a coordinated traffic signal system plan to improve road efficiency and to maintain traffic flow.	5	3	5	5	1	3	3	3	1		
<b>Principle 7: Implement the preservation and repair of transportation infrastructure</b>	5	3.4	3	3.5	4	2	3	2.6	3		
Strategy 7.1: Direct sufficient resources to preserve existing transportation infrastructure.	5	3	3	3	5	1	3	3	5		
Strategy 7.2: Protect existing and future road rights-of-way from development encroachment.	5	1	3	5	5	3	1	1	1		
Strategy 7.3: Support projects that address bridge, pavement and system performance targets on the National Highway System.	5	1	3	3	1	1	3	5	5		
Strategy 7.4: Support projects that address transit asset management (state-of-good repair) targets.	5	1	3	3	5	3	5	1	5		
<b>Criteria Average</b>	4.3	3.4	3.0	3.6	3.3	3.0	4.0	2.9	2.6		
										<b>Total</b>	<b>30.2</b>





Adopted Principles and Strategies	Criteria - CD									
	Partial Funding or Funding Commitment	Project increases accessibility to economic hubs	Project reduces vehicle trips on major corridors	Congestion reduction on the Regional System/ Enhances Time reliability	Project shifts mode from auto to other	Project does not adversely affect the environment	Project expands network connectivity	Project promotes eliminating fatalities and reducing serious injuries on all public roads	Project Maintains Systemic State of Good Repair	Public Input
<b>Principle 1: Support economic vitality</b>	1.0000007	5	3	3.0000007	3	3.0000007	3	2.3333333	2.3333333	
Strategy 1.1: Support transportation projects that promote economic development and tourism.	1	5	3	5	3	5	3	3	5	
Strategy 1.2: Consider capacity enhancement projects that allow for the expansion of existing commercial centers.	3	5	3	3	1	3	1	1	1	
Strategy 1.3: Support projects that improve connectivity to existing or planned economic centers.	1	5	3	3	5	3	5	3	1	
<b>Principle 2: Increase safety and security for motorized and non-motorized users</b>	2.2	2.6	3	2.8	3.8	3.8	3.8	3.8	3.4	
Strategy 2.1: Support projects that address safety performance targets and increase safety for all users.	1	3	3	3	3	3	3	5	5	
Strategy 2.2: Implement techniques and road design to reduce fatalities and serious injuries.	3	3	3	3	5	3	3	5	5	
Strategy 2.3: Support projects that increase safety and security for all users of the nonmotorized transportation system.	3	3	5	3	5	5	5	5	3	
Strategy 2.4: Encourage development of alternative fuel sources and multimodal infrastructure to provide continuing transportation services.	1	3	3	3	5	5	5	3	1	
Strategy 2.5: Coordinate with appropriate agencies to accommodate incident management and emergency management.	3	1	1	1	1	3	3	1	3	
<b>Principle 3: Increase the accessibility and mobility of people and freight</b>	2	2.3333333	3.0000007	2.3333333	3.6666667	4	3.3333333	2.0000000	2.3333333	
Strategy 3.1: Improve the level of service for roads using transportation system management strategies (such as computerized traffic signal systems, motorist information systems and incident management systems) and transportation demand management strategies (such as carpools, transit, bicycling, walking, telecommuting and flexible work schedules).	3	5	3	5	5	5	3	3	3	
Strategy 3.2: Encourage the construction of bus bays (turnouts) where possible.	1	3	5	3	5	5	5	1	1	
Strategy 3.3: Preserve the intended function of roads on the Florida Strategic Intermodal System for intercity travel and freight movement.	3	1	3	3	1	1	3	3	3	
Strategy 3.4: Expand mobility options, including transit, to improve accessibility, availability and competitiveness of transit as a viable travel option.	3	3	5	3	5	5	5	3	1	
Strategy 3.5: Support projects that will improve the resiliency and reliability of the transportation system.	1	1	3	3	5	5	3	3	5	
Strategy 3.6: Support innovative technologies projects that will enhance the efficiency of the transportation system, such as automated and connected vehicles, shared-use vehicles and alternative-fueled vehicles.	1	1	3	3	1	3	1	3	1	
<b>Principle 4: Strengthen and improve the environment through energy conservation, improve the quality of life and enhance the quality of life through regional air quality management and state-of-good-repair management and environmental restoration</b>	1.8	2	3	2.1	2.2	4.2	3.8	2.6	3	
Strategy 4.1: Support land use designations and encourage development plans that reduce vehicle miles traveled and are transit-supportive.	3	5	5	3	5	5	5	3	1	
Strategy 4.2: Develop and expand a network that provides for safe and convenient opportunities for bicyclists and pedestrians.	1	3	5	3	5	3	5	5	3	
Strategy 4.3: Reduce adverse impacts of transportation on the environment, including habitat and ecosystem fragmentation, wildlife collisions and non-point source pollution.	3	3	3	3	5	3	3	1	3	
Strategy 4.4: Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes, consistent with local comprehensive plans.	1	3	1	3	5	5	5	3	3	
Strategy 4.5: Support projects that will reduce or mitigate stormwater impacts of surface transportation.	1	1	1	1	1	5	1	1	5	
<b>Principle 5: Enhance the integration and connectivity of the transportation system, working across modes for people and freight</b>	2	5	4	4	6	3	3	3	2	
Strategy 5.1: Develop mobility hubs and freight intermodal centers at appropriate locations.	1	5	5	5	1	3	1	1	1	
Strategy 5.2: Provide adequate sidewalks to all bus stops and bicycle racks on all buses.	3	5	3	3	5	3	5	5	3	
<b>Principle 6: Coordinate and improve water management and protection</b>	1.00000007	3.0000007	3.0000007	4.5333333	3	3	3	3	3.0000007	
Strategy 6.1: Develop a transportation system that disperses traffic throughout the local transportation grid rather than concentrating traffic on a few major roads.	1	5	5	5	3	5	5	3	5	
Strategy 6.2: Encourage the development and location of employment and service centers that reduce travel distances from residential areas and to transit services.	1	3	5	3	5	1	3	3	3	
Strategy 6.3: Continue to implement a coordinated traffic signal system plan to improve road efficiency and to maintain traffic flow.	3	3	1	5	1	3	1	3	3	
<b>Principle 7: Improve transportation infrastructure and the quality of the transportation system</b>	1.6	2.2	2.6	2	2.7	2.7	1.5	2.8333333	4.1	
Strategy 7.1: Direct sufficient resources to preserve existing transportation infrastructure.	3	1	1	1	1	1	1	3	5	
Strategy 7.2: Protect existing and future road rights-of-way from development encroachment.	1	1	1	1	1	3	3	1	3	
Strategy 7.3: Support projects that address bridge, pavement and system performance targets on the National Highway System.	1	1	1	1	1	3	1	3	5	
Strategy 7.4: Support projects that address transit asset management (state-of-good-repair) targets.	1	3	3	1	5	3	1	5	5	
	1.83	3.30	3.12	3.08	3.24	3.45	3.06	2.82	3.03	26.93



Adopted Principles and Strategies	Criteria - DLL									
	Partial Funding or Funding Commitment	Project increases accessibility to economic hubs	Project reduces vehicle trips on major corridors	Congestion reduction on the Regional System/ Enhances Time reliability	Project shifts mode from auto to other	Project does not adversely affect the environment	Project expands network connectivity	Project promotes eliminating fatalities and reducing serious injuries on all public roads	Project Maintains Systemic State of Good Repair	Public Input
<b>Principle 1: Promote economic vitality</b>	#DIV/0!	3.7	3.4	3.7	3.0	3.0	2.9	2.1	2.4	23.71
Strategy 1.1: Support transportation projects that promote economic development and tourism.		5	1	3	1	1	1	1	3	
Strategy 1.2: Consider capacity enhancement projects that allow for the expansion of existing commercial centers.		1	1	1	1	1	1	1	3	
Strategy 1.3: Support projects that improve connectivity to existing or planned economic centers.		5	1	1	1	1	5	1	3	
<b>Principle 2: Increase safety and security for all users of the transportation system</b>	#DIV/0!	4.2	3.6	3.8	3.4	3.2	2.6	4.5	2.6	
Strategy 2.1: Support projects that address safety performance targets and increase safety for all users.		5	1	5	3	1	1	5	3	
Strategy 2.2: Implement techniques and road design to reduce fatalities and serious injuries.		5	3	3	3	1	1	5	3	
Strategy 2.3: Support projects that increase safety and security for all users of the nonmotorized transportation system.		5	5	3	5	1	1	5	3	
Strategy 2.4: Encourage development of alternative fuel sources and multimodal infrastructure to provide continuing transportation services.		1	5	3	5	5	3	1	1	
Strategy 2.5: Coordinate with appropriate agencies to accommodate incident management and emergency management.		5	5	5	1	1	1	5	3	
<b>Principle 3: Increase the accessibility and mobility of people and freight</b>	#DIV/0!	3.0	3.0	3.7	3.0	3.0	2.9	2.1	2.4	23.71
Strategy 3.1: Improve the level of service for roads using transportation system management strategies (such as computerized traffic signal systems, motorist information systems and incident management systems) and transportation demand management strategies (such as carpools, transit, bicycling, walking, telecommuting and flexible work schedules).		5	5	5	5	3	5	5	5	
Strategy 3.2: Encourage the construction of bus bays (turnouts) where possible.		1	1	1	1	1	1	1	1	
Strategy 3.3: Preserve the intended function of roads on the Florida Strategic Intermodal System for intercity travel and freight movement.		5	1	3	1	1	3	3	5	
Strategy 3.4: Expand mobility options, including transit, to improve accessibility, availability and competitiveness of transit as a viable travel option.		5	5	5	5	5	5	1	3	
Strategy 3.5: Support projects that will improve the resiliency and reliability of the transportation system.		1	3	3	5	5	5	5	5	
Strategy 3.6: Support innovative technologies projects that will enhance the efficiency of the transportation system, such as automated and connected vehicles, shared-use vehicles and alternative-fueled vehicles.		1	3	5	1	5	5	1	3	
<b>Principle 4: Strengthen land use and development, transportation, and environmental cooperation to improve mobility, safety and economic vitality by increasing transportation system connectivity and local planning projects and programs that improve efficiency</b>	#DIV/0!	3.4	3.4	3.4	4.2	5	3	2.8	1.8	
Strategy 4.1: Support land use designations and encourage development plans that reduce vehicle miles traveled and are transit-supportive.		5	5	5	5	5	3	1	1	
Strategy 4.2: Develop and expand a network that provides for safe and convenient opportunities for bicyclists and pedestrians.		5	5	5	5	5	5	5	1	
Strategy 4.3: Reduce adverse impacts of transportation on the environment, including habitat and ecosystem fragmentation, wildlife collisions and non-point source pollution.		1	1	1	5	5	1	5	1	
Strategy 4.4: Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes, consistent with local comprehensive plans.		5	5	5	5	5	5	1	1	
Strategy 4.5: Support projects that will reduce or mitigate stormwater impacts of surface transportation.		1	1	1	1	5	1	1	5	
<b>Principle 5: Enhance the efficiency and connectivity of the transportation system, such as transit and bicycle, for people and freight</b>	#DIV/0!	4	3	4	3	3	3	2	1	
Strategy 5.1: Develop mobility hubs and freight intermodal centers at appropriate locations.		5	3	5	5	3	5	1	1	
Strategy 5.2: Provide adequate sidewalks to all bus stops and bicycle racks on all buses.		3	3	3	3	3	3	3	1	
<b>Principle 6: Minimize impacts of transportation on the environment</b>	#DIV/0!	4.4	3.0	3.0	2.7	3.2	3	2.0	1.0	
Strategy 6.1: Develop a transportation system that disperses traffic throughout the local transportation grid rather than concentrating traffic on a few major roads.		5	5	5	3	3	5	1	1	
Strategy 6.2: Encourage the development and location of employment and service centers that reduce travel distances from residential areas and to transit services.		5	5	5	1	5	5	1	1	
Strategy 6.3: Continue to implement a coordinated traffic signal system plan to improve road efficiency and to maintain traffic flow.		3	5	5	1	3	3	1	1	
<b>Principle 7: Improve the resiliency of the existing transportation system</b>	#DIV/0!	3.3	3	3.7	4	3.7	3	2.1	1	
Strategy 7.1: Direct sufficient resources to preserve existing transportation infrastructure.		3	3	3	5	5	1	3	5	
Strategy 7.2: Protect existing and future road rights-of-way from development encroachment.		1	3	5	5	3	1	1	1	
Strategy 7.3: Support projects that address bridge, pavement and system performance targets on the National Highway System.		1	3	3	1	1	1	1	5	
Strategy 7.4: Support projects that address transit asset management (state-of-good repair) targets.		1	3	3	5	5	1	1	5	
<b>#DIV/0!</b>	#DIV/0!	3.4	3.2	3.6	3.0	3.0	2.9	2.1	2.4	23.71





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July 9, 2020

TO: Year 2045 Long-Range Transportation Plan Technical Working Group  
FROM: Scott R. Koons, AICP, Executive Director *SRK*  
SUBJECT: Year 2045 Long-Range Transportation Plan Update - Next Steps

STAFF RECOMMENDATION

**No Action Required.**

BACKGROUND

The Corradino Group, Inc. and staff will provide an overview of the next steps for the Year 2045 Long-Range Transportation Plan update.

