



GREAT FALLS AREA



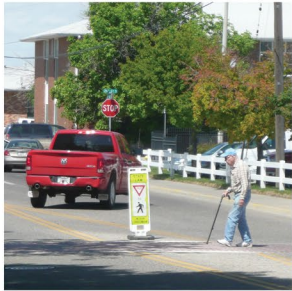
LONG RANGE 2023 TRANSPORTATION PLAN

Prepared for:

Great Falls **MPO**

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Goals and Objectives



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CIVIL ENGINEERING / PLANNING / SURVEYING

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Goals and Objectives

1.0 INTRODUCTION

Development of goals and objectives for the *Great Falls Area Long Range Transportation Plan* (LRTP) is a critical step in the transportation planning process. In addition to capturing all related information from previous community planning efforts, the goals and objectives lay out the general course of action for the development of LRTP recommendations and represent the community's vision for the future transportation system. Accordingly, developing goals and objectives is an iterative process that continually evolves through guidance provided by the planning team, stakeholders, elected officials, and the public.

The goals and objectives developed for the LRTP represent the desired outcome of the community's transportation system once identified projects, programs, and policies are implemented. Goals and objectives also provide direction on how to achieve the community's vision. The goals and objectives must not only align with community desires, but also with federal planning factors and transportation planning requirements for Metropolitan Planning Organizations (MPO). Accordingly, this document provides a review of relevant local, state, and federal visions, goals, and objectives as they relate to transportation and planning. The LRTP goals and objectives represent a culmination of these desires specific to the development of the Great Falls transportation system. Collectively, these goals and objectives will inform the planning process and guide community transportation improvements for years to come.

GOALS are overarching statements of the LRTP's intent and contain direct elements of the community's vision.

OBJECTIVES are more focused statements containing specific actions, measures, or procedures that reflect how a particular goal can be attained.

2.0 LOCAL PLANNING DOCUMENTS

The following sections contain a review of various plans, policies, and studies developed for the Great Falls area. The documents reflect the general visions of the community only as they pertain to city- and county-wide planning efforts or transportation planning for downtown Great Falls. Other planning efforts specific to transportation planning in certain areas of Great Falls, such as the *North Great Falls Sub-Area Plan*, already reflect the LRTP goals and objectives and are therefore not included herein.

All of the documents in this section were completed prior to the last LRTP update in 2018. However, the 2018 LRTP was a minor update to the 2014 LRTP and did not include efforts to update the goals and objectives. Accordingly, the following documents were reviewed to ensure the goals and objectives for the 2023 LRTP are consistent with current desires of the community.

2.1. TRANSPORTATION PLANS

A primary outcome of the *Goals & Objectives of the Great Falls Area* is to outline a vision for a multimodal network that promotes a safe and connected network for motorized and non-motorized transportation. A transportation and development plan are outlined below as existing goals held by the community to provide broad guidance for planning and implementation of infrastructure in the area.

2.1.1. Great Falls Area Long Range Transportation Plan (2014, 2018)

Goals and objectives were developed as part of the 2014 LRTP and were kept the same for the 2018 LRTP Update. Based on past planning efforts, the goals and objectives were formulated to help the community achieve a safe, connected, and efficient multimodal transportation system that supports economic vitality and enhances quality of life. The goals developed for the 2014 and 2018 LRTPs are listed below. Several objectives supporting these goals were also identified but are not reiterated.

1. Maintain the existing transportation system.
2. Improve the efficiency, performance, and connectivity of a balanced transportation system.
3. Promote consistency between land use and transportation plans to enhance mobility and accessibility.
4. Provide a safe and secure transportation system.
5. Support economic vitality of the community.
6. Protect and enhance environmental sustainability, provide opportunities for active lifestyles, and conserve natural and cultural resources.
7. Maximize the cost effectiveness of transportation.

2.1.2. Great Falls Transit Development Plan (2010)

The most recent comprehensive planning document prepared for the Great Falls Transit District was the *Transit Development Plan (TDP)* in 2010. An effort to update the TDP is on-going but has not yet been completed. Although the Great Falls Transit District has separate federal requirements and a separate planning process than the LRTP, the provision and integration of transit services in the Great Falls area is critical to the development of a multimodal transportation system. The LRTP and TDP should be cohesive in nature and aim for similar outcomes.

Overall, the Great Falls Transit District strives to provide a “a safe, reliable, affordable and fiscally sound transportation system” in the Great Falls area. The goals and objectives from 2010 TDP are as follows:

- **Goal #1:** Maintain the existing ridership base while attracting new riders.
- **Goal #2:** Continue to enhance the environmental sustainability of the transit system.
- **Goal #3:** Provide high quality, customer-oriented service.
- **Goal #4:** Provide efficient, effective, and safe services.
- **Goal #5:** Promote the transit service.

2.2. GROWTH POLICIES

Growth policies serve as a comprehensive plan to guide decisions about growth, development, and public investments. These documents outline a community’s vision for future land and economic development which can heavily influence the way a transportation system is developed and operated. A review of the city and county growth policies was conducted to help understand the current trajectory of growth in Great Falls and the surrounding area.

2.2.1. Cascade County Growth Policy (2014)

Cascade County last updated its comprehensive Growth Policy in 2014. The update affirmed the county's previous policy language and direction with added data on population, employment and zoning. However, the data used in this policy is now approximately 10 years old and may not fully represent the current conditions of the county. However, the growth mindset and policy direction are fundamental to understanding the desired development of the transportation system in the Great Falls area. The most relevant goal from the County Growth Policy for this LRTP Update is the transportation goal, which includes the following:

TRANSPORTATION

GOAL 6: Promote and maintain a transportation system that provides safety, efficiency, and is cost effective.

OBJECTIVES

- A. New additions to the transportation system should be compatible with the existing road system and coordinated with roads from other jurisdictions.
- B. Transportation planning for new developments should support the Cascade County Growth Policy.
- C. Ensure that all new roads, both public and private, are built to county design standards for new construction. These standards can be found within the Cascade County Subdivision Regulations.
- D. Encourage provisions for multi-modal types of transportation including: bike lanes, trails, pedestrian facilities, etc.
- F. Develop and implement road and bridge improvement standards and maintenance schedules.
- G. Develop a policy and implementation program in cooperation with developers and school districts to provide walks, bridges and pathways for children to improve safety and reduce transportation costs between residential neighborhoods, schools and stores.
- H. Develop secondary means of access, where practical, to settlements and subdivisions in order to improve safety and overall traffic circulation.
- I. Consider the use of grants, Road Improvement Districts, and Rural Maintenance Districts to maximize funding strategies.
- J. Coordinate transportation issues with wildfire and fire protection issues, policies and goals.

2.2.2. Imagine 2025 – Great Falls Growth Policy Update (2013)

The Great Falls Growth Policy was last updated in 2013. In 2021, the City of Great Falls undertook an effort to update the Growth Policy although the approval and adoption process has since been stalled due to the possibility of completing a full update in the near future. The internal update did not include an update to the Growth Policy goals and objectives. Therefore, the 2013 Growth Policy is the current guiding document for future social, physical, environmental, and economic growth and development of the City. Transportation related goals are interwoven throughout the policy's focus areas. Most specific, however, is the transportation and mobility goal found under the Physical focus area. This goal and its accompanying policies are listed below.

TRANSPORTATION AND MOBILITY

PHY 4.4 Increase mobility and the access of citizens to transportation alternatives throughout the City.

POLICIES

- Phy 4.4.1 Improve the ability of residents to travel from home to work, schools, shopping, employment centers and activity centers.
- Phy 4.4.2 Support efforts and programs that seek to improve school crossings, pedestrian access and the safety of those enroute to and from schools.
- Phy 4.4.3 Enhance public access to community services and programs such as the library, Centene Stadium, Mansfield Center and other civic facilities and events.
- Phy 4.4.4 Create a built environment that promotes easy access to safe walking, biking and other opportunities for physical activity.
- Phy 4.4.5 Encourage, promote and support transit options for the community of Great Falls, including those required for the elderly and the disabled.
- Phy 4.4.6 Review, update and adopt new standards and regulations that encourage pedestrian and bicycle-friendly development.
- Phy 4.4.7 Provide sufficient resources to construct and maintain the trails and related facilities recommended in the City's *Comprehensive Park and Recreation Master Plan* and the *Bikeway Facilities Plan*.
- Phy 4.4.8 Review and adopt formal design standards for all roadways.
- Phy 4.4.9 Pursue grant funds to create a "Complete Streets" demonstration project or projects in the City.
- Phy 4.4.10 Develop a formal ADA Transition Plan for public rights-of-way.
- Phy 4.4.11 Implement elements of the *Downtown Access, Circulation and Streetscape Plan*, as opportunities arise.
- Phy 4.4.12 Encourage development of network improvements that reduce emissions and idling times, reduce maintenance costs and increase efficiency of the road network. Examples include roundabouts, improved signal controls, construction of turn lanes and bike lanes, LED signal and street lighting, etc.

2.3. DOWNTOWN PLANNING

Communities often develop downtown plans to help revitalize and shape the economic development of the community. These plans often include considerations such as access and circulation within the downtown area as well as the general look and feel of the downtown street and building scape. Downtown Great Falls is the center of the Great Falls community and a hub for economic and transportation activity. In 2011, Great Falls undertook its first community-wide planning effort to prepare, adopt, and implement the area's first downtown plan as an addition to the 2005 City Growth Policy. The Downtown Plan has not been updated since then, but was supplemented by the *Downtown Access, Circulation and Streetscape Plan* in 2013. Implementation of these plans remains on-going.

2.3.1. Downtown Access, Circulation, and Streetscape Plan (2013)

The *Downtown Access, Circulation and Streetscape Plan* outlines a plan for strategic improvements to improve the access to and circulation within historic Downtown Great Falls, as well as to design a streetscape plan and to perform an analysis of Downtown parking. While it is not an adopted policy document, it is used by the city as a guide for public streetscape design changes and priorities, as well as a tool for supporting various grant applications to fund the recommended improvements. Rather than speaking in terms of goals and objectives, this document developed a concise "Vision and Big Ideas" to articulate planning desires for the downtown area. The vision and three big ideas include the following.

VISION

Downtown is the heart and center of Great Falls. Like the Missouri River, it is dynamic, fluid, attractive, and welcoming, connecting the City's heritage to its future. The River's Edge Trail, historic neighborhoods, and parks and open space support and enhance a unique mix of local shops, restaurants, entertainment and special events that make Downtown the place to be – day and night. Three big ideas for Downtown's vision, as articulated in the *Downtown Master Plan*, which can be impacted by the recommendations that follow in this Plan include:

1. **Connected Downtown:** A transportation and circulation system that provides users with a variety of modes and a diversity in choices is fundamental to the future success of Downtown and will enhance Downtown's value as a place to live, work, shop and recreate. Quality infrastructure for walking, biking, driving and transit provides choice in terms of the safest, healthiest, most efficient and less-expensive route to reach Downtown's various amenities and destinations.
2. **Flourishing Downtown:** A flourishing Downtown is a key indicator of the overall economic health of Great Falls and plays a primary role in shaping the general perception of the City. By strengthening the existing business community and providing incentives for new investment, Downtown has the potential to evolve into a thriving place that enhances the image of the City and the region. Additionally, Downtown has great potential to capitalize on the presence of Malmstrom Air Force Base by providing services to airmen living on and off of the base and better serve students from the University of Great Falls, the Great Falls College, MSU Campuses. Downtown offers a different retail environment than the mall, big box, and neighborhood retail centers found elsewhere in the City and it should be targeted, celebrated, and built upon as a unique shopping and dining environment that can attract a larger segment of the local residents, employees, and students.
3. **Downtown Aesthetics:** Great Falls has a strong historic base and the clear center of this base is Downtown. Downtown's buildings, streetscapes, parks and the Missouri River play a primary role in articulating the rich culture and heritage of the City and are a source of pride for the community. The unique aesthetics of Downtown are an asset that should be preserved, enhanced and celebrated to propel Downtown toward a vibrant and sustainable future.

2.3.2. Downtown Master Plan (2011)

The *Downtown Master Plan* is the first plan developed specifically for Downtown Great Falls. The 2011 plan focuses on ways to bring people and activity to Downtown Great Falls and strengthen it as the community's center for commerce, finance, entertainment, and culture through four key elements – Livability, Character, Accessibility, and Vitality. The document is meant to provide a blueprint for future growth and development in Downtown Great Falls. Transportation objectives of primary importance to the LRTP effort include:

- Improve pedestrian connectivity and safety downtown.
- Develop a comprehensive downtown bicycle network to connect into a city-wide system and to connect to River's Edge Trail through signage and routes.
- Reduce or eliminate downtown one-ways.
- Improve connectivity for pedestrian and bicycles to the Missouri River, River's Edge Trail and Gibson Park.
- Develop a comprehensive downtown wayfinding system.

- Optimize parking for all stakeholders.
- Improve public realm to provide a safe, attractive and welcoming environment.

3.0 STATE PLANNING DOCUMENTS

The Montana Department of Transportation (MDT) has several statewide plans, programs, and policies relating to transportation. *TranPlanMT* is the state's overarching long range transportation plan that guides all transportation planning within the state. All of MDT's other statewide plans, including the *Comprehensive Highway Safety Plan*, *Pedestrian and Bicycle Plan*, *Freight Plan*, *Vulnerable Road User Safety Assessment*, and *Carbon Reduction Strategy*, were all developed to support and reflect the goals and objectives contained in *TranPlanMT* which are detailed in the following section.

3.1. TRANPLANMT

TranPlanMT defines MDT's policy direction for operating, preserving, and improving Montana's transportation system over a 20-year period. It serves as the guiding document for MDT decisions, especially those related to investing Montana's limited transportation funds. The plan identifies Montana's transportation needs, evaluates future transportation concerns, and establishes policy goals and strategies as outlined below. Safety is the overarching goal which is applied in nearly every MDT decision-making process for all projects and programs. In order of priority, MDT then makes roadway investment decisions according to the goals of system preservation and maintenance, mobility and economic vitality, and accessibility and connectivity. Sensitivity to the environment and cost-effective management are underlying goals that inform decisions on a broad, department-wide basis.

- **Safety:** Improve safety for all transportation users to achieve Vision Zero: zero fatalities and zero serious injuries.
- **System Preservation and Maintenance:** Preserve and maintain existing transportation infrastructure.
- **Mobility and Economic Vitality:** Facilitate the movement of people and goods recognizing the importance of economic vitality.
- **Accessibility and Connectivity:** Preserve access to the transportation network and connectivity between modes.
- **Environmental Stewardship:** Support MDT's transportation mission through regulatory compliance and responsible stewardship of the built and natural environment.
- **Business Operations and Management:** Provide efficient, cost-effective management and operation to accelerate transportation project delivery and ensure system reliability.

4.0 FEDERAL PLANNING DOCUMENTS

Over the past decade, performance-based transportation planning has moved from good practice to an essential part of statewide and MPO transportation planning processes. In 2012, the *Moving Ahead for Progress in the 21st Century Act* (MAP-21) established national goals, a framework of national performance measures, and requirements for transportation agencies to set short-term performance targets. The subsequent *Fixing America's Surface Transportation Act* (FAST Act) in 2015 strengthened and expanded on some of the requirements related to performance-based planning. Most recently, the 2021 *Infrastructure Investment and Jobs Act* (IIJA) and *Bipartisan Infrastructure Law* (BIL) provided funding to enhance the performance of transportation systems utilizing the framework established by previous legislation. This framework is described in the following sections.

4.1. NATIONAL PLANNING GOALS

MAP-21 established a set of seven national goals for the federal-aid highway program, with associated performance measures. States and MPOs should generally incorporate these national goals into their LRTPs by defining goals and objectives that align with them. These national goals are codified in Title 23 of the United States Code (USC), Section 150(b).

- **Safety** – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** – To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction** – To achieve a significant reduction in congestion on the National Highway System.
- **System Reliability** – To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality** – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

4.2. NATIONAL PLANNING FACTORS

In addition to the national planning goals, there are 10 national planning factors that states and MPOs must consider when developing their LRTPs. Look to the planning factors that are required to be considered in the planning process. These planning factors address issues such as connectivity, economic vitality, quality of life, and resiliency. LRTP goals and objectives are often adapted to reflect how each of these factors is unique to the conditions of the state or region. These factors are codified in Title 23 of the Code of Federal Regulations (CFR), Section 450.306(b).

- (1) Support the economic vitality [of the United States, the States, nonmetropolitan areas, and metropolitan areas], especially by enabling global competitiveness, productivity, and efficiency.
- (2) Increase the safety of the transportation system for motorized and nonmotorized users.
- (3) Increase the security of the transportation system for motorized and nonmotorized users.
- (4) Increase the accessibility and mobility of people and for freight.
- (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns.
- (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- (7) Promote efficient system management and operation.
- (8) Emphasize the preservation of the existing transportation system.
- (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- (10) Enhance travel and tourism.

5.0 PUBLIC INTERESTS AND PRIORITIES

In addition to reviewing relevant planning documents, comments and input from the general public and key stakeholders were collected and considered for the development of revised goals and objectives for the 2023 LRTP. Multiple public engagement strategies were used to solicit input including an interactive commenting map, online survey, public open house, stakeholder meetings, Council of Councils meeting, and traditional written comment solicitation. The comments received through these means were categorized into common themes and summarized below. An understanding of current community needs, desires, and priorities is necessary to guide transportation planning efforts in the absence of recent and updated community planning documents.

SAFETY

The public desires various accommodations to make traveling and living safe and comfortable. Concerns regarding vehicular speeds in residential neighborhoods and around schools were expressed, and vehicular congestion around schools was noted as dangerous. The public voiced concern about the lack of left and right turn lanes at intersections, commenting that streets with high traffic volume, notably 10th Avenue South, would feel safer with protected left turning opportunities. Improved visibility at intersections, for both motorists and non-motorists, was noted. Crosswalks, or lack thereof, across major thoroughfares were commonly noted as barriers to pedestrians and several concerns about pedestrian safety were expressed. Comments regarding bicyclist safety included improper use of bicycle facilities, a lack of dedicated bicycle facilities, and the need for safe bicycle crossings to trails and other high use destinations.

NON-MOTORIZED ACCOMMODATIONS

To improve non-motorized travel, the public desires enhanced connectivity, accessibility, and safety. Sidewalks to businesses are desired and connections between trails and key locations, such as neighborhoods and the downtown area, as well as general desire to expand the Rivers Edge Trail, were mentioned frequently in public and stakeholder feedback. Enhanced wayfinding was noted as a simple improvement to help improve the navigability of the existing non-motorized network. A notable comment mentioned that accessibility along the sidewalks and paved trails is hindered by the lack of available seating. Mobility challenged individuals, such as elderly, young, or disabled populations, may require stops along their journey and increased seating would help enhance mobility. Separation of non-motorized facilities, enhanced visibility of cyclists and pedestrians at crossings, and reduced crossing distances were distinguished as the public's main concerns with the existing non-motorized infrastructure.

MAINTENANCE

The condition and maintenance of transportation facilities was noted by several. A general desire for the improvement of existing roads was expressed, including concerns about potholes, uneven surfaces, and poor winter maintenance. Improved delineation and visibility of pavement markings was noted, especially at roundabouts and crosswalks. A general lack of pedestrian-scale lighting in the downtown area and along the trail systems, were also noted.

TRANSIT

To enhance the existing transit network, stakeholders and the public desire expanded hours of service during evening and night times, and an increased number of routes and stops. In particular, a route to the airport is desired. Frustrations about the availability of paratransit services were expressed. A desire for a fare free system was also noted.

TRAFFIC

When identifying improvements, comments repeated desires for reduced congestion, alternative routes, enhanced connectivity, and improved intersection efficiency. Poor signal coordination on major arterials was noted. Increasing traffic congestion occurs at intersections without dedicated left and right turn lanes. A southern bypass or alternative route for 10th Avenue South is desired by some community members to reduce commercial truck volumes in the downtown area. Some individuals pointed out that on-street parking can inhibit traffic flow. Some community members are in favor of more roundabouts to improve intersection operations.

DOWNTOWN DEVELOPMENT

When identifying improvements, the public has stressed that it is important to consider opportunities for re-development of downtown. Some comments expressed that the downtown area does a poor job of serving both vehicles and non-motorists due to the high volume of commercial vehicles. Wayfinding was noted as an issue and commentors expressed difficulty in safely navigating to, from, and within downtown by walking or biking. Other commentors expressed the abundance of empty parking lots in the area and a desire for more developments that make the area more livable and attractive.

6.0 2023 GREAT FALLS AREA LRTP

For the 2023 LRTP, revised goals and objectives were developed to reflect evolving community values and priorities. The goals and objectives from the 2014 and 2018 plans were carried forward as a foundation for this update effort. First, the goals were reviewed and updated to maintain consistency with local, state, and federal planning efforts and alignment with community desires. Then, objectives were revised and developed to support the updated goals and provide meaningful action items to help guide implementation of the LRTP. Ultimately, these revised goals and objectives will help support the development, prioritization, and selection of recommended transportation improvements.

Goal 1: Preserve and maintain the existing transportation system.

- 1.1. Maintain the existing motorized and non-motorized transportation networks to optimize their usefulness and minimize life-cycle costs.
- 1.2. Establish and apply transportation project selection criteria to identify and prioritize maintenance activities with project development.
- 1.3. Monitor the condition of key transportation facilities and work with local and regional partners to identify and prioritize critical deficiencies in the network.
- 1.4. Prioritize system preservation, maintenance, and minor infrastructure improvements over expanding the existing transportation system.

Goal 2: Improve the accessibility and connectivity of an equitable multimodal transportation system for all users.

- 2.1. Ensure equitable access to walking, biking, and transit options for underserved populations, including persons with disabilities, senior citizens, children, and low-income individuals in the Great Falls area.
- 2.2. Improve opportunities for non-motorized transportation as part of daily travel mode choice within the community by increasing pedestrian, bicycle, and transit connections.
- 2.3. Coordinate with transit providers and the non-motorized transportation community to improve connectivity of walking and biking infrastructure to public transportation routes and services.
- 2.4. Identify gaps in the existing motorized and non-motorized transportation networks and improve connectivity of the existing transportation system.

Goal 3: Improve the reliability of the transportation system for the efficient movement of people and goods.

- 3.1. Ensure the major street network has adequate capacity to accommodate projected traffic safely and efficiently.
- 3.2. Promote efficient traffic management and operations by implementing projects and practices that manage travel demand, reduce delay, and enhance system reliability.
- 3.3. Identify opportunities to improve system redundancy to enable access to alternative routes during times of emergency and to relieve recurring congestion.
- 3.4. Identify opportunities to minimize recurring congestion and delay on major freight corridors while also mitigating the impacts of freight movement on the community.
- 3.5. Consider mobility of all users during winter maintenance activities and aim to provide consistent service levels, accessibility, and safety year-round.

Goal 4: Provide a safe, secure, and resilient transportation system.

- 4.1. Reduce the rates of fatalities, serious injuries, and crashes occurring on all transportation facilities.
- 4.2. Identify and eliminate barriers to effective and prompt emergency response.
- 4.3. Implement educational programs and other initiatives aimed at improving safety for all modes of transportation.
- 4.4. Coordinate with freight operators and agencies on projects that can enhance the security of the freight transportation system in the region.
- 4.5. Improve the resilience of critical transportation infrastructure by protecting vulnerable assets from extreme weather events, cyber-attacks, and other hazards.

Goal 5: Promote consistency between transportation improvements, land use, growth, and development to enhance the economic vitality of the community.

- 5.1. Coordinate transportation planning activities with local and regional land use planning activities, including the City and County Growth Policy Updates, and on-going development activities.
- 5.2. Provide diverse, functional, and convenient transportation facilities that attract and retain young professionals, families, and older adults, promote economic development, and enhance tourism in the Great Falls Area.
- 5.3. Promote multimodal access to and between economic generators of the Great Falls Area, including the Great Falls International Airport, Malmstrom Air Force Base, Downtown Great Falls, employment centers, and industrial and commercial areas.
- 5.4. Develop and implement consistent access management and corridor preservation standards, ordinances, and plans appropriate to the roadway network and land use throughout the area.

Goal 6: Provide a transportation system that improves quality of life, conserves natural and cultural resources, and protects and enhances the environment.

- 6.1. Reduce single-occupant vehicle trips and facilitate the use of vehicles or modes of travel that result in lower transportation impacts per person-mile traveled.
- 6.2. Coordinate with appropriate federal, state, and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation, to avoid and otherwise minimize adverse impacts to the built and natural environment.
- 6.3. Provide a transportation system that enables access to education, employment, healthcare, and recreation opportunities to support and enhance community well-being.
- 6.4. Consider the long-term sustainability of transportation improvements.

Goal 7: Develop and deliver transportation projects in a manner that reduces project costs, promotes jobs and the economy, and eliminates delays.

- 7.1. Develop cost-effective improvements that balance transportation system needs with available funding and expected expenditures.

- 7.2. Encourage cooperation between public, private, and non-profit organizations in the development, funding, and management of transportation projects.
- 7.3. Seek innovative and alternative funding opportunities to supplement limited local funds and expedite project delivery.
- 7.4. Seek opportunities to use alternative project delivery methods and new technologies to reduce implementation costs and expedite project delivery.