Chapter 4: Transportation Goals and Objectives

The goals and objectives of T2030 are based on those that were developed for Horizon 2020, the region’s Comprehensive Plan. The goals and objectives of T2030 were also developed with full consideration of the Planning Factors of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU).

SAFETEA-LU, signed into law in August 2005, is the current national surface transportation act, which authorizes the federal surface transportation program for highways, highway safety, and transit through 2009. SAFETEA-LU builds upon many of the policies and programs established by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and the Transportation Equity Act for the 21st Century (TEA-21). SAFETEA-LU also makes some significant enhancements and additions to how long range transportation plans for metropolitan areas are to be developed. These include:

- Adding Intermodal connectors as a transportation facility;
- Incorporating a discussion of potential environmental mitigation activities and potential mitigation sites that is to be developed with federal, state, tribal, and wildlife and land management regulatory agencies;
- Including transit operators in the development of the funding estimates for the financial section of the plan;
- Consulting with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation; and,
- Specifically including representatives of agencies representing pedestrians, bicyclists, and persons with disabilities in the planning process.

In addition, SAFETEA-LU expands the number of planning factors to be addressed by the long range transportation plan to eight, with safety and security becoming
separate and distinct factors. Following, is the list of the eight planning factors as described in SAFETEA-LU.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for all motorized and non-motorized users.
3. Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.
4. Increase accessibility and mobility of people and 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 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.

The following T2030 goals address the SAFETEA-LU Planning Factors and are intended to guide future transportation decisions in the region. For each of these goals, a corresponding set of objectives has been established to help the region move closer to the intended goal.
Goal 1: Support the Economic Vitality of the Region

Approve guidelines that enhance economic activity and foster the principles of accessibility, convenience, cooperation, and aesthetic character.

Objective 1.1: Enhance the Efficient Movement of Freight

- Facilitate the movement of freight by air, rail, and truck. Designate specific arterial streets as truck routes. Use this designation to improve the street system to better accommodate industrial traffic movements through adequate turning radii, lane widths, pavement conditions to withstand industrial loads, and access control.
- Protect designated and planned industrial areas from encroachment of commercial and residential use.

Objective 1.2: Enhance All Transportation Facilities

- Continue to develop the Lawrence Municipal Airport for private and commercial aviation and aviation-related business development in accordance with the adopted Airport Master Plan. Protect the airport’s approaches and air space from encroachment through height and land use restrictions. Utilize the Airport Master Plan to assist in the projected aviation activity of the airport, allowing effective usage of the facility.
- Plan for a multi-modal transportation center to facilitate rail, bus, transit (inter-city and intra-city), taxi, commuter, and ride-sharing transportation needs, with proper bicycle/pedestrian access for the center. Proper timing and coordination between the various transportation modes for efficient and economical access shall be an objective to encourage use.
Goal 2: Maintain, Expand and Enhance the Existing Transportation Network

Advance policies that promote roadway connectivity and expand multimodal services.

Objective 2.1: Support an Integrated System

- Encourage location and concentration of land uses and urban design that will promote and facilitate pedestrian access to public transportation.
- Establish an integrated system of bicycle and pedestrian improvements that provide for safe and efficient connections throughout the community and offers viable choices of travel.
- Develop a system that integrates all modes of transportation by providing appropriate links to major transit terminals.
- Support regulations that promote multimodal use.

Objective 2.2: Coordinate with Other Jurisdictions

- Coordinate with other transportation agencies and adjacent communities and counties for the extension of existing and planned arterial, collector, and access/frontage streets.
- Pursue the expansion of, and continue to improve the coordination of public, private and university transit systems.
- Examine the potential of expanding existing commuter services and the implementation of new transportation services between Douglas County, the Kansas City region, and the Topeka region.

Objective 2.3: Develop a Countywide Street/Road System

- Maintain a street/road classification hierarchy for both Lawrence and unincorporated Douglas County that identifies the functions of all streets/roads and intersections within the planning area. The development of this hierarchy should consider Lawrence's emphasis on alternative transportation modes.
• In the incorporated cities, direct access from a local street (public or private) to an arterial street or principal arterial street will be discouraged; permission to do so will require proof of hardship or burden from the applicant. Advanced planning of neighborhood street patterns should be required to avoid local-arterial street connections.
• Develop street improvement and operational standards for street and road classes within the classification hierarchy while addressing the needs specific to Lawrence and unincorporated Douglas County.
• Utilize area planning to plot street expansions to connect neighborhoods.

Objective 2.4: Street, Bridge, Sidewalk Maintenance and Upkeep

- Oversee the public transportation network to confirm continued maintenance of the infrastructure (bridges, public and private streets, sidewalks, and bicycle facilities) with ongoing patching, sealing, overlays, and reconstruction/rehabilitation projects.
- Coordinate with KDOT to develop/maintain a methodology for inspection, maintenance, and replacement of bridges.

Goal 3: Promote Efficient System Management and Operation

Create policies that promote transportation system management, efficient operation, multimodal transportation, and access management standards.

Objective 3.1: Promote Efficient System Management and Operations

- Mitigate capacity deficiencies on congested roadways and at intersections.
- Support the deployment of appropriate Intelligent Transportation System (ITS) technologies according to the Regional ITS Architecture as a means
of achieving better management and operations of the existing transportation system.
- Continue to upgrade traffic signals, improve signal timing, and improve signal coordination.

**Objective 3.2: Determine and Attain the Critical LOS for the Street System Network**

- An overall level of service D (LOS D) or higher should be maintained at signalized and unsignalized intersections during the a.m. and p.m. peak hours of operation. For intersections on principal arterial streets however, the principal arterial through traffic movements should strive for a minimum level of service C (LOS C) during a.m. and p.m. peak hours of operation.
- Within urban areas, issues of transportation performance (LOS) may need to be balanced with issues of urban design, development, or redevelopment, land use functionality and physical and environmental constraints.
- The desired level of service may be achieved by increasing street and intersection capacity and/or reducing vehicular traffic demand.

**Objective 3.3: Encourage Access Management Standards**

- Access Management Standards for major collector and arterial streets should be implemented to preserve the capability of a roadway to move traffic, delay the need to add lanes, minimize vehicle conflicts, and improve safety. Access Management is not only important for streets in urban areas, but also in rural areas where development is expected.
- Access Management Standards and Access Spacing Guidelines identified in City and County policies should be followed for Low Density Residential, Multi-Family, and Commercial areas.
Objective 3.4: Traffic Signals

- The Manual on Uniform Traffic Control Devices (MUTCD) warrants and guidelines will be followed when considering new or upgraded traffic signals.
- To optimize traffic signal coordination, the desirable traffic signal spacing is at ½ mile and preferably at 1 mile intervals. Locations that generate numerous trips may warrant signals at a location other than the 1-mile or ½-mile point, however consideration should be given to the impacts on the coordinated flow of traffic.
- Actuated traffic signals should include push buttons to signal the need for pedestrians to cross. Actuated traffic signals should also include bicycle sensitive loop detectors adjacent to the curb.
- Pedestrian crossings along arterials should be considered between traffic signals that are 660 feet apart where pedestrian traffic warrants them.

Objective 3.5: Roundabouts

- Roundabouts should be considered as an intersection improvement alternative that moves traffic efficiently during peak and non-peak hours.
- The design of roundabouts should be consistent with the Kansas Roundabout Guide prepared by the Kansas Department of Transportation.

Objective 3.6: Medians

- Medians may be used as a method of achieving any of the following objectives: provide access control, separate opposing traffic flows, provide for speed changes, store left-turning vehicles, provide a landscaped area, or provide a pedestrian refuge.
- Continuous raised medians should be considered for principal arterial streets. Arterial and collector streets may have raised medians, in accordance with circulation and land use needs.
- Where a raised median is not possible or is inappropriate on a principal arterial street, an arterial street, or on a collector street, a two-way
objective 3.7: traffic calming
- develop traffic calming guidelines for use on local streets and roads.

goal 4: protect the environment and promote energy conservation
preserve the environment by adopting criteria that promote smart growth patterns to help sustain healthy air quality levels and minimize land use conflicts.

objective 4.1: promote sensible growth patterns
- provide an efficient and effective network of streets, roads, sidewalks, bike lanes, bike trails, and transit stops that access all appropriate areas, provide continuity and connections into and beyond the city of lawrence and douglas county, and support the arrangements of various land uses within the urbanized area.
- The planning of arterial and other street alignments should consider natural and environmentally sensitive areas to minimize potential impacts.
- Designate roadway and transit corridors for streetscape, noise buffering, and/or landscaped median treatments.

**Objective 4.2: Support Measures to Maintain Air Quality and Minimize Use of Fossil Fuels**
- Support and promote alternative transportation modes to improve air quality.

**Objective 4.3: Use Appropriate Design Criteria to Minimize Negative Impacts**
- Arterial and highway alignments should not advance beyond neighborhood boundaries in an effort to minimize traffic intrusion and negative impacts on residential areas.
- Street proposals should consider steep grades and side-slopes as well as the impacts to physical constraints such as drainage ways, existing land use, and topography prior to approval.
- Minimize impacts on environmentally sensitive areas.

**Objective 4.4: Improve the Linkage between Transportation Planning and Environmental Planning**
- Contact and consult with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation with a focus on policies, programs, and strategies.
- Compare the transportation plan with State conservation plans or maps, if available, and/or compare the transportation plan to inventories of natural or historic resources if available.
- Through discussions with resource agencies, identify potential environmental mitigation activities and potential areas to carry out these activities.
Goal 5: Emphasize Transportation System Safety

Develop criteria that focus on the safety aspect of projects and require that the safety element of projects be addressed properly before approval is considered.

Objective 5.1: Enhance Public Safety

- Enhance public safety through the linking of residential developments to maintain an integrated street system and assure prompt emergency access.
- Identify improvements aimed at enhancing the safety of existing roadways (e.g., adding left-turn lanes at an intersection, traffic signal coordination, adding a right-turn lane at high traffic volume driveways and intersections, etc.).
- Improve pedestrian linkages between residential, commercial, and community facilities and schools.
- Evaluate access to new subdivisions based on public safety.
- Develop guidelines for the use of street lighting along major streets/roads and at other locations that may warrant their use.

Objective 5.2: Coordinate Safety Efforts with the Kansas Strategic Safety Plan

- Develop a regional safety plan, in cooperation with safety partners, which supports the Kansas Strategic Highway Safety Plan. This local plan will implement the appropriate strategies of Engineering, Education, Enforcement, and Emergency Medical Service (4 E’s) to reduce crashes.
Goal 6: Increase Transportation System Security

Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized system users.

Objective 6.1: Encourage Transportation Investments and Policies that Result in a Higher Level of Security for Motorists, Transit Users, Pedestrians, and Bicyclists

- Coordinate with local and state agencies responsible for security to develop a plan of action for improving security measures for motorists, transit users, pedestrians, and bicyclists within the Lawrence-Douglas County region.

Goal 7: Coordinate Land Use and Transportation

Ensure that land use planning and transportation planning is coordinated.

Objective 7.1: Land Use and Transportation Coordination

- Coordinate land use and transportation planning for the region. Combine the development cycles of the region’s Comprehensive Plan and Long Range Transportation Plan to allow the analysis of land use, transportation, and environmental interactions.

Objective 7.2: Encourage Land Development Patterns to Promote Transportation Efficiency

- Encourage location and concentration of land uses and urban design, which will promote and facilitate pedestrian access to public transportation.
- Encourage subdivision design that maximizes connectivity.
Objective 7.3: Implement Traffic Impact Standards

- A traffic impact study (TIS) shall be required when a new development or redevelopment produces 100 trips or more during the peak hour. An evaluation of the traffic impacts of a development in the surrounding area should consider existing and projected traffic conditions, plus their impact on the existing transportation system. A TIS should also be based on planned improvements that are identified in the Capital Improvement Plan (CIP), the Comprehensive Plan, and the Long-Range Transportation Plan.

- The Capital Improvement Plan, the Comprehensive Plan, and the Long-Range Transportation Plan shall be updated periodically to recognize changes in priorities and to add new projects with designated priorities.

Objective 7.4: Street-Land Use Relationship

- The subdivision of property in suburban and rural areas for residential purposes must consider the logical planned extension of local and collector streets to adjacent properties, and property within a section.

- Buildings should be set back a sufficient distance from arterial and section line roads to accommodate future road improvements.

- In the urban growth areas, buildings must be set back from the property/lot line(s) a sufficient distance to accommodate planned extensions of streets along a common property line.

- Along transit routes in urban areas, new buildings should be located within a reasonable walking distance from the right of way line to allow easy access for transit users. In placing buildings along arterial or major collector streets, accommodation of future roadway widening should also be considered.

Objective 7.5: On-Street Parking

- Parking on public streets is secondary to the street's primary purpose of providing safe and efficient travel for the public. Therefore, parking should be prohibited on principal arterial and arterial streets.
• Parking is normally permitted on collector streets, but may be restricted to accommodate bus stops, on-street bicycle lanes, added turning lanes at intersections, or other operations requirements.
• Parking is normally permitted on local streets, but may be restricted to one side to facilitate the flow of traffic and reduce congestion.
• In special areas in the city, historic districts, and some activity centers, on-street parking is desired, and should be permitted to contribute to the special character or theme of an area.

Objective 7.6: Enhance Streetscape and Gateways

• Streetscapes should be utilized to provide visually attractive and physically comfortable environments that are integrated with similar environments of adjacent private property. Cultural, environmental, and historical considerations should be acknowledged when developing a streetscape.
• The provision of minimum lane widths, allowing brick or other alternative street surfaces, and utilizing minimum turning radii and/or curb extensions are an appropriate traffic calming technique when street character, as defined by land use and street classification, calls for slower speeds and enhanced pedestrian environments. Non-warranted stop signs, speed bumps, or dead-end roads are not desirable traffic calming techniques. Traffic calming measures should:
  1. Promote safe and pleasant conditions for motorists, bicyclists, pedestrians, and residents on neighborhood streets;
  2. Mitigate the impact of vehicular traffic, including air pollution, accidents, and noise;
  3. Provide a visually attractive environment for those who travel through an area by increasing landscaping and gateway opportunities.

• Utilize the streetscape to establish a character or theme for special areas, historic districts, activity centers, universities, neighborhoods, or scenic drives and gateways.
Transportation Goals and Objectives

- Use landscaping buffers between automobile traffic lanes and developed sites adjacent to the streets while maintaining safe sight distances.
- Utility (fire hydrants, traffic signal boxes, mailboxes, power poles, transformers, underground cables) design should minimize the visual presence of utilities within the streetscape. Utility corridors should be established in the greenspace to avoid conflicts between utilities and sidewalks or planting strips.

Goal 8: Pedestrian and Bicycle Transportation System

Establish an integrated system of bicycle and pedestrian improvements that provides for safe and efficient connections throughout the community, and offers viable choices of travel.

Objective 8.1: Sidewalks

- Provide sidewalks as a safe passage for pedestrians by creating a right-of-way that is separate from vehicular traffic. Sidewalks should be provided on both sides of the street in urban areas, or constructed wider than standard widths in areas characterized by a combination of heavy vehicular traffic and a concentration of pedestrian destinations, such as shopping areas, schools, government offices, and activity centers like downtown Lawrence.
- Utilize sidewalks to encourage pedestrian activity, which is a defining criterion for the development of community or neighborhood identity.
- Sidewalks should be set back a sufficient distance from the curb on principal arterial, arterial, and collector streets to create the potential for a safe distance between pedestrians and adjacent automobile traffic.
- Sidewalks should be paved with a hard, all-weather surface that is easy to walk on. Alternative surface types, like bricks or pavers, should be considered when the street character, as defined by land use and street classification, calls for uniquely enhanced pedestrian environments.
Transportation Goals and Objectives

- All sidewalks and curbs should accommodate pedestrians with disabilities, and other non-motorized modes of travel. Install ADA accessible wheelchair landing pads and transit shelters along sidewalks at designated fixed route bus stops.
- Developments should be designed to provide planned non-motorized access to parks and open space.
- Encourage pedestrian activity and neighborhood interaction through the inclusion of pedestrian access to all parts of a neighborhood, subdivision, or development.
- In low-density residential, suburban, or rural areas, pedestrian linkage can be provided with pedestrian easements at the rear of residential developments or along natural drainageways.
- Provide pedestrian connections at the end of cul-de-sacs wherever possible.

Objective 8.2: Bicycles

- Develop a bicycle network that provides improved access to downtown, the KU campus, commercial areas, and activity and recreational centers within the community.
- Bicycle facilities are desired on collector and arterial streets whenever possible. Off-street bicycle facilities should be provided parallel to, or near expressways and arterial streets.
- Where existing and projected traffic volumes are low, collector streets should be designated and signed as a bike route. On higher volume collector streets or where bicycle traffic is anticipated to be heavy, bicycle lanes are desired.
- Older parts of town with established development should be evaluated in terms of bicycle safety and connectivity.
- Continue to provide bicycle racks on all fixed-route transit buses.

Objective 8.3: Multi-Use Trails

- In newer subdivisions with a discontinuous street system, the subdivision should be designed to provide for direct, inter-connected continuous bicycle and pedestrian access to other parts of the community.
Transportation Goals and Objectives

- Multi-use trails should be a hard all-weather low-maintenance surface to accommodate walkers, joggers, bicyclists, and other non-motorized transportation modes. Multi-use trails in park areas, along the river corridors, and adjacent to some drainageways can be of a natural surface to accommodate a variety of users.
- Grade separated crossings for multi-use trails are recommended at the intersection of freeways, expressways, and are desirable when multi-use trails intersect with some principal arterial streets.

Goal 9: Public Transportation System

Implement a coordinated public transportation system that offers a viable choice of travel that addresses the needs of individuals and the community as a whole.

Objective 9.1: Maintain and Enhance a Comprehensive Transit System

- Provide direct and continuous access to transit stops.
- Increase transit productivity by considering the need for sidewalks to transit stops, safe street crossings, lighting for security, bus stop benches and shelters, and turnouts onto roadways.
- A centrally-located hub should be planned and built that coordinates the community and regional multi-modal transportation system and that supports the existing land uses.
- Plan for and construct a bus maintenance facility to serve Lawrence Transit and KU on Wheels.
- Continue to identify/map bus stops.
- Install user-friendly signing at bus stop locations.

Table 4-1 illustrates how the Transportation 2030 goals address each of the eight SAFETEA-LU planning factors.
## Table 4.1
Comparison of T2030 Goals and SAFETEA-LU Planning Factors

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## Transportation Goals and Objectives

Table 4.1 (continued)
Comparison of T2030 Goals and SAFETEA-LU Planning Factors

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<td><strong>Goal 5: Emphasize Transportation System Safety</strong></td>
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<td>6.1 Encourage Transportation Investments and Policies that Result in a Higher Level of Security for Motorists, Transit Users, Pedestrians, and Bicyclists</td>
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<td><strong>Goal 7: Coordinate Land Use and Transportation</strong></td>
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<td>7.2 Street-Land Use Relationship</td>
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<td>7.6 Enhance Streetscape and Gateways</td>
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<td><strong>Goal 8: Pedestrian and Bicycle Transportation System</strong></td>
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<td><strong>Goal 9: Public Transportation System</strong></td>
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