

## 1. Introduction

The Metropolitan Transportation Plan update of 2012 identifies the priorities of the Dover/Kent County Metropolitan Planning Organization through the year 2040. It meets the requirement of the MPO at 23 CFR, part 450.322, and the Transportation Conformity Rule requirements of 40 CFR Part 93, Sections 106, 108, 110, 111, 112, 113(b)(c) and 119.

### 1.1 Plan Background

This Dover/Kent County Metropolitan Planning Organization (the MPO) Metropolitan Transportation Plan (MTP) serves to update the existing transportation plan adopted January 28, 2009. The MPO, in partnership with the Delaware Department of Transportation (DelDOT), our partner communities, and the public, continues to coordinate transportation planning and investments. The MTP horizon year was extended to 2040 to project future land use changes anticipated in the region over the next 28 years.

The MPO's first Long Range Transportation Plan (LRTP) was adopted in 1996. In 2001, the plan was updated through 2025. In 2004, an interim plan extending the planning horizon to 2030 was adopted to comply with federal laws on air quality. The 2004 interim plan supplemented the 2025 plan and served as a companion document until the 2030 update in 2005. The previous plan adopted in 2009 constituted the transportation plan for the region through 2030. This Metropolitan Transportation Plan, expected to be adopted in January 2013, will plan for the region through 2040.

This MTP update was created through a collaborative process involving state, county and local officials, as well as public input. The updated plan reflects changes in demographics as well as regional goals, objectives, policies, strategies, and projects. This MTP update also was initially based upon the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). MAP-21, the most recent federal legislation authorizing transportation funding and policies, was adopted on June 29, 2012. SAFETEA-LU was designed to end with federal fiscal year 2009. Reauthorization legislation was recently created to replace it after Congress approved a series of Continuing Resolutions to continue the funding mechanisms and planning requirements. New requirements established for the next two years by MAP-21 are cited, used in, and for, this document as much as practicable.

Included in previous versions of federal transportation authorizations, urbanized areas with a population greater than 50,000 had to have an MPO. MPOs are responsible for three documents: a 20-year or greater long-range transportation plan (LRTP), a prioritized four-year Transportation Improvement Program (TIP), and a one-or-two-year Uniform Planning Work Program (UPWP). MPO's take on other responsibilities, including programs, projects and development in a region, and is required by the U.S. Department of Transportation (USDOT) as a prerequisite for federal funding. The Dover/Kent County MPO's LRTP, the MTP, is a strategic planning tool providing a blueprint for integrating transportation, land use, and in Delaware's State Strategies for Policy and Spending document to help define and prioritize transportation programs and projects.

#### 1.1.1 Relationship of the MTP update to the Kent County Comprehensive Plan

This most recent long-range plan (LRTP), our Metropolitan Transportation Plan (MTP) update, continues the work with the Kent County Department of Planning Services to implement its transportation priorities included in its comprehensive plan, adopted in 2008. This MTP update confirms the common vision set forth in past Kent County and MPO plans, and is supported by complimentary plan goals and objectives. These guiding principles are

confirmed through an assessment of the current transportation system, trends and implications for future transportation needs, and list of actions to be implemented during the 2013 to 2040 time period.

Several initiatives and focus areas had emerged specific to Kent County that represented the common vision that was prepared for the 2009 MTP, and carries forward to this Plan. The concept of relating transportation and land use continues to be a more visible and important consideration when selecting projects that will impact quality of life for current and future generations. As described in the 2008 Kent County Comprehensive Plan, land use, growth management, and transportation planning are inextricably linked. As such, the MPO, Kent County and DelDOT continue to partner with other state and local agencies to better coordinate transportation and land use decision making. This long-recognized relationship will continue to play an important role in informing infrastructure investment decisions in Kent County and statewide.

The Kent County Comprehensive Plan Update focuses on specific opportunities and challenges facing the county and assesses how those trends are likely to impact future growth and preservation. These areas include:

- Population and Demographics
- Land Use
- Community Design
- Community Facilities
- Transportation
- Economic Development
- Housing
- Natural Resources
- Agriculture
- Historic Preservation
- Intergovernmental Coordination

The Kent county Comprehensive Plan examines current conditions, articulates goals and describes actions to achieve those goals. The 2008 document examined all elements of Kent County listed above and summarized them into how the county intended to develop and invest over the next 25 to 30 years. Kent County is starting the process of reviewing its Comprehensive Plan to ensure it still represents the current interests of the county. The MPO has written the MTP to offer substance to the County Transportation chapter specifically, and to support efforts in the municipalities as well.

### **1.1.2 Strengthening the Linkages between Transportation and Land Use**

Continual population growth, expansion of development into lightly-developed areas farther from municipalities, and higher rates of automobile ownership are three primary factors that have led to noticeable increases in traffic congestion and related impacts in Kent County and the United States, which affect quality of life. While building new roads and widening highways can provide some initial congestion relief, such measures are expensive, have environmental and community impacts, might encourage further undesirable growth patterns, and rarely solve congestion problems over the long term. Therefore, rather than continued, widespread expansion of roadways, planning practices that encourage residential construction near most services, interconnected neighborhoods and alternatives to single-occupancy personal vehicles are preferred. Sustainable development trends also help reduce greenhouse gas emissions. Transportation has a large role in realizing the benefits of these sound planning practices.

Sustainable development is not just “smart,” it is essential in order to accommodate growth in ways that will support economic development while maintaining the county’s cultural and natural resources without bankrupting its citizens. In a broad sense, sustainability is viewed as an approach to planning that focuses on the long term — essentially using long-term strategies to best meet present and future needs. In finding this balance, a number of factors are considered, including:

- Preserving quality of life
- Protecting the natural environment
- Preserving rural character and farming traditions
- Growing in a compact manner to preserve open space, clean air and community appeal
- Taking advantage of existing investments in transportation and sewers
- Fostering citizen involvement
- Providing economic opportunity for citizens
- Understanding and shifting away from polluting and wasteful practices

When planning for the future, these factors can be applied during planning, design, construction and operation of the transportation system. Some examples of incorporating sustainability include:

- Increasing collaboration between transportation agencies and other entities responsible for land use, environmental protection and natural resource management to foster more integrated transportation-and-land-use decision making.
- Reconstructing facilities in highly vulnerable locations to high design standards.
- Providing redundant power and communications systems to ensure rapid restoration of transportation services in the event of failure.
- Treating wastewater and runoff in a long-term environmentally-responsible way.
- Using alternatives to road salt and roadside herbicide treatments for weeks that are less harmful to the environment.
- Fostering growth in less environmentally sensitive areas.

The concept of sustainable development is inherent to the plans vision, themes, goals, and objectives discussed in Chapter 2.

Coordinated land use and transportation planning requires the participation of all stakeholders. Kent County, the MPO, the county’s 20 municipalities, DelDOT, and the State of Delaware must be committed to growth in a coordinated manner. All entities should work together so that land development complies with state land use policies and investment strategies while reflecting local goals and objectives. Understanding the transportation-land-use connection in a local, multi-municipal, and countywide context is critical in determining the extent to which DelDOT will be able to provide future transportation facilities and services to ensure mobility and economic viability. To that end, the MPO has taken a position on the statewide Preliminary Land Use Services (PLUS) review committee to comment on how larger projects conform to this MTP and transportation planning in general. The MPO also has agreed to participate in the City of Dover Development Advisory Committee to offer the same comments on Dover development applications. It is also represented in the three important concepts or policies included in this plan — Complete Streets, Transportation Investment Strategies and Transit-Ready Development.

### 1.1.2.1 Complete Streets

The concept of Complete Streets asks the transportation planner and civil engineer to create a space that serves the several purposes that streets provide, which are roadways to be designed and operated with all users in mind. While there is no single design or “recipe” for what complete streets should look like, such roadways should provide safe access and quality environments for not only motorists, but also pedestrians, bicyclists and public transit users. Users of all ages and abilities should be able to move safely along and across a street. Complete streets can be achieved by requiring that all user groups be considered when new streets are constructed, and when existing streets are expanded, or through the redesign of existing streets with the primary objective of increasing their usefulness for additional user groups. Establishing street design standards that meet the objectives of the complete streets concept is also financially responsible, as it avoids the needs to later retrofit existing streets to accommodate other users.

Delaware, as with many states has taken steps to see such standards are applied to road projects. On April 24, 2009, Gov. Jack Markell signed Executive Order 6 to direct the Department of Transportation to consider the hallmarks of complete streets. DelDOT followed by implementing its policy in January 2010. Further explanation on recommended actions for complete streets is provided in Chapter 5.

### 1.1.2.2 Transportation Improvement Districts (TIDs)

The Kent County Comprehensive Plan also introduces the concept of Transportation Improvement Districts (TIDs) to geographically define the developing areas where the transportation system improvements will be required as development continues. The intent of these districts is create a transportation network where residents can rely upon interconnected local roads for everyday needs, including work, school and recreation. In the 11 TIDs that are currently identified in Kent County, DelDOT, the MPO and the community intend to develop a plan of transportation improvements for each, including road upgrades, interconnection of local roads, and bicycle and pedestrian facilities. The team will estimate the cost of the improvements and distribute them among the parcels developed or created in the future. TIDs in Kent County are intended to be drivable, walkable, safe, and comfortable with part of the corridors able to accommodate future transit service and to assess the charges to newly developed parcels. Additional discussion on how TIDS will be used to focus transportation investments can be found in Chapter 5.

### 1.1.2.3 Transit-ready Development

Transit-oriented development and transit-ready development are two similar concepts, which differ by whether or not transit is already present in the community. While transit-oriented development, or TOD, is built around existing transit stations or corridors, transit-ready development prepares for future transit service with neighborhoods and road networks designed for all transportation modes.

Development centered around transit is typically built in a more compact manner, within easy walking distance of transit stations (on average a quarter mile) that contains a mix of uses such as housing, jobs, shops, restaurants, and entertainment. Similar to TOD, transit-ready development is planning for development that can easily be served by, and will be ready to take advantage of, the markets created by future transit service.

Strategies for transit-ready development also address how new development in Greenfield or existing suburban sites can be adjusted to incorporate transit-friendly concepts. The MPO advocates that new development be designed in a way that allows for future transit accessibility by identifying proposed future corridors for fixed route transit.

The benefits of well-planned transit-ready development are that it creates compact, walkable communities, with direct access to transit. Transit-ready development also interacts with other concepts discussed in this plan such as Complete Streets and Transportation Improvement Districts. To implement Transit Ready Development and provide an example, the MPO initiated a concept plan for the newly-opened Dover Transit Center neighborhood. The Transit Center is the meeting place for all bus routes in Central Delaware, a waypoint for intercounty buses, will be offered to interstate buses when built out, and is adjacent to the railroad line that bisects the City. The MPO partnered with the Downtown Dover Partnership to ensure outreach to the business community for the study area. The neighborhood plan concentrated on an area within approximately ½ mile of the facility. Since the Traditional Neighborhood Development planned for Eden Hill immediately to the west was underway, the study concentrated on the existing neighborhood to the east. The Plan envisioned residential units, retail shops and services, even a hotel, while offering urban design, pedestrian friendly facilities, complete streets and efficient land use to make a TOD neighborhood a possibility.

Key elements of transit-ready communities include:

- A mix of land uses and diversity of housing types, putting services in easy reach of residents
- Pedestrian-friendly layout with sidewalks buffered from traffic by planting strips with street trees
- Appropriate locations and routes for transit factored into future plans
- An "urban" street grid (providing plenty of connections rather than cul-de-sacs)
- Public facilities designed as transit destinations

## 1.2 Overview of the Planning Process and Plan Update

This update to the MTP reviews the assumptions and priorities developed and adopted in 2008 and the activities that were undertaken. The content and focus of this update is similar to the 2008 plan and previous versions, continuing to incorporate key planning principles and policies, along with associated strategies and actions to be pursued by the MPO, DelDOT, and planning partners over the life of this plan.

### 1.2.1 Federal Planning Factors

This MTP update has been developed to comply with federal and state laws, rules, and policies intended to ensure that land use and transportation planning occur in a coordinated and rational manner. The development of this document was guided by USDOT's Federal Planning Factors and the state's Livable Delaware Agenda. It is the MPO's intention that it can serve as the transportation portion of the Kent County Comprehensive Plan as a framework for local comprehensive Plans as they are updated, as well.

The Federal Highway Administration's (FHWA's) statewide planning requirements include factors that long-range plans must address. These "Planning Factors" are contained within the metropolitan and statewide planning provisions of the newest Transportation Authorization, MAP 21. These federal Planning Factors stipulate that long-range transportation plans must:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency

- Increase the safety and security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and for freight
- 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
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system

### 1.2.2 Air Quality Analysis

The Clean Air Act, first adopted in 1970, and later amended in 1990, placed significant controls on the planning of transportation programs and facilities.

According to data from the U.S. Environmental Protection Agency (EPA), motor vehicles are responsible for approximately 43 percent of smog-forming volatile organic compounds (VOCs), more than one-half of nitrogen oxide (NO<sub>x</sub>) emissions, and about one-half of toxic air pollutant emissions in the U.S. Motor vehicles, including off-road vehicles, now account for 90 percent of carbon monoxide (CO) emissions nationwide.

The entire State of Delaware is contained within the Philadelphia-Wilmington-Atlantic City non-attainment area for ozone. This requires any, or all three counties, (Kent, Sussex and New Castle) to demonstrate that transportation activities are in line with air quality goals (known as “transportation conformity”) when: the existing long-range plan is updated or revised; a regionally significant project is added to the existing or proposed TIP; when the EPA approves a new State Implementation Plan (SIP) that creates or revises on-road mobile source emissions budgets; or four years has elapsed since the last determination.

LRTP, TIP and State Transportation Improvement Plan (STIP) approvals are contingent on the successful demonstration of transportation conformity. Approve dplans are then authorized to program federal transportation funding for projects withing the TIP or STIP. Failure to successfully demonstrate transportation conformity would make the entire state liable to a conformity lapse.

Emissions testing is currently conducted in Kent and New Castle counties. The Department of Natural Resources and Environmental Control (DNREC) sets the emissions standards for vehicles and the Division of Motor Vehicles (DMV) administers the vehicle inspection program that includes an assessment of emissions. Under the current guidelines for these two counties, if a vehicle fails an emissions test, the owner must have the emissions-related repairs performed before being retested. Satisfactory completion of the test requirements is necessary before vehicle registration renewal. Waivers are currently allowed when all of the following apply:

- The vehicle failed the exhaust emissions test two or more times
- Engine parameters are set to manufacturer’s specifications
- Repair costs exceed \$760
- The vehicle did not fail for visible smoke or missing emissions control equipment

At the present time, inspection/maintenance testing in Kent and New Castle counties includes a feature called On-Board Diagnostics (OBD). The OBD test procedure is a much more accurate and complete evaluation of the vehicle's operating parameters than traditional emissions testing and produces a much more precise measure of actual emissions. This more precise testing method generates emissions credits that may be used to allow construction of much needed congestion management and expansion projects throughout the county.

### 1.2.3 State Strategies for Policies and Spending

As stated in the 2010 report; *State Strategies for State Policies and Spending*, current state land-use policies were shaped by past governors starting in the mid 1990s. Governor Markell and the previous governors dating back to this time understood the need for the state to be engaged with local governments in land-use decision-making because of the state's fiscal responsibilities.

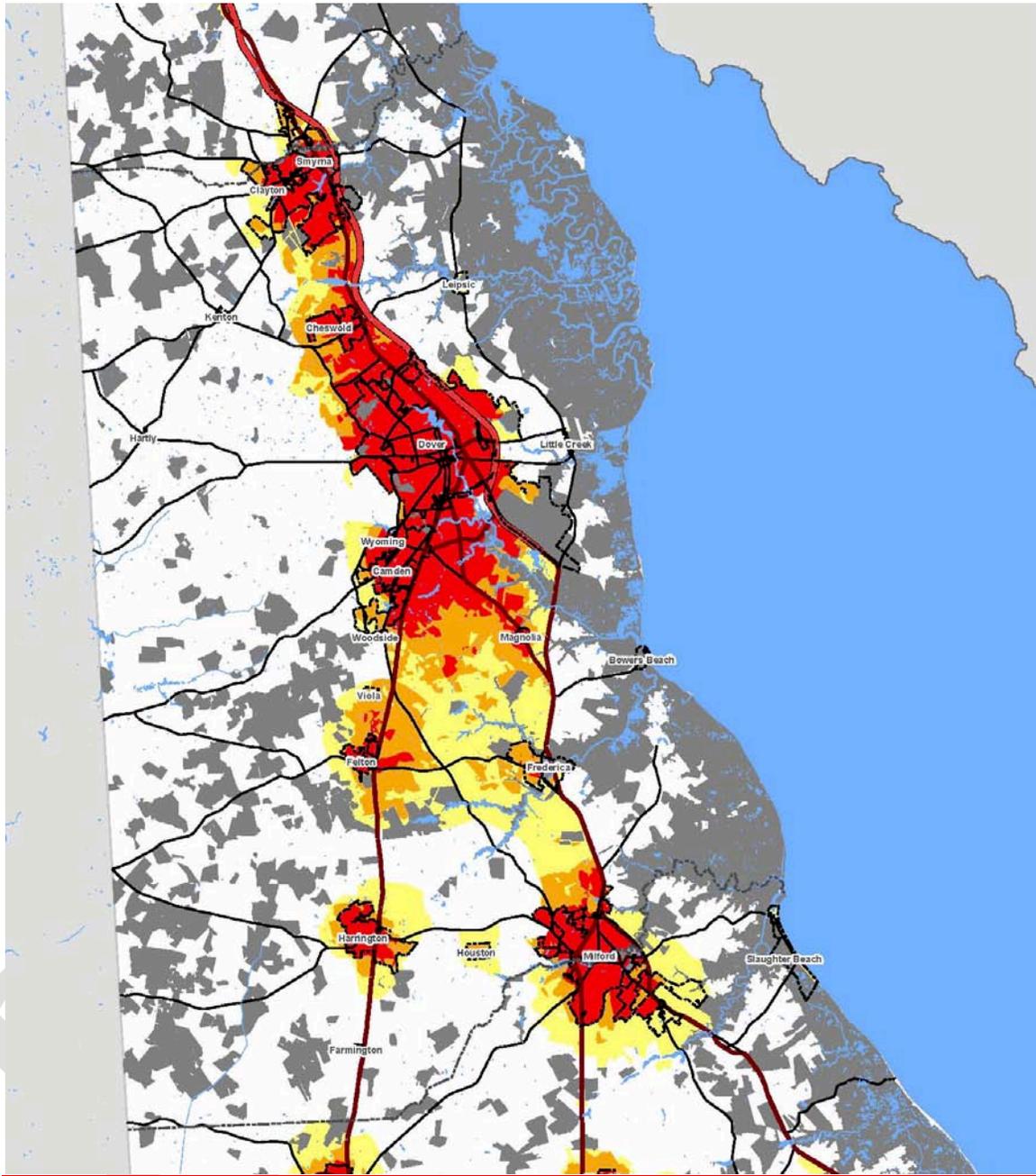
It goes on to describe:

There were many significant actions that have occurred since the mid-1990's that have led to a more efficient land-use-planning process, including: the reestablishment of the Cabinet Committee on State Planning Issues; the development of the Preliminary Land Use Service (PLUS) process; and the development of the Strategies for State Policies and Spending. Also, the local comprehensive planning process was strengthened through legislation that included the creation of a comprehensive-plan certification process, a requirement to implement approved comprehensive plans and other related initiatives.

In 1999, the Delaware Cabinet Committee on State Planning Issues approved the State Strategies for Policies and Spending (State Strategies). It approved the document again in 2004, and in 2011, State Strategies was comprehensively updated. State Strategies describes Delaware's approach to making the most cost-effective investments in state-funded infrastructure, programs and services as a means of promoting efficient development and eliminating sprawl, protecting the environment and efficiently using natural resources.

The State Strategies map shown in **Exhibit 1.1** is a graphic representation of this approach that identifies the areas best suited for the various levels of investment. Together, the State Strategies and the related map guide state agencies as they make their investment decisions, and guide how the state will review and comment on county and municipal comprehensive plans and specific land use decisions. These documents also define how county and municipal governments should coordinate regarding infrastructure and other development. More detail on the 2011 strategies can be found at: <http://stateplanning.delaware.gov/strategies/default.shtml>.

Exhibit 1.1: State Strategies for Policies and Spending for Kent County



Implementation of the State Strategies for Policies and Spending has been achieved through two primary pieces of legislation. House Bill 255, signed into law in July 2001, requires local governments to adopt comprehensive plans, stipulating that future growth areas for annexation be included in the plan. The rezoning needed to support that plan must be completed within 18 months of plan adoption.

Senate Bill 65, which was signed into law in July 2003, created the Preliminary Land Use Service, or PLUS process. The PLUS process as recently revised provides for earlier reviews of development proposals by all state agencies involved with development approvals. It also enables the state to speak with one voice and to provide more timely and thoughtful reviews. Moreover, it provides for the early consideration of state and local needs associated with development, including those needs related to transportation facilities and services.

The state and county continue to work to implement community development strategies that provide incentives for new growth to occur in desired areas.

#### **1.2.4 Corridor Capacity Preservation Program**

The Corridor Capacity Preservation Program (CCPP) was established in 1996 to preserve selected existing transportation facilities. CCPP policies support an explicit linkage between land use and transportation through plans working in concert toward the goal of creating a more “livable Delaware.” The program seeks to extend a corridor’s capacity and usefulness without expanding travel lanes. Two corridors in Kent County have been included in the program: State Route 1, south of Dover Air Force Base and U.S. 13, south of DE 10.

The program sets forth five primary goals:

- Maintain an existing road’s ability to handle traffic safely and efficiently
- Coordinate the transportation impacts of increased economic growth
- Preserve the ability to make future transportation-related improvements
- Minimize the need to build an entirely new road on a new alignment
- Sort local and through traffic

By achieving these goals, the program requires that roadway corridor nominations be a part of DelDOT’s Statewide Long-Range Transportation Plan, and that the public be given an opportunity to review and comment on roadway nominations. By adopting additional corridors in the program, the county can help ensure that selected roadways will meet their crucial transportation functions in the future, and keep transportation options open before they become limited by development projects.

#### **1.2.5 Local Comprehensive Plan Updates**

Three comprehensive plans have been updated or amended to accommodate planned growth since completion of the previous MTP in 2005, and are summarized below:

##### **1.2.5.1 City of Milford Comprehensive Plan 2003 Update (amended 2006)**

The City of Milford Comprehensive Plan was updated in 2003, with the most recent amendment in 2006. The plan update is based on continued and directed growth; however, it is not intended to promote accelerated growth or to coerce annexation. Amendments continue the plan’s four principles of encouraging a growing and diversified

economy, providing appealing and affordable housing, recognizing the Mispillion River as a valuable environmental and economic asset, and promoting the city's unique look and cultural resources.

The city has developed a Land Use Plan/Annexation Plan since annexation is an attractive option to the city. Regional transportation projects would also be referenced in annexation agreements. The Annexation Plan anticipated annexation requests for approximately 4,500 acres in the 2005 amendment. Within Kent County, approximately 1,800 of the total acres were anticipated for annexation within a five-year planning period. Four anticipated growth areas west, northwest, north, and northeast of Milford were identified.

#### **1.2.5.2 City of Dover Comprehensive Plan Update (2003, amended 2005)**

The Dover Plan: *From the People – For the People* was originally adopted as the 1996 Comprehensive Plan. The plan was updated in 2003 due to new growth pressures and development conditions in the city. The plan was also updated to comply with state regulations and allow for annexation of property.

The growth and annexation plan and map of the Comprehensive Plan were amended in May 2005. Between 1996 and 2003, approximately 59 acres were annexed to the city. Several of the parcels were located along US Route 13. The City of Dover is located within Kent County's Growth Overlay Zone as delineated in the zoning ordinance. The Annexation Plan notes lands in three categories: 1) identified for annexation, 2) desirable for annexation, and 3) to be evaluated for annexation. Additionally, the "Areas of Concern" are identified.

#### **1.2.5.3 Town of Smyrna Comprehensive Plan (2002, updated 2005)**

The 2002 update to the Comprehensive Plan for the Town of Smyrna, Delaware, was adopted in 2003 revising the original 1988 plan, as amended in 1997. The 2002 review and amendment to the town's plan provides updated information on existing land use, growth, and development issues, and on population and economic trends. It also updates the 1997 plan by adding an annexation plan element to bring the comprehensive plan into compliance with state planning statutes.

The principal goals for growth are to achieve a steady rate of planned growth while allowing for the efficient expansion of public services in the urbanized area and ensuring the maintenance of the essential character of the community. Since 2000, approximately 1,075 acres have been annexed north and south of the town within the plan's defined growth area. Further annexation is suggested for areas that are surrounded by the town. Properties adjacent to the town would be considered on a case-by-case basis.

### **1.2.6 Travel Demand Modeling**

As an update to the 2005 MTP, this plan inventories changes in the transportation system between 2013 and 2016, identifies changes in future needs-based traffic forecasts and expected travel conditions projected by DelDOT's travel demand model, and presents a revised list of actions to attain the common vision that is set forth. The needs assessment is based upon 2011 population and employment estimates from the Delaware Population Consortium. It also reflects input received from various committees within the region, including input from the MPO's Technical and Public Advisory Committees (TAC and PAC), the TAC's Data and Demographic Subcommittee, the MPO Council, and the general public.

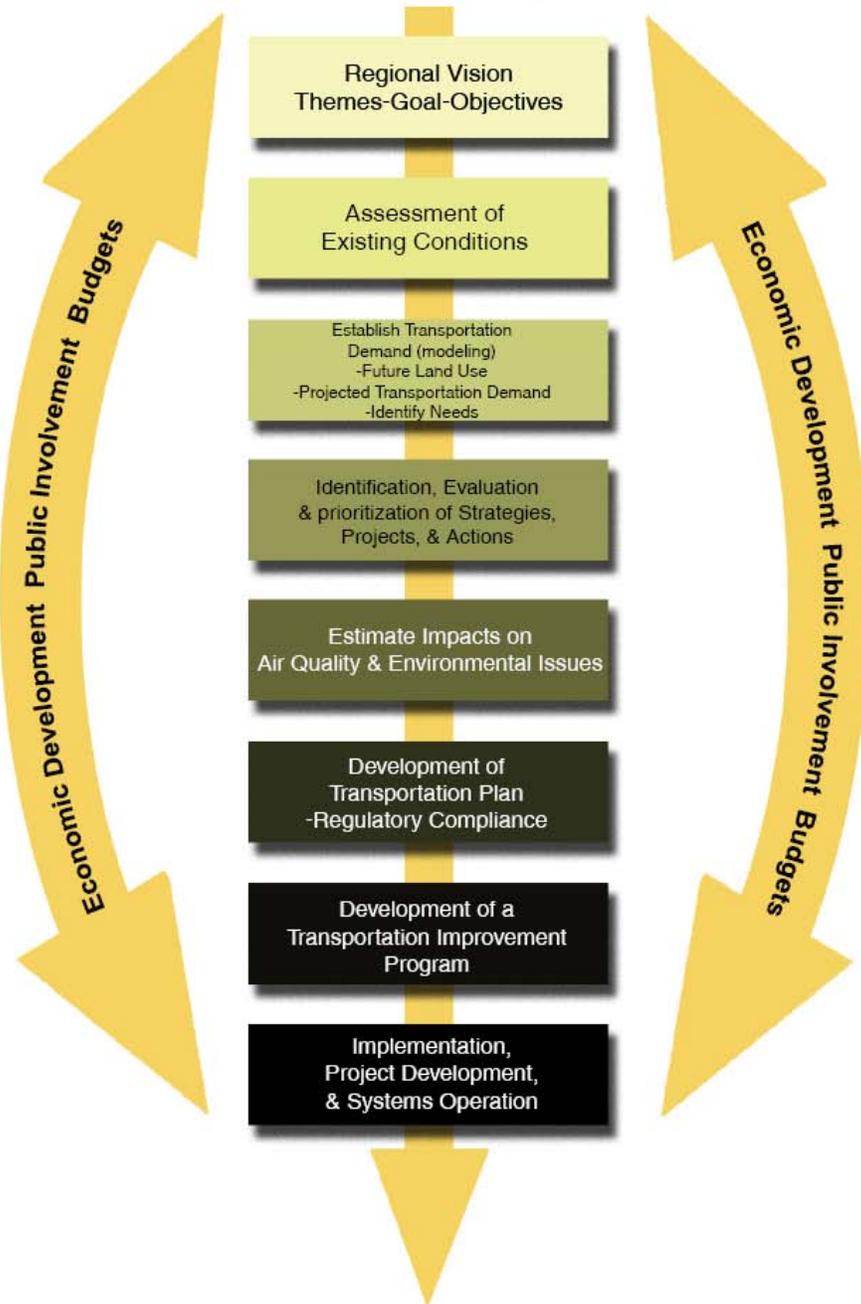
For the 2005 plan, the Dover/Kent County MPO utilized a land use model, known as CORPLAN, in conjunction with DelDOT's transportation model, TRANPLAN, to successfully integrate land use and transportation planning efforts. The community-based planning model (CORPLAN) estimated regional land development potential. TRANPLAN was used to compare the travel conditions and impacts associated with a preferred scenario for future development along with two alternative scenarios. The long-range planning study area includes all of Kent County, the southern portion of New Castle County, and the northern portion of Sussex County.

The outline of this MTP update reflects the steps taken to prepare this document as well as the basic steps of the long-range planning process. These steps were taken in the development of the 2005 MTP and are consistent with DelDOT's Statewide Long-Range Transportation Plan, last completed in 2002, with an update expected in 2008. These steps follow below and in **Exhibit 1.2**.

- Develop a vision for the future based upon input from various community stakeholders.
- Monitor existing conditions.
- Forecast future population and employment growth.
- Assess projected land use in the region and identify the demand for transportation services over a 20-year planning horizon.
- Identify problems and needs associated with various transportation services and improvements.
- Develop capital and operating strategies.
- Estimate the impact of the transportation system on air quality.
- Develop a financial plan.
- Prepare an implementation plan to guide decision-makers with respect to transportation improvements.

Exhibit 1.2: Transportation Planning Process

### Transportation Planning Process



### 1.2.8 MTP Implementation

Funding for the recommended actions is described in a financial plan. This means that the projects programmed for the first four years of the MTP (2012 through 2016) reflect funding that is currently projected to be available through 2016. This first four-year segment of near-term projects is known as the Transportation Improvement Program (TIP). Funding for actions scheduled for years 2016 through 2040 is based on public and private sources that are reasonably expected to be available during that time period. The revenue and cost estimates for the recommended actions use an inflation rate to reflect “year of expenditure” dollars.

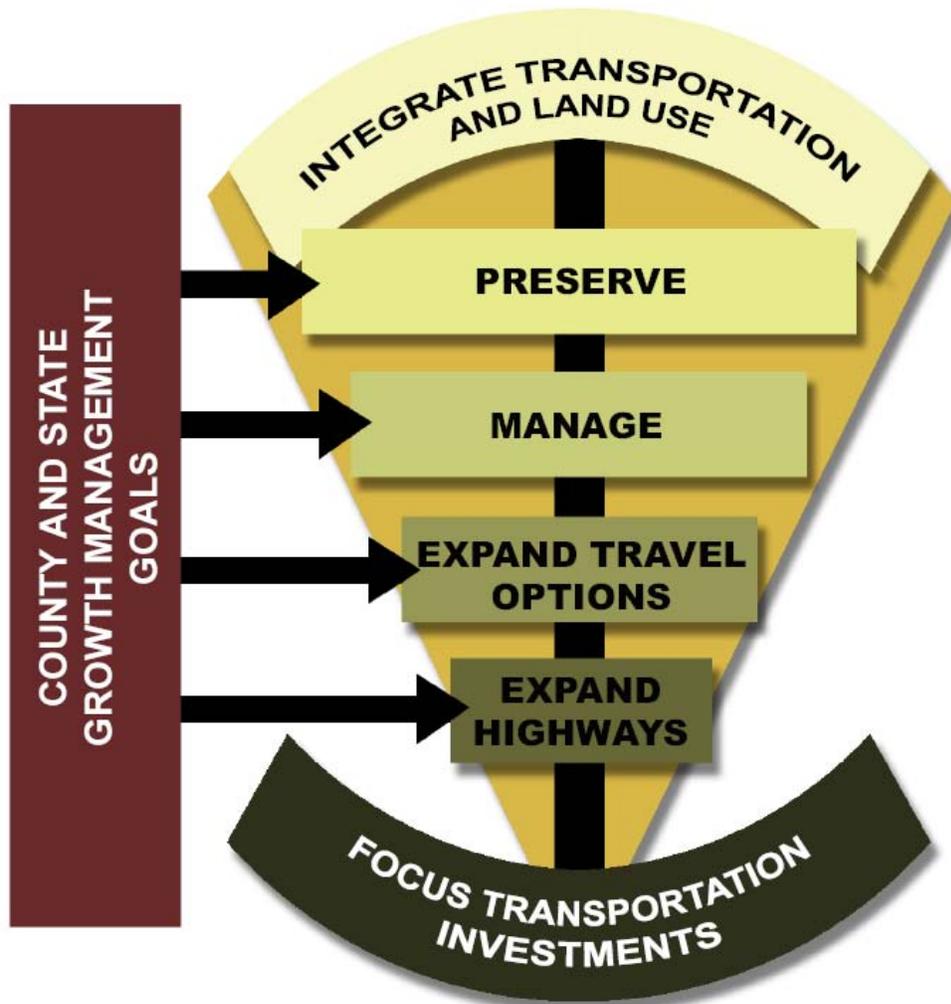
Additional projects the MPO desires, for which funding is not expected to be available, are included in an “aspirations” list and will only advance when additional funding becomes available. These projects will likely be considered in future plans.

### 1.3 Relationship between the Plan’s Vision, Themes, Goals Objectives, Strategies and Actions

There is no one policy, project, or action that will meet all the future needs of the planning area. Rather, the fundamental strategies outlined in this update will serve to guide decision-making for transportation investments. This approach is aligned with the State’s Livable Delaware Agenda and the county’s and municipalities’ long-range plans. The policies articulated in all plans, including this plan, set up a hierarchy for making future transportation investments and are related to the Federal Planning Factors. The strategies, as referenced in **Exhibit 1.3**, are:

- Preserve the existing system.
- Manage the system efficiently.
- Expand travel options beyond the private automobile.
- Expand the highways system when needed.
- Focus transportation investments to complement county and state growth management goals (integrate transportation with land use).

Exhibit 1.3: MTP Strategies



These strategies will continue to provide the basis for project identification and evaluation and all other actions. The actions are multimodal, including transit, bicycle and pedestrian facilities, aviation and rail facilities, and highway improvements. They are intended to complement one another to provide an efficient transportation system that offers a wide range of options.