

Section 2: Guiding Principles

The MTP must be financially constrained to available resources and unfortunately the Waco Region does not have enough resources to fund all mobility needs by 2035. As a result many important needs cannot be included in this plan unless a significant change in available resources occurs. Since resources are limited, the MPO Policy Board uses the following principles to allocate funds to the most important regional priorities:

- 1. Maintain existing transportation facilities**
- 2. Address serious safety and security problems**
- 3. Maximize the use of existing transportation facilities**
- 4. Preserve the region's air quality and environment**
- 5. Support the region's economic development efforts**

2.1 Performance Objectives

The Waco MPO has adopted several objectives to measure the success of the MTP in meeting the guiding principles of the Policy Board. The intent of these objectives is to develop a multi-modal transportation system that provides better service than is currently present. The extent to which these objectives can realistically be met, however, will be determined by the availability of adequate resources, which are beyond the control of the Policy Board. It should be noted that several of the objectives identified below will require resources that are not currently forecasted to exist.

Principle 1: Maintain existing transportation facilities

- Objective 1-1: Rehabilitate all roadways rated with a condition of 'poor' or were constructed / reconstructed prior to 1990.
- Objective 1-2: Perform adequate preventative maintenance on all other roadways.
- Objective 1-3: Replace or rehabilitate all structurally deficient or functionally obsolete bridges.
- Objective 1-4: Replace public transportation rolling stock every 10 years.

Objective 1-5: Reconstruct all sidewalks which cannot accommodate wheelchairs

Principle 2: Address serious safety and security problems

Objective 2-1: Reduce total crashes by 10%.

Objective 2-2: Reduce red light running crashes by 25%.

Objective 2-3: Reduce fatal, incapacitating and non-incapacitating injury crashes by 10%.

Objective 2-4: Provide safe pedestrian connections between all elementary, intermediate and middle schools and residential neighborhoods within 1 mile.

Objective 2-5: Provide safe, well lit shelters along Waco Transit's fixed route system.

Principle 3: Maximize the use of existing transportation facilities

Objective 3-1: Improve Level of Service for all arterials and expressways to "E" or better.

Objective 3-2: Improve incident clearing time on expressways and arterials to an average of 30 minutes or less.

Objective 3-3: Retrofit all arterial highways to meet TxDOT access management standards.

Objective 3-4: Adopt regional ITS architecture and deploy ITS systems on regional freeways, principal arterial and selected minor arterials.

Principle 4: Preserve the region's air quality and environment

Objective 4-1: Increase percent of regions workers walking or bicycling to work or school to 7%.

Objective 4-2: Increase total annual boardings for public transportation within the region to 1.5 million.

Objective 4-3: Develop interregional passenger rail services as an alternative to IH-35.

Principle 5: Support the region's economic development efforts

- Objective 5-1: Employers with more than 100 employees should have direct access to a minor arterial or larger facility and the level of service for that facility should be equal to or better than "E".
- Objective 5-2: Waco Transit's fixed route system should provide walking access* to 80% of employers with more than 100 employees.
- Objective 5-3: Employers with more than 100 employees should have pedestrian infrastructure connecting their location with the Waco Transit fixed route system.
- Objective 5-4: Waco's transportation system should be developed in such a way to encourage most future development to occur within existing nodes of development and provide walking access between new residential development and most basic municipal and commercial services.

*Walking access defined as access within 0.25 miles with sidewalk connections.