

section 2: guiding principles

The MTP must be financially constrained to those resources realistically anticipated to be available during the planning horizon. Section 6 provides details regarding the financial forecasts to be used for the development of this plan. Unfortunately, the forecast identified in Section 6 anticipates that resources will be insufficient to fund many of the regional mobility needs by 2045. As a result many important needs cannot be included in this plan absent a significant change in available resources. Since resources are limited, the MPO Policy Board uses the following principles to allocate funds to the most important regional priorities:

- **Satisfactorily maintain existing transportation facilities**
- **Improve the safety and security of the transportation system**
- **Maximize the use of existing transportation facilities before system expansion**
- **Preserve regional air quality and environmental standards**
- **Support regional freight movement and economic development efforts**
- **Improve access to economic opportunities and essential services**

2.1 – plan objectives

The Waco MPO has adopted several aspirational objectives to measure the success of the MTP in meeting the guiding principles of the Policy Board. The intent of these objectives is two-fold: 1.) To develop a multi-modal transportation system that provides better service than is currently present and 2.) To anticipate future transportation challenges and ensure that the future system adequately meets the region's future mobility need. The extent to which these objectives can realistically be met, however, will be determined by the availability of adequate resources, which are often beyond the control of the Policy Board. **It is important to note that many of the objectives identified within this section will require resources that are not currently forecasted to exist.**

Principle 1: Satisfactorily maintain existing transportation facilities

Objective 1-1: Reconstruct all collector or greater facilities with pavements rated 'poor' for cracking, rutting or concrete faulting.

Objective 1-2: Perform preventative maintenance on all other collector or greater facilities such that the International Roughness Index is rated 'fair' or better.

Objective 1-3: Replace or rehabilitate all bridges with a sufficiency score of less than 50 or classified as functionally obsolete.

Objective 1-4: Restripe all pavement markings and replace all traffic control signage in accordance with timelines identified within the Manual on Uniform Traffic Control Devices (MUTCD).

Objective 1-5: Replace public transportation rolling stock once beyond its useful life benchmark.

Objective 1-6: Rehabilitate all public transit facilities that have greater than 20% of elements rated as 'less than adequate' under the Federal Transit Administration Transit Economic Requirements Model (TERM) scale.

Objective 1-7: Reconstruct all sidewalks which cannot accommodate wheelchairs.

Objective 1-8: In addition to pavement markings and signage requirements identified within objective 1-4, ensure that bicycle facilities are swept at least once each month and kept free of debris.

Principle 2: Improve the safety and security of the transportation system

Objective 2-1: Eliminate all transportation related fatalities and serious injuries within the Waco Region by 2045.

Objective 2-2: Within 1 mile of all elementary, intermediate and middle schools, construct Americans with Disabilities Act (ADA) compliant pedestrian facilities on both sides of all arterial and collector highways.

Objective 2-3: Within the Waco Urbanized Area, all freeway and interstate class facilities should have an ADA compliant

facility at least every mile permitting pedestrians to cross the facility.

Objective 2-4: Arterial roadways greater than 40 feet in width should be constructed or retrofitted with an ADA compliant median refuge for pedestrians at least 10 feet wide at all signalized intersections.

Objective 2-5: Traffic signals at any roadway with a width greater than 40 feet should be timed such that a pedestrian can cross the intersection under a protected phase at a speed of no greater than 3 ft/sec.

Objective 2-6: Convert the Waco Transit fixed route system from a 'flag stop' system to a system with clearly marked stops that are ADA accessible.

Objective 2-7: Raise or replace all bridges or culverts on freeway, arterial and collector facilities that have a 10% or greater annual risk of being overtopped by water.

Principle 3: Maximize the use of existing transportation facilities before system expansion

Objective 3-1: New highway expansion or additional travel lanes will be considered first for facilities or corridors that are ranked in the top 500 of the most congested corridors in Texas by the Texas A&M Transportation Institute.

Objective 3-2: New highway expansion or additional travel lanes to support greenfield development will require at least a 50% financial commitment outside of federal and/or state resources.

Objective 3-3: For incidents that block at least one travel lane, improve incident clearing time on expressways and arterials to an average of 30 minutes or less.

Objective 3-4: Retrofit all freeway, arterial and collector facilities to meet design standards identified within the Regional Thoroughfare Plan. This includes standards identified for bicycles and pedestrians.

Objective 3-5: Revisit and adopt regional Intelligent Transportation System (ITS) architecture and deploy ITS systems on regional freeways, principal arterials and selected minor arterials.

Objective 3-6: Replace all traffic signals within the Waco Region that are greater than 40 years in age. For all other signals, retrofit such that they may communicate with each other and to a centralized command center where they may be retimed along specific corridors to better address incidents and heavy traffic flows.

Objective 3-7: Construct roundabouts instead of traffic signal installations for new intersections on arterial or collector facilities with projected traffic volumes of less than 20,000 per day.

Objective 3-8: For existing intersections with projected traffic volumes of less than 20,000 per day and sufficient right of way, evaluate the construction of a roundabout instead of replacement of an existing traffic signal.

Objective 3-9: For 4 lane facilities with no center turn lane and traffic volumes of less than 20,000 per day, conduct a road diet to create one travel lane in each direction, a center left turn lane and a minimum 6 foot bicycle lane in each direction. The greatest priorities for these road diets are for facilities with greater than 30 rear-end crashes over a 3 year period.

Principle 4: Preserve regional air quality and environmental standards

Objective 4-1: For trips distances of ½ mile or less, increase percentage using non-motorized modes to 50% or greater. For trip distances of 2 miles or less, increase percentage made by bicycles to at least 20%.

Objective 4-2: Increase percent of region's workers walking or bicycling to work or school to 7%.

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

Objective 4-4: 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.

Objective 4-5: Regionally significant transportation projects should have no impact on sensitive natural habitats or

important historical / cultural sites and have minimal impact on the human environment. For circumstances where impacts are determined to be unavoidable, these projects should include mitigation strategies that result in a better condition than which previously existed.

Principle 5: Support regional freight movement and economic development efforts

Objective 5-1: For highways identified as either primary highway freight system corridors or part of the Texas Highway Freight Network within the Texas Freight Mobility Plan, retrofit such that they meet all minimum design criteria for freight movement as identified by TxDOT.

Objective 5-2: Construct highway grade separations for at-grade railroad crossings with both a current daily traffic volume of 20,000 and more than 15 trains per day.

Objective 5-3: Coordinate with Waco MPO member governments to identify appropriate roadways and design standards to accommodate local freight and parcel deliveries.

Objective 5-4: Recreate the public transportation system such that 75% of the urbanized area population can access 75% of the employment within the urbanized area in less than one hour.

Objective 5-5: Provide a regional transportation system that supports the implementation of connected and automated vehicles such that all residents within the Waco Region may equally benefit from the technology.

Principle 6: Improve access to economic opportunities and essential services

Objective 6-1: Population within all environmental justice (EJ) protected zones should have reasonable access to basic goods and services such as medical centers, groceries, clothing, education, employment centers with more than 500 employees and community / recreation centers. Reasonable access is defined as one-way transit service of 30 minutes or less, one-way bicycle travel of 2 miles or less or one-way walkability of ¾ mile or less.

Objective 6-2: Study and evaluate methods to better address elderly and rural area access to basic goods and services.