

# WTP 2030: DOT PRIORITIZATION SUMMARY

## INTRODUCTION

At each of the five regional listening sessions attendees participated in a dot prioritization exercise, where they used dots (5 each) to indicate which strategies they viewed as most critical. Listed below are the strategies and sub-categories that received a combined total of 7 dots or more.

## RESULTS

### 22 Votes

- Establish adequate and sufficient **transportation funding sources for local governments** (PRESERVATION)
- Promote **bicycling and walking as viable transportation options**, and as a strategy to improve public health and maintain environmental quality through identifying and addressing multi-modal system gaps, such as sidewalk or trail connections (ENVIRONMENT)

### 19 Votes

- Support **coordinated land use and transportation planning** that facilitates mixed-use infill and redevelopment and regional growth centers (where designated); that separates manufacturing and industrial centers; and that is served by well connected streets, pedestrian, bicycle and transit infrastructure (STEWARDSHIP)

### 14 Votes

- Streamline the state's **public-private partnership law** to allow for a wider range of financing opportunities, while maintaining the legislature's responsibility to balance public and private interests (ECONOMIC VITALITY)

### 12 Votes

- Support investments, such as the Safe Routes to School program, that **improve safety for non-motorized travel** by bicycle and on foot (SAFETY)

### 10 Votes

- Work with regional and local public and private partners to maintain economic vitality and diversity through **preserving and improving infrastructure** (ECONOMIC VITALITY)
- Improve travel time, reliability, and access on the state's **corridors and connectors to freight hubs** (ECONOMIC VITALITY)
- Promote **Complete Streets** policies and implementation for arterials and collectors within Urban Growth Areas (ENVIRONMENT)
- Explore options for **differential standards based on community and roadway characteristics** (STEWARDSHIP)

## 9 Votes

- Encourage **identification of key transportation corridors for the movement of people and goods** and connecting communities through multiple transportation modes such as rail corridors, water ports, airports and pedestrian corridors, in local and state land use and transportation plans (STEWARDSHIP)
- Increase **coordination of corridor-level freight planning and funding**, and continue to develop partnerships for key corridors involving multiple jurisdictions and the private sector (ECONOMIC VITALITY)

## 8 Votes

- **Regional coordination should be mandated for all state funded programs** that include transportation in the services or programs offered. Use this coordination to increase efficiency and productivity of trips and enhance mobility for special needs populations (MOBILITY)
- Help local governments to **solve congestion issues through added connectivity and multimodal transportation instead of expanding highways** (MOBILITY)

## 7 Votes

- Support **strategies and investments to better link people and commerce**. Investments could include transit oriented development, bicycle and pedestrian networks, park and ride lots, and broadband access (ECONOMIC VITALITY)
- **Preserve capacity on major facilities** by improving connectivity of the local street network for all modes, utilizing multimodal hubs, providing incentives for transportation-oriented development, and supporting bicycle and pedestrian transportation (MOBILITY)