IMPLEMENTATION BARRIERS TO BETTER NETWORK PLANNING

Participants

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Summary of Barriers Discussed

Seven basic types of barriers were discussed:

1. Existing infrastructure, service life, right-of-way, and development

   Existing streets last 20-30 years before reconstruction is needed so the opportunity to
   reconfigure network components may be years away. Right-or-way may be constrained
   by patterns of existing development which has its own practical life.

2. Funding availability

   There are several aspects to this constraint including:
   - Not enough resources available at federal, state and local levels
   - Funding, as a result of the standard (MPO or CIP) process, is allocated by project
     rather than by network
   - Different agencies responsible for network components have different processes,
     procedures, and priorities
   - Some funding eligibility is by functional classification (federal) – more flexibility
     is needed
   - Public does not understand the true cost of transportation

3. Disconnected transportation and development decision making

   - Many transportation and development decisions are made by different agencies or
     departments; regional decision making needed (works best with regional
     implementation agency)
   - Transportation modal decision making is often also disconnected
   - Detailed (transportation) planning and problem solving is often on a single-issue,
     project basis; this tends to neglect or de-emphasize a network approach

4. Insufficient understanding of the value of networks and connectivity

   - There is too little understanding on the part of staffs, decision makers, and public
   - Not enough communication, public outreach and education
   - Insufficient documentation of benefits of extensive street networks

5. Outdated codes and ordinances proliferate ineffective planning and implementation

6. Topographic and environmental barriers

7. Superblock and large footprint developments

   - Developers often argue for closing existing blocks of streets, subtracting from
     existing networks
• Large new developments often do not include network components

Conclusion

*The network is the solution to (most) transportation challenges*

Additional Barriers

Additional barriers discussed in the organizing session the previous day but not discussed during the breakout session were:

- Localized goals conflicting with regional (network) goals
- Property owner opposition to “traffic” on their streets or “more roads”
- NIMBY attitudes
- Policy to rely on developer rather than public funds to construct streets and the adverse delay and configuration effects caused by such policy
- Lack of decision maker commitment to street networks, including support of adopted network plans
- Insufficient network detail in regional travel demand models
- Failure to understand need to provide for “all users”
- Lack of desire to fund early planning efforts (e.g., charrettes, extensive public or stakeholder involvement)
- High degree of structure of MPO planning process
- Lack of use of network metrics to measure status and progress
- Insufficient good examples of successful development and effective networks (e.g., Florida DOT’s multimodal transportation district)