

# IMPLEMENTATION BARRIERS TO BETTER NETWORK PLANNING

## Participants

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- \_\_\_\_\_ (woman from Denver?)

## 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-of-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 Outdated codes and ordinances proliferate ineffective planning and implementation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)