

## 10 PRINCIPLES OF

# TRANSPORTATION AND SUSTAINABILITY

1. Well-balanced transportation systems must serve three elements of **mobility**:
  - *Access* (local movement);
  - *Circulation* (movement between neighborhoods and commercial areas); and,
  - *Travel* (regional and interstate movement).

Most transportation investment today is too focused on serving high-speed *travel* at the expense of **balanced mobility**. This weakens transportation system performance and reduces the livability of our communities.
2. A well-connected network of narrow streets provides better mobility and is safer and more efficient than a poorly-connected network of wide streets. The inexorable widening of arterials is bad policy and leads to poor return on public investment.
3. Good streets reflect the scale and character of abutting and nearby land uses. It is rarely justifiable to expand or rebuild a street or roadway in a manner that detracts from the value of, or forces undesirable changes in, abutting land uses.
4. Traffic forecasting is of limited value in planning and designing streets. Virtually all of the key decisions about street networks and street design should be based on planned community form and desired character of abutting land uses. Basing street design on traffic demand forecasts is both self-fulfilling and self-defeating.
5. Public transit systems improve personal travel choices and boost economic vitality. Flexible mobility is a realistic transit objective; reduced traffic congestion is not. Good transit service increases personal mobility; it does not reduce vehicular traffic.
6. High quality walking and bicycling environments enable active living, which improves community and individual health and well being. This represents the largest category of unmet mobility demand in virtually all North American communities.
7. Streets provide the principal infrastructure network for all modes of transportation. Corridor “improvement” projects that ignore the multimodal functions of travel corridors are irresponsible and result in incomplete streets. Improving transit, walking and bicycling requires investing in public streets.
8. Sustainable transportation systems enable families and individuals to minimize daily vehicle miles of travel, while at the same time enabling them to retain the benefits of vehicle ownership. The car should be a servant, not a master. Rising fuel costs will represent a major challenge to the sustainability of our communities in the future.
9. Good transportation planning requires the direct, committed and continuing involvement of a broad cross section of empowered community members. This is expensive, time-consuming and difficult. It also is essential.
10. Successful development and management of transportation systems requires routine public monitoring and reporting of system performance based on public objectives. Community support for progressive transportation initiatives requires unambiguous honesty and accountability about transportation program performance.

