

# **APPENDIX B**

## APPENDIX B

### Revisions to *City Plan* Transportation Goals, Principles, and Policies

The following matrix outlines the existing Transportation Goals, Principles, and Policies in Column 1 and the revised text in Column 2. Revisions are annotated with new text highlighted in bold and deleted text is struck through. These changes reflect recommendations by City staff and various boards and committees including the City Plan Citizens Advisory Committee, the City Plan Technical Advisory Committee, Transportation Board, Natural Resource Advisory Board, Air Quality Board, and the Planning and Zoning Board.

#### ***Transportation Goals and Supporting Statements***

Existing Goal	Revised Goal
❖ Our community will develop a transportation system incorporating many modes of travel.	<i>Our community will develop <b>and sustain a safe, convenient, and efficient</b> transportation system incorporating <b>and integrating</b> many modes of travel including <b>automobiles, transit, bicycles, and pedestrians</b>.</i>
<b><i>SUPPORTING STATEMENTS</i></b>	
The transportation infrastructure will provide a balanced transportation system for pedestrians, bicyclists, public transit, motor vehicles, and van and car pooling.	<i>NO CHANGE</i>

Existing Goal	Revised Goal
A well-developed system of connections - walkways, bikeways, and streets - throughout the community will link land uses and travel within and beyond Fort Collins.	<i>NO CHANGE</i>
❖ Our community's transportation system will improve air quality, manage traffic congestion, and support efficient land use.	<i>NO CHANGE</i>
<b>SUPPORTING STATEMENTS</b>	
The City will search for innovative ways to reduce traffic growth (measured in total daily vehicle miles of travel).	<i>The City will search for innovative ways to <b>reduce traffic growth</b> <del>keep the growth in traffic</del> (measured in total daily vehicle miles of travel) <del>from exceeding the rate of population growth.</del></i>
The City's transportation system will be developed by balancing travel capacity with managing travel demand, preserving an acceptable level of service for all travel modes, and preventing runaway growth in car traffic.	<i>NO CHANGE</i>

Existing Goal	Revised Goal
Fort Collins will promote mixed-use development so there is less need for people to travel, and so distances traveled are shorter.	<i>NO CHANGE</i>
Neighborhood streets will be extensively interconnected, but designed to protect the neighborhood from excessive cut-through traffic.	<i>NO CHANGE</i>
Neighborhood streets will provide an attractive environment and be safe for pedestrians, bicyclists, and drivers, and have a well-designed streetscape, including detached sidewalks, parkways, and well-defined crosswalks.	<i>NO CHANGE</i>

Existing Goal	Revised Goal
<p>The City will develop and implement community-wide, vehicle-trip-reduction measures and other demand management measures that are fair and that address all types of trip purposes. The City will promote the use of electronic communications as a vehicle trip reduction measure.</p>	<p><i>NO CHANGE</i></p>
<p>The City will encourage the private sector to provide alternative transportation systems that reduce the number of daily trips made by single-occupant vehicles.</p>	<p><i>NO CHANGE</i></p>
<p>❖ <i>The City's transportation and land use decisions will be mutually supportive.</i></p>	<p><i>NO CHANGE</i></p>

Existing Goal	Revised Goal
<i>SUPPORTING STATEMENTS</i>	
<p>The City will integrate land use and transportation decision-making. Land use decisions regarding the form and character of the city will ensure that our transportation system will support many modes of travel. Also, transportation decisions will be consistent with, and support, our land use goals.</p>	<p><i>NO CHANGE</i></p>
<p>The City's walkway, bikeway, transit and street system will allow for safe, efficient travel throughout the city for pedestrians, bicyclists, public transit users, and motor vehicles, and will be considered as a system of transportation corridors providing connectivity within the community.</p>	<p><i>NO CHANGE</i></p>

Existing Goal	Revised Goal
❖ Our community's growth will be structured in a compact pattern that facilitates pedestrian, bicycle, and transit travel.	<i>NO CHANGE</i>
<b>SUPPORTING STATEMENTS</b>	
Our city will develop in a form that makes comprehensive, convenient, and efficient transit service possible.	<i>NO CHANGE</i>
Our City will manage its development in a manner that minimizes automobile dependence by its population and work force, and maximizes choices among other modes of local and regional travel, and encourages the use of telecommunications.	<i>NO CHANGE</i>
Street standards and site planning requirements for development and redevelopment will ensure direct accessibility by pedestrians, bicycles, public transit vehicles and cars.	<i>NO CHANGE</i>

Existing Goal	Revised Goal
❖ Our community's transportation system will be integrated with nearby county, state, and national systems.	<i>Our community's transportation system will be integrated with nearby county, <b>regional</b>, state, and national systems.</i>
<b>SUPPORTING STATEMENTS</b>	
Our Transportation Master Plan will provide for connections to county, regional, state, and national transportation corridors, as well as private rail and air transportation systems.	<i>NO CHANGE</i>
Our transportation system will allow easy access to and from Fort Collins and will encourage through-traffic to bypass the city, thus reducing unnecessary congestion and air pollution.	<i>NO CHANGE</i>
❖ Walking will be a practical and enjoyable means of travel.	<i>NO CHANGE</i>



Existing Goal	Revised Goal
<i>SUPPORTING STATEMENTS</i>	
Our City will provide a safe and convenient pedestrian system to support all other aspects of the overall transportation system.	<i>NO CHANGE</i>
Pedestrian facilities will elevate the importance of the pedestrian. The pedestrian will be given equal consideration with other modes within the shared public space of the street system. Walking will be encouraged for shorter trips within the city.	<i>NO CHANGE</i>
❖ The bicycle will be a viable transportation choice for residents and visitors.	<i>The bicycle will be a <del>viable</del> <b>practical</b> transportation choice for residents and visitors.</i>

Existing Goal	Revised Goal
<i>SUPPORTING STATEMENTS</i>	
The community will have a comprehensive, safe and convenient bikeway system. The bikeway system will be designed to provide continuity and eliminate gaps in the system, while linking to regional systems.	<i>NO CHANGE</i>
Bikeways will provide access to all major activity centers and destinations, by building on combinations of existing and planned commuter and recreational facilities.	<i>NO CHANGE</i>
❖ Our community will have a comprehensive public transit system.	<i>NO CHANGE</i>
<i>SUPPORTING STATEMENTS</i>	
Public transit will offer reliable, accessible service where appropriate throughout Fort Collins and to other cities and towns with frequency of service responsive to demand times.	<b>Our City will promote public transit that will</b> offers reliable, accessible service where appropriate throughout Fort Collins and to other cities and towns with frequency of service responsive to demand times. <b>Opportunities for regional and interregional transit connections to Fort Collins will be planned for and encouraged.</b>

Existing Goal	Revised Goal
A combination of services will be offered, such as combining transit-by-demand and fixed- route services, to suit different types of development and travel needs of users.	<i>NO CHANGE</i>
The transportation system will connect public transit to other modes of travel through intersecting routes, shared facilities, schedule timing, and accessories such as bike racks on buses.	<i>NO CHANGE</i>
Key transportation corridors will be identified for intensive transit development.	<i>NO CHANGE</i>

## ***Transportation Principles and Policies***

<b>Existing Principle</b>	<b>Revised Principle</b>	<b>Existing Policy</b>	<b>Revised Policy</b>
<p><b>PRINCIPLE T-1:</b> The physical organization of the city will be supported by a framework of transportation alternatives that maximizes access and mobility throughout the city, while reducing dependence upon the private automobile.</p>	<p><b>PRINCIPLE T-1:</b> <i>The physical organization of the city will be supported by a framework of transportation alternatives that <del>maximizes</del> balances access, <del>and</del> mobility, safety, and emergency response throughout the city, while working toward reducing vehicle miles traveled and dependence upon the</i></p>	<p><b>Policy T-1.2 Multi-Modal Streets.</b> Street corridors will provide for safe and convenient use of all modes of travel, including motor vehicles, transit, bicycles, and pedestrians.</p>	<p><b>Policy T-1.2 Multi-Modal Streets.</b> <i>Street corridors will provide for safe, convenient, and efficient use of all modes of travel, including motor vehicles, transit, bicycles, and pedestrians.</i></p>
		<p><b>Policy T-1.3 Street Design Criteria.</b> The City will establish street design criteria to support transit ride-sharing and non-motorized modes of transportation, which minimize conflicts between transportation modes, are compatible with surrounding land uses, and meet the needs of the users.</p>	<p><b>Policy T-1.3 Street Design Criteria.</b> <i>The City will <del>establish</del> continue developing street design criteria to support vehicular movement, transit, ride-sharing, and non-motorized modes of transportation, which minimize conflicts between transportation modes, are compatible with surrounding land uses, and meet the needs of the users.</i></p>
		<p><b>NONE EXISTING</b></p>	<p><b>Policy T-1.8 Transportation System Performance.</b> <i>The City will continue to improve the quality, type, and frequency of collecting data to evaluate the performance of the transportation system.</i></p>

Existing Principle	Revised Principle	Existing Policy	Revised Policy
	<i>private automobile.</i>	<b>NONE EXISTING</b>	<b><i>Policy T-1.9 Interstate Interchange System Improvements. <del>The City will encourage partnerships among the Colorado Department of Transportation, Federal Highway Administration, and private interests to improve mobility on and access to I-25. The City will encourage partnerships among the Colorado Department of Transportation, Federal Highway Administration, and private interests to build new and/or improve existing interchanges, overpasses, and/or underpasses on I-25 to increase mobility. (Note: this policy does not commit the City to financial participation in the interchange improvements.)</del></i></b>
		<b>NONE EXISTING</b>	<b><i>Policy T-1.10: Context Sensitive Design: The City will continue to design transportation projects with consideration for the context or setting through careful planning, consideration of different perspectives, and tailoring designs to particular project circumstances. The intent of the policy is to ensure that transportation projects not only move vehicles, bikes, and pedestrians safely and efficiently, but are sensitive to the environmental, scenic, aesthetic, and historic values of the area.</i></b>

Existing Principle	Revised Principle	Existing Policy	Revised Policy
<p><b>PRINCIPLE T-2:</b> Mass transit will be an integral part of the city's overall transportation system.</p>	<p><i>NO CHANGE</i></p>	<p><b>Policy T-2.1 Transit System.</b> The City's public transit system will be expanded to provide integrated, high frequency transit service along major transportation corridors, with feeder transit lines connecting all major district destinations, consistent with the adopted Transit Development Plan (1996).</p>	<p><b><i>Policy T-2.1 Transit System.</i></b> <i>The City's public transit system will be expanded in phases to provide integrated, high frequency, productivity-based transit service along major transportation corridors, with feeder transit lines connecting all major district destinations, consistent with adopted transit plans Transit Development Plan (1996).</i></p>
		<p><b>Policy T-2.3 Transit Route Design.</b> The City will provide fixed-route transit services on a one-mile grid where appropriate, augmented with neighborhood services in areas where ridership supports more closely spaced transit service, consistent with the adopted Transit Development Plan (1996).</p>	<p><b><i>Policy T-2.3 Transit Route Design.</i></b> <i>The City will <del>provide</del> implement fixed-route transit services on a one-mile grid where appropriate, augmented with neighborhood services in areas where ridership supports more closely spaced transit service consistent with the adopted Transit Development Plan (1996).</i> <b><i>through a phased transition to a productivity based system, where appropriate, consistent with adopted transit plans.</i></b></p>

Existing Principle	Revised Principle	Existing Policy	Revised Policy
<p><b>PRINCIPLE T-3:</b> Transportation Demand Management will be a critical component in the city’s overall transportation system.</p>	<p><b>PRINCIPLE T-3:</b> <i>Transportation Demand Management will be a critical component in the city’s overall transportation system. City transportation programs will promote the reduction of vehicle miles traveled through strategies that reduce trip generation and length and increase vehicle occupancy.</i></p>	<p><b>Policy T-3.1 Demand Management.</b> The city will promote travel demand reduction measures that reduce automobile trips-such as telecommuting and in-home businesses, electronic communications, variable work weeks, and flextime.</p>	<p><b>Policy T-3.1 Demand Management.</b> <i>The City will promote travel demand reduction measures that reduce automobile trips and promote alternative travel modes-such as telecommuting and in-home businesses, electronic communications, variable work hours, flextime, <del>improving</del> improved transit access, bicycle and pedestrian amenities, parking management, and trip reduction programs for large employers.</i></p>

Existing Principle	Revised Principle	Existing Policy	Revised Policy
		<p><b>Policy T-3.2 Ridesharing Programs.</b> The City’s carpooling and vanpooling programs will be expanded to support the use of ridesharing as an alternative to the single-occupant vehicle, consistent with the adopted North Front Range Regional Transportation Plan (1994), North Front Range Transportation Demand Management Program (1995), and the adopted Transit Development Plan (1996).</p>	<p><b><i>Policy T-3.2 Ridesharing Programs.</i></b> <i>The City’s carpooling and vanpooling programs will be expanded to support the use of ridesharing as an alternative to the single-occupant vehicle, consistent with adopted North Front Range Regional Transportation Plan (1994), North Front Range Transportation Demand Management Program (1995), and the adopted Transit Development Plan (1996).local, regional, and long-range transportation plans (e.g. North Front Range Transportation Demand Management Program).</i></p>



Existing Principle	Revised Principle	Existing Policy	Revised Policy
<p><b>PRINCIPLE T-4:</b> Bicycling will serve as a viable alternative to automobile use for all trip purposes.</p>	<p><b>PRINCIPLE T-4:</b> <i>Bicycling will serve as a <del>viable</del> <b>practical</b> alternative to automobile use for all trip purposes.</i></p>	<p><b>Policy T-4.1 Bicycle Facilities.</b> The City will encourage bicycling for transportation through an urban growth pattern that places major activity centers and neighborhood destinations within a comfortable bicycling distance, that assures safe and convenient access by bicycle, and that reduces the prominence of motorized transportation in neighborhood and other pedestrian and bicyclist-oriented districts. Facility design will also plan for:</p> <p>a. Continuous bicycle facilities that establish system continuity and consistency city-wide. Facility design will be incorporated into new development and street construction projects – linking to adjacent facilities.</p>	<p><b>Policy T-4.1 Bicycle Facilities.</b> <i>The City will encourage bicycling for transportation through an urban growth pattern that places major activity centers and neighborhood destinations within a comfortable bicycling distance, that assures safe and convenient access by bicycle, and that reduces the prominence of motorized transportation in neighborhood and other pedestrian and bicyclist-oriented districts. Facility design will also plan for:</i></p> <p>a. <i>Continuous bicycle facilities that establish system continuity and consistency city-wide. <b>Bicycle</b> facility design will be incorporated into new development and street construction projects – linking to adjacent facilities. <b>Bridges and crossings should be provided over railroads, rivers, drainage ways, and other features that may be major barriers to a continuous bicycle network. Where bridges and crossings are appropriate, impacts to wildlife and plant communities should be mitigated, where feasible.</b></i></p>

Existing Principle	Revised Principle	Existing Policy	Revised Policy
		<p><b>Policy T-4.2 System Design.</b> The City will design a citywide system of on- and off-road bicycle transportation facilities that maximizes safety, convenience and comfort for bicyclists of all ages and skill levels in conformance with accepted design criteria. The City will develop updated/new standards for construction of bicycle facilities such as bicycle parking, right-turn lane design treatments, and lane width. System design will also provide for enjoyable and scenic bicycling routes. Transportation opportunities represented by off-road multi-use trails while mitigating impacts on wildlife, plant communities, pedestrians and other trail users will be strongly encouraged to complement the on-street network.</p>	<p><b>Policy T-4.2 System Design.</b> <i>The City will design a citywide system of on- and off-road bicycle transportation facilities according to adopted standards that maximizes while maximizing safety, convenience, and comfort for bicyclists of all ages and skill levels in conformance with accepted design criteria. Bicycle facility design will also include retrofitting older, existing streets with bike lanes in conjunction with capital improvement and maintenance projects, where feasible. The City will develop updated/new standards for construction of bicycle facilities such as bicycle parking, right-turn lane design treatments, and lane width. System design will also provide for enjoyable and scenic bicycling routes. Transportation opportunities represented by Off-street multi-use trails will be implemented to complement the on-street network and improve transportation mobility, while mitigating impacts on wildlife and plant communities. ,pedestrians and other trail users will be strongly encouraged.</i></p>

Existing Principle	Revised Principle	Existing Policy	Revised Policy
<p><b>PRINCIPLE T-5:</b> The City will acknowledge pedestrian travel as a viable transportation mode and elevate it in importance to be in balance with all other modes. Direct pedestrian connections will be provided and encouraged from place of residence to transit, schools, activity centers, work and public facilities.</p>	<p><b>PRINCIPLE T-5:</b> <i>The City will acknowledge pedestrian travel as a <del>viable</del> <b>practical</b> transportation mode and elevate it in importance to be in balance with all other modes. Direct pedestrian connections will be provided <del>and encouraged</del> from places of residence to transit, schools, activity centers, work and public facilities.</i></p>	<p><b>Policy T-5.3 Continuity.</b> The City shall provide a safe, continuous and understandable pedestrian network incorporating a system of sidewalks, crossings and trails throughout the community. Bridges and crossings should be provided over railroads, rivers, drainageways, and other features that may be major barriers to a continuous pedestrian network.</p>	<p><b>Policy T-5.3 Continuity.</b> <i>The City <del>shall</del> will provide a safe, continuous and understandable pedestrian network incorporating a system of sidewalks, crossings and trails throughout the community. Bridges and crossings should be provided over railroads, rivers, drainageways, and other features that may be major barriers to a continuous pedestrian network. <b>Where bridges and crossings are appropriate, impacts to wildlife and plant communities should be mitigated.</b></i></p>
		<p><b>NONE EXISTING</b></p>	<p><b>Policy T-5.4 Sidewalks.</b> <i>Sidewalks will be designed, constructed, and maintained to provide safety, comfort, and a “walkable” community. New development will follow adopted design standards for sidewalk design. Older, existing streets will be retrofitted to provide improved, widened, or detached sidewalks in conjunction with capital improvement or maintenance projects, where feasible.</i></p>

Existing Principle	Revised Principle	Existing Policy	Revised Policy
<p><b>PRINCIPLE T-6:</b> Street crossings will be developed to be safe, comfortable, and attractive.</p>	<p><b>PRINCIPLE T-6:</b> <i>Street crossings will be developed to be safe, attractive, and <del>comfortable</del>, easy to navigate.</i></p>	<p><b>Policy T-6.1 Street Crossings.</b> Street crossing standards should be established that include crosswalks, lighting, median refuges, corner sidewalk widening, ramps, signs, signals, and landscaping. Crosswalks should be well marked and visible to motorists. They should be designed to fit and enhance the context and character of the area, and provide for safety for all age groups and ability groups.</p>	<p><b>Policy T-6.1 Street Crossings.</b> <del>Street crossing standards should be established that include</del> <b>The City will design street crossings at intersections consistent with adopted standards with regard to crosswalks, lighting, median refuges, corner sidewalk widening, ramps, signs, signals, and landscaping. Crosswalks should be well marked and visible to motorists. They should be designed to fit and enhance the context and character of the area, and provide for safety for all age groups and ability groups.</b></p>
<p><b>PRINCIPLE T-7:</b> The City will encourage the development of comfortable and attractive pedestrian facilities and settings to create an interesting pedestrian network.</p>	<p><b>PRINCIPLE T-7:</b> <i>The City will encourage the development of <del>comfortable and attractive</del> easy to navigate pedestrian facilities <del>and settings</del> to create an interesting pedestrian network.</i></p>		

Existing Principle	Revised Principle	Existing Policy	Revised Policy
<p><b>PRINCIPLE T-9:</b> Private automobiles will continue to be an important means of transportation.</p>	<p><i>NO CHANGE</i></p>	<p><b>Policy T-9.1. Vehicle Miles Traveled.</b> To meet the City’s air quality objectives, the City will establish a comprehensive program to reduce the annual rate of growth of total daily vehicle miles traveled, so that it does not exceed the rate of growth in population and employment.</p>	<p><b><i>Policy T-9.1. Vehicle Miles Traveled.</i></b> <del>To meet the City’s air quality objectives, the City will establish a comprehensive program to reduce the annual rate of growth of total daily vehicle miles traveled., so that it does not exceed the rate of growth in population and employment.</del> <b><i>The City will continually strive to reduce the growth rate in vehicle miles traveled (VMT) by implementing a VMT reduction program that strives to meet or exceed the performance of similar programs in comparable cities.</i></b></p>
<p><b>PRINCIPLE T-10:</b> The City will participate in a coordinated, regional approach to transportation planning.</p>	<p><i>NO CHANGE</i></p>	<p><b>Policy T-10.1 Regional Transportation Planning.</b> The City will continue to participate in the Metropolitan Planning Organization’s (MPO) transportation programs and planning efforts promote interagency cooperation, encourage regional coordination, and develop private partnerships.</p> <p><b>Policy T-10.2 Funding.</b> The City will continue to actively pursue all available funding, especially federal and state sources, for multi-modal facilities.</p>	<p><b><i>Policy T-10.1 Regional Transportation Planning.</i></b> <i>The City will continue to participate in the North Front Range Metropolitan Planning Organization’s (MPO) transportation programs and planning efforts. The City will promote interagency cooperation, encourage regional coordination, and develop private partnerships to facilitate cooperative land use, air quality protection, and transportation decision-making.</i></p> <p><b><i>Policy T-10.2 Funding.</i></b> <i>The City will continue to actively pursue all available long term, consistent funding, especially mechanisms from federal, and state, and local sources to implement and maintain a multi-modal facilities transportation system and a transportation demand management program.</i></p>

Existing Principle	Revised Principle	Existing Policy	Revised Policy
		<p><b>Policy T-10.3 Future Passenger Rail.</b> The City’s public transit system will incorporate future opportunities for commuter passenger rail.</p>	<p><b><i>Policy T-10.3 Future Passenger Rail.</i></b> <i>The City’s public transit system will incorporate future opportunities for commuter passenger rail or other interregional transit connections between the North Front Range and Denver.</i></p>
		<p>NONE EXISTING</p>	<p><b><i>Policy T-10.4 Future Regional Transit Service.</i></b> <i>The City will work cooperatively with the North Front Range Metropolitan Planning Organization and other northern Colorado communities to identify opportunities to provide regional transit connections along regionally significant transportation corridors.</i></p>
		<p>NONE EXISTING</p>	<p><b><i>Policy T-10.5 Interregional Transit Corridors.</i></b> <i>The City will work cooperatively with regional partners to identify opportunities to provide interregional transit connectivity between the North Front Range and Denver.</i></p>

**Enhanced Travel Corridors Principles and Policies**

Existing Principle	Revised Principle	Existing Policy	Revised Policy
<p><b>PRINCIPLE TC-1:</b> Transportation Corridors will be developed to provide efficient mobility and cost-effective transport of people and goods between the various districts of the City.</p>	<p><i>NO CHANGE</i></p>	<p><b>Policy TC-1.1 Locating Transportation Corridors.</b> Transportation Corridors will include Harmony Road, Horsetooth Road, Drake Road, Prospect Street, Elizabeth Street, Mulberry Street, Taft Hill Road, Shields Street, College Avenue, Mason Street, Lemay Avenue, and Timberline Road. Criteria for locating future Transportation Corridors, such as connections from the Community Commercial District at Summit View/Mountain Vista Drives, will be based on mass transit routes, multi-modal routes, and the size and location of Neighborhood Commercial Districts; and future Residential Districts, in order that Transportation Corridors provide the most efficient linkages and use the most cost effective resources.</p>	<p><b>Policy TC-1.1 Locating Transportation Corridors.</b> Transportation Corridors will include <b>the 4- and 6-lane arterials shown on the Master Street Plan.</b> <del>Harmony Road, Horsetooth Road, Drake Road, Prospect Street, Elizabeth Street, Mulberry Street, Taft Hill Road, Shields Street, College Avenue, Mason Street, Lemay Avenue, and Timberline Road.</del> Criteria for locating future Transportation Corridors, such as connections from the Community Commercial District at Summit View/Mountain Vista Drives, will be based on <del>mass transit routes,</del> multi-modal routes, and the size and location of Neighborhood Commercial Districts; and future Residential Districts, in order that Transportation Corridors provide the most efficient linkages and use the most cost effective resources.</p>
		<p><b>Policy TC-1.3 Integrated Transportation Systems.</b> A network of Transportation Corridors will connect to regional facilities in cooperation with neighboring and regional transportation systems, indicated in the North Front Range Transportation Plan (1994).</p>	<p><b>Policy TC-1.3 Integrated Transportation Systems.</b> A network of Transportation Corridors will connect to regionally <b>significant</b> facilities in cooperation with neighboring and regional transportation systems <b>as indicated in North Front Range Transportation Plan (1994).</b> <del>adopted regional transportation plans.</del></p>

Existing Principle	Revised Principle	Existing Policy	Revised Policy
		<p><b>Policy TC-1.4 Use of Existing Railroad Right-of-Ways.</b> The City will support efforts to use existing rail right-of-way for passenger rail service, as well as for other means of transportation such as bicycling, walking, and transit.</p>	<p><b>Policy TC-1.4 Use of Existing Railroad Right-of-Ways.</b> <i>The City will support efforts to explore the use of existing rail right-of-way for interregional transit service including passenger rail, and as well as for other means of transportation such as bicycling, walking, and transit.</i></p>
		<p><b>NONE EXISTING</b></p>	<p><b>Policy TC-1.5 High Frequency Transit Service.</b> <i>High frequency transit service will be implemented on Transportation Corridors as shown in adopted transit plans and encouraged on Transportation Corridors with supportive land uses, providing links between activity centers and districts, recognizing target markets within the City.</i></p>
		<p><b>NONE EXISTING</b></p>	<p><b>Policy TC-1.6 Transit Supportive Design.</b> <i>The City will implement and integrate Transit Oriented Design strategies with respect to new and infill development opportunities along multi-modal Transportation Corridors where feasible and practical.</i></p>



Existing Principle	Revised Principle	Existing Policy	Revised Policy
		<b>NONE EXISTING</b>	<b><i>Policy TC-1.7 Interface Between Transportation Corridors and Open Lands. Transportation corridors that are adjacent to open lands and community separators will be designed in a manner that will avoid or minimize impacts on resources. Where avoidance is not possible, impacts will be minimized and mitigated, while still maintaining the intended function of the transportation corridor.</i></b>
<b>PRINCIPLE TC-2:</b> The structure and function of each corridor will assure the highest composite Level of Service (LOS) among the modes of transportation in the corridor.	<i>NO CHANGE</i>	<b>Policy TC-2.1 Efficient Transportation Flow.</b> The Master Street Plan will support transportation corridors by providing efficient flows of transportation and satisfactory multi-modal service that feeds into the corridor at appropriate access points, such as park-and-ride, bike-and-ride, and walk-and-ride facilities.	<b><i>Policy TC-2.1 Efficient Transportation Flow.</i></b> <i>The Master Street Plan will support Transportation Corridors by providing efficient flows of transportation vehicular and satisfactory multi-modal service. that feeds into the corridor at appropriate access points, such as park-and-ride, bike-and-ride, and walk-and-ride facilities.</i>

Existing Principle	Revised Principle	Existing Policy	Revised Policy
<p><b>PRINCIPLE TC-5:</b> Enhanced Travel Corridors will be established strategically within the City as specialized Transportation Corridors and contain amenities and designs which specifically and solely promote walking, the use of mass transit, and bicycling. Enhanced Travel Corridors will provide high-frequency/high efficiency travel opportunities linking major activity centers and districts in the city.</p>	<p><b>PRINCIPLE ETC-1:</b> <i>Enhanced Travel Corridors will be established strategically within the City as specialized Transportation Corridors and will contain amenities and designs that <del>which</del> specifically and solely promote walking, the use of mass transit, and bicycling. Enhanced Travel Corridors will provide high-frequency/high efficiency travel opportunities linking major activity centers and districts in the city.</i></p>	<p><b>Policy TC-5.1 Locating Enhanced Travel Corridors.</b> Enhanced Travel Corridors include Harmony Road (east of College Avenue), Mason Street and the Burlington Northern Railroad right-of-way (Downtown to Harmony Road), and the College/Conifer Corridor (north and east of Downtown). Criteria for locating future Enhanced Travel Corridors will be based on the following:</p> <ul style="list-style-type: none"> <li>• the feasibility of mass transit or rail service</li> <li>• the level of activity in connecting districts</li> <li>• the availability of right-of-way</li> <li>• the need to counteract decreasing automobile levels of service</li> </ul> <p><b>Policy TC-5.2 Integrated Transportation Systems.</b> A network of Enhanced Travel Corridors will connect to other Transportation Corridors and to regional facilities in cooperation with neighboring and regional transportation systems.</p>	<p><b>Policy ETC-1.1 Locating Enhanced Travel Corridors.</b> <i>Enhanced Travel Corridors include Harmony Road (east of College Avenue), <del>the</del> <b>Mason Transportation Corridor Street and the Burlington Northern Railroad right-of-way (Downtown to ½ mile south of Harmony Road), and the College/Conifer Corridor (north and east of Downtown), and the Timberline Road/Powers Trail from Harmony to Conifer.</b> Criteria for locating future Enhanced Travel Corridors will be based on the following:</i></p> <ul style="list-style-type: none"> <li>• <i>the feasibility of <del>mass</del> <b>high frequency</b> transit or rail service</i></li> <li>• <i>the level of activity in connecting districts</i></li> <li>• <b><i>the integration of appropriate land use and development patterns</i></b></li> <li>• <i>the availability of right-of-way</i></li> <li>• <i>the need to counteract decreasing automobile levels of service</i></li> </ul> <p><b>Policy ETC-1.2 Integrated Transportation Systems.</b> <i>A network of Enhanced Travel Corridors will connect to other Transportation Corridors and to regionally significant regional facilities <del>as they are developed</del> in cooperation with neighboring and regional transportation systems as indicated in adopted regional transportation plans.</i></p>

Existing Principle	Revised Principle	Existing Policy	Revised Policy
		<p><b>Policy TC-5.3 Facility Design.</b> Facility design will support pedestrians, transit, and bicycles, and will be matched to appropriately support the surrounding development to create a substantially focused pedestrian scale urban design.</p>	<p><b>Policy ETC-5.3 Facility Design.</b> Facility design will support pedestrians, transit, and bicycles, and will be matched to appropriately support the surrounding development to create a substantially focused pedestrian scale urban design.</p>
		<p><b>Policy TC-5.4 Pedestrian/Transit Interface.</b> Enhanced Travel Corridors shall have the highest level of service with respect to the interface of pedestrians and transit. A fundamental consideration in the design of an Enhanced Travel Corridor will be to make the environment of the corridor – and access to transit –safe, secure, and convenient for pedestrians.</p>	<p><b>Policy TC-5.4 Pedestrian/Bicycle and Transit Interface.</b> Enhanced Travel Corridors <del>shall</del> will have the highest level of service with respect to the interface of pedestrians, <b>bicyclists</b>, and transit. A fundamental consideration in the design of an Enhanced Travel Corridor will be to make the <b>character environment</b> of the corridor – and access to transit –safe, secure, and convenient for pedestrians <b>and bicyclists</b>.</p>
		<p><b>Policy TC-5.5 Efficient Transportation Flow.</b> Enhanced Travel Corridors will have the highest level of transit service. Improvements such as signal preemptions, HOV (High Occupancy Vehicle) lanes, and curb extensions at transit stops may be used to enhance bus flow and pedestrian access to transit. Special consideration will be made in the Master Street Plan for transportation flows into and out of Enhanced Travel Corridors.</p>	<p><b>Policy TC-5.5 Efficient Transportation Flow.</b> Enhanced Travel Corridors will have the highest level of transit service. Improvements such as signal preemptions, <b>High Occupancy Vehicle (HOV)</b> (<del>High Occupancy Vehicle</del>) lanes, and curb extensions at transit stops may be used to enhance bus flow and pedestrian access to transit. Special consideration will be made in the Master Street Plan for transportation flows into and out of Enhanced Travel Corridors.</p>

Existing Principle	Revised Principle	Existing Policy	Revised Policy
		<p><b>Policy TC-5.6 Economic Opportunity and Development.</b> Enhanced Travel Corridors will support expanded economic opportunity and development generally, and particularly on infill sites and targeted redevelopment areas within the City.</p>	<p><i><b>Policy ETC-5.6 Economic Opportunity and Development.</b> Enhanced Travel Corridors will support expanded economic opportunity and development generally, and particularly on infill sites and targeted redevelopment areas within the City.</i></p>
		<p><b>Policy TC-5.7 Corridor Development.</b> The implementation of new Enhanced Travel Corridors may be phased to coincide with new development.</p>	<p><i><b>Policy ETC-5.7 Corridor Development.</b> The implementation of new Enhanced Travel Corridors may be phased to coincide with new development.</i></p>