

CHAPTER 4

Where we  
want to be in  
2050

Where we  
are today

A framework  
for moving  
forward

Big moves to  
get us there

Taking action  
and measuring  
progress

# A FRAMEWORK TO GUIDE DECISIONS MOVING FORWARD



*To move us toward our regional vision, we need a framework to guide decisions about transportation policies, strategies, and investments. This policy framework lays out goals for our communities, economy, environment, and innovation. This framework represents a roadmap for reaching our regional vision.*

## What we want and how we'll get there with Moving Forward 2050

This section of MTP 2050 introduces a framework to guide future decisions about transportation policies, strategies, and investments that will move the region toward its vision. This policy framework lays out goals for our communities, economy, environment, and innovation that we can pursue by carrying out objectives for our transportation system. Along the way, we can track our progress towards these goals, and how well we are carrying out our objectives, by looking at key performance measures. This framework represents a roadmap for reaching our regional vision.



### What we want in 2050

#### Our Economy

In 2050, our economy will be globally competitive with shared prosperity that spreads economic opportunities and benefits to all residents in the region.

#### Our Communities

In 2050, our communities will be brimming with opportunities, providing residents with various lifestyle choices and attracting new, diverse residents, businesses and investments from all over the world.

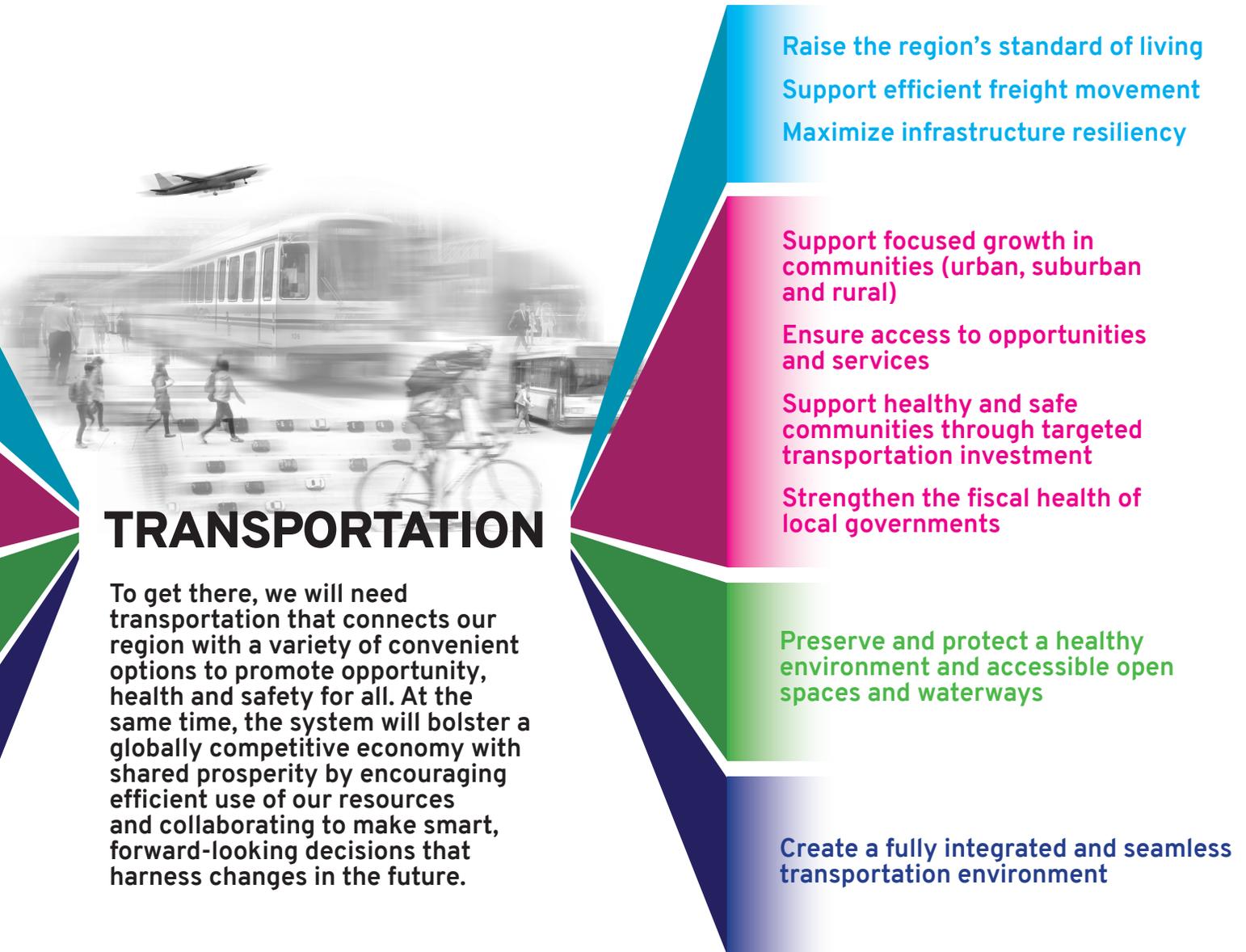
#### Our Environment

In 2050, our environment will be ecologically healthy and easily accessible so that all residents and visitors have abundant opportunities to enjoy our region's world class waterways and open spaces.

#### Innovation

By 2050, we will be making transformative changes to the way we plan, fund and implement the region's transportation investments through harnessing technological advances, making data-driven decisions and utilizing creative and diverse partnerships and funding sources.

## What are our goals?



# Our goals, our objectives and how we'll measure progress

MOVING FORWARD  
2050

## Our goals

### Our Economy



Raise the region's standard of living

Support efficient freight movement

Strengthen the fiscal health of local governments

### Our Communities



Support focused growth in urban, rural and suburban communities

Ensure access to opportunities and services

Support healthy and safe communities through targeted transportation investment

### Our Environment



Preserve and protect a healthy environment and accessible open spaces and waterways

Maximize infrastructure resiliency

### Innovation



Create a fully integrated and seamless transportation environment

## Our objectives

## Regional performance measures

Support REDC target sectors: Advanced Manufacturing, Agriculture, Bi-national Logistics, Energy, Health/Life Sciences, Higher Education, Professional Services, Tourism	<b>INCREASE</b> employment in a REDC target sector
Increase Gross Regional Product	<b>INCREASE</b> Gross Regional Product
Improve connectivity in the Greater Golden Horseshoe	<b>DECREASE</b> border delays for freight and passengers
Reduce freight delays	<b>DECREASE</b> in freight delays in the region
Minimize local governments' infrastructure costs and maximize benefits from infrastructure investments	<b>INCREASE</b> in return-on-investment (ROI) of local governments*
Maximize investments in community centers	<b>INCREASE</b> concentration of investment where we already have infrastructure* <b>INCREASE</b> in job growth around our main streets, downtowns and former industrial sites*
Increase multi-modal access to neighborhood services	<b>INCREASE</b> in share of commuting trips taken via alternative transportation modes
Improve equitable access to education and employment centers	<b>DECREASE</b> in commuting time (by different modes, and compare communities of concern vs. rest of population)
Increase active transportation options	<b>INCREASE</b> in dedicated bike paths, shared bike lanes and multi-use/ recreational trails*
Improve transportation system safety for pedestrians, cyclists, vehicle drivers	<b>DECREASE</b> in number of reported motor vehicle crashes with pedestrians, cyclists or motorists
Reduce negative impacts of local transportation on region's air quality	<b>DECREASE</b> vehicle miles traveled (VMT) per capita*
Increase diversity and sustainability of energy supply system for transportation uses	<b>INCREASE</b> in number of EV charging stations in region
Maximize region's watershed quality	<b>DECREASE</b> the area of impervious surfaces
Improve public access to parks, greenways, and waterfronts	<b>INCREASE</b> in share of residents with access to public parks and recreation areas (by different modes, and compare communities of concern vs. rest of population)*
Reduce transportation infrastructure land use	<b>DECREASE</b> the number of lane miles with underutilized, excess road capacity in the region
Improve the ability of infrastructure to respond to weather and other extreme events	<b>INCREASE</b> the number of lane miles that utilize resilient paving materials
Fully build out a system of connected corridors throughout the region	<b>INCREASE</b> lane miles of connected corridors
Establish a Smart Ecosystem of data acquisition and management for transportation efficiency	<b>INCREASE</b> the acquisition and availability of data
Create a robust Mobility Marketplace that assures mobility on demand and integrates delivery technology	<b>INCREASE</b> options for on-demand mobility with integrated technology
Create and deploy new models of transportation finance and project delivery	<b>INCREASE</b> the use of new models of finance <b>INCREASE</b> the use of new models of implementation and project delivery

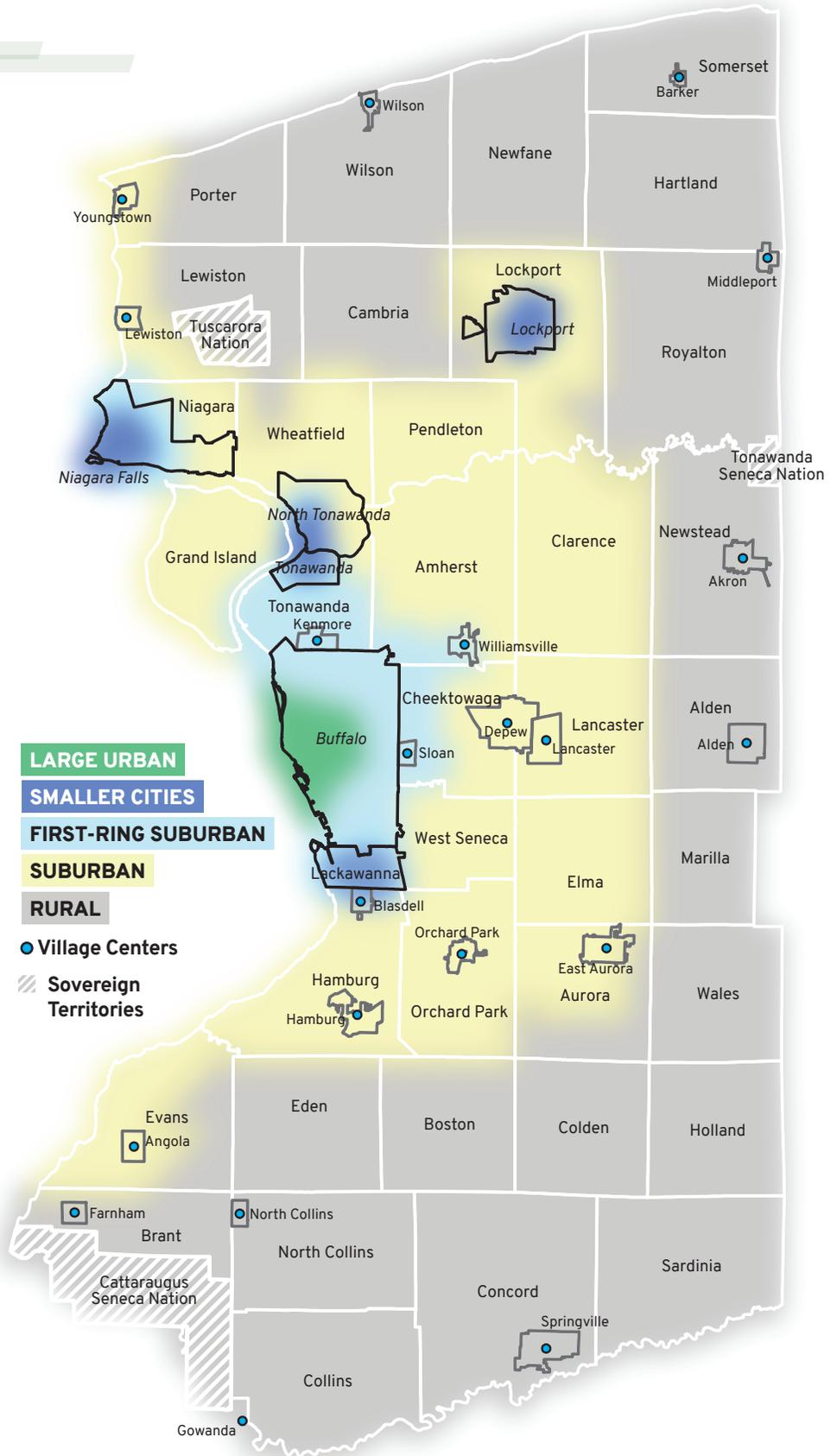


\*Performance measures from One Region Forward, A New Way to Plan for Buffalo Niagara

A FRAMEWORK TO GUIDE DECISIONS

# Different places, different needs

Our region is made up of many communities, each with its own distinct character and transportation needs. Planning for the future of our regional transportation system forces us to think about the different types of places that make up our region and what transportation can do to bolster their future. There are no clear lines between these places, but across our region there are clear differences in the way the land is used that make some transportation alternatives more viable than others in different areas. As transportation options continue to change in the future, they will need to be applied differently in different types of communities to improve quality of life across the region, while maintaining the unique character of every community.



## LARGE URBAN

These places have the largest concentrations of jobs and people in the region. Here, many individuals can easily get to work, home and fulfill most daily needs by walking or biking. These places support frequent public transit service thereby providing flexibility via access to multiple modes of transportation. Accommodating high traffic volumes is a primary concern here. Multi-modal access to jobs and other opportunities outside of large urban areas remains a challenge.



## SMALLER CITIES

A few smaller cities, like Niagara Falls, Lockport and the Tonawandas, are key centers of the region. While many neighborhoods in smaller cities are somewhat walkable, individuals in these places often require cars to get to daily needs. Beyond main streets and other major corridors, public transit service is often not financially feasible in these cities. Access to services, shopping and other amenities within these smaller cities is limited. Transportation investments present a way to revitalize these places.



## FIRST-RING SUBURBAN

Older suburbs were built to accommodate automobiles, but other transportation options do exist. Since these communities are relatively densely populated, with homes close to jobs and services, transit service can be feasible in most places. First-ring suburbs have commercial strips that are inconvenient for pedestrians, as well as village centers suitable for walking, biking and taking transit. The increasing suburbanization of poverty means these areas have a growing transit-dependent population.



## SUBURBAN

These areas are more spread out than older suburbs. Walking and biking for daily travel is not feasible in most places. However, there are some strong village centers where people can take local trips without needing a car, but are difficult to connect to frequent transit service. Major commercial strips concentrate services, but walking and biking along these corridors is unsafe. Suburban residents lack multi-modal options to jobs, healthcare and other services located closer to the urban core.



## RURAL

With large distances between homes, businesses and other destinations, a car is needed for most rural travel. Access to jobs, education and healthcare remains a challenge for rural residents – including seniors aging in place and people with disabilities. Farming activity adds to transportation demands in rural areas. Providing access to recreational trails and environmental assets can promote tourism and physical activity.

