# Implementation Barriers and Policies for Sustainable Networks
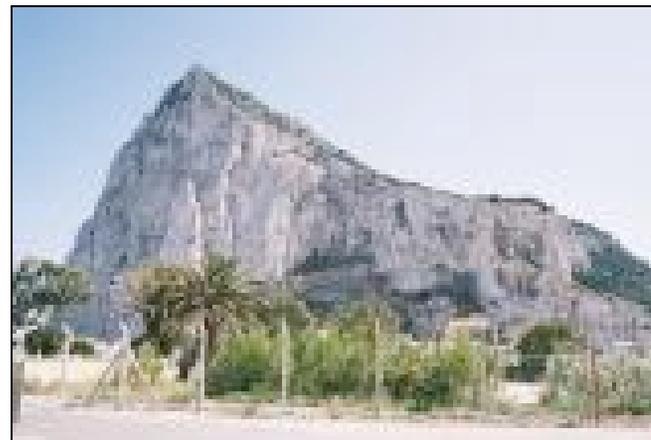
Subgroup 4
Workshop Introduction

Sustainable Network Implementation

Focus on areawide network

- Structured by law – metro areas
- Structured by regulation and policy
    - FHWA
    - Functional classifications
    - Funding
- Bureaucratic – MPO process
- Largely conventional
    - Spacing
   - Cross-section
    - Focus on motor vehicle
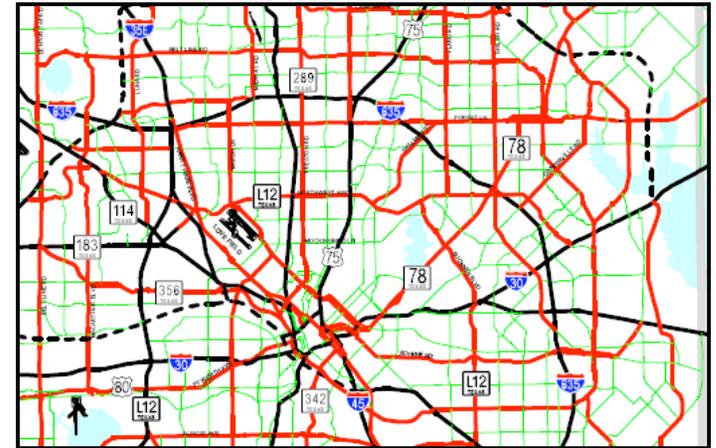
Part of major thoroughfare network, Dallas-Ft. Worth

Rock of Gibraltar

Sustainable Network Implementation

- ## Implementation by project, not network
  - Planning
  - Prioritization
  - Funding
- ## Roles fragmented
  - State DOT
  - Municipality, county
  - Transit agency
  - Special authorities

Network decisions and implementation are usually fragmented
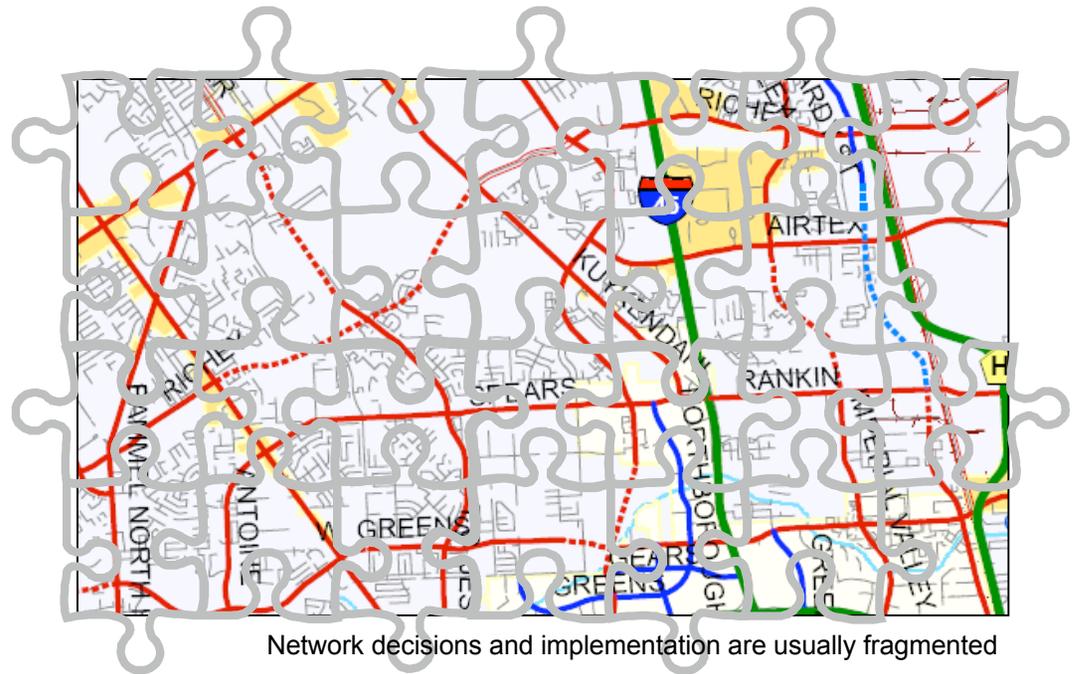
Sustainable Network Implementation

- Desired result
  - Highly connected
  - Multimodal, walkable
  - Serve all users
  - Offer choices
  - Context sensitive (land use, design)
  - Support activities
  - Implemented by network priority
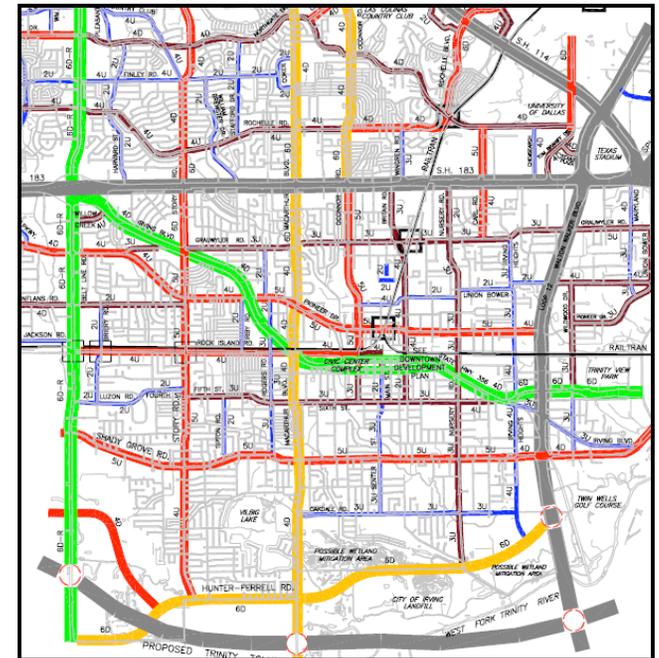
Part of network, Irving, Texas

Sustainable Network Implementation

Principal barriers

1. Infrastructure service life

2. Funding availability

3. Disconnected decision making

4. Poor understanding of value of networks

5. Existing development patterns

6. Topographic, environmental barriers

7. Superblocks and large developments

Others – NIMBY, "no more traffic," auto-centricity, weak decision maker commitment,…

Potential policies

1. Establish guidelines for networks

2. Compile good examples for marketing

3. Market good networks

4. Encourage state legislation

5. Establish implementation metrics

6. Assist MPOs

Sustainable Network Implementation

Workshop discussion

1. Refine, prioritize

   - Barriers

   - Possible policies

2. Suggest implementation metrics

3. Propose 2-3 actions to be taken by CNU… and how