











## **Draft Vision Concept**












**All travelers across the Southwestern Pennsylvania region have access to healthy, sustainable, and effective travel options that reduce dependence on driving alone.**


























### **Desired Outcomes**

- Increased access to a variety of affordable, effective travel choices
- Improved access to jobs
- Reduced time spent in traffic delays
- Equitable access to destinations for all population groups
- Enhanced community livability (walkable, bikable places)
- Improved environmental conditions (reduced air pollution, greenhouse gases)
- Improved health and safety

## Draft Goals, along with Potential Priorities

Goal	Potential Priority Actions	Primary Areas (see key below)
Enhance the ease of use, connectivity, and effectiveness of transit and shared mobility options	Coordinate connections between transit providers (common fare payment, schedules, trip planning).	
	Reduce transit travel times through strategies like dedicated bus lanes and transit signal priority.	
	Adopt new service models for transit and shared mobility services (such as mobility on demand, mobile apps, and private sector partnerships) that can effectively increase their geographic coverage and frequency. This is particularly important in areas with limited fixed route transit services, and to support first-last-mile, city-to-suburb, or suburb-to-suburb travel.	
	Improve access to, and quality of, transit hubs and stations (e.g., improve sidewalk connectivity to bus stops, and seating, shelter, and services at transit stations).	
	Identify opportunities for additional park and ride locations in strategic locations (e.g., satellite lots at town perimeters, small sections of shopping center lots).	
	Incentivize use of travel options and park and rides through transit discounts and rewards for carpooling/transit.	
Enhance existing transportation infrastructure and policies to support bicycling and walking	Improve pedestrian and bicycle network connectivity (e.g., connecting trails to/ through villages, requiring network construction with new development).	
	Improve pedestrian and cyclist safety through enforcement to reduce illegal parking (in bike lanes) and unsafe driving.	

	Enhance streetscapes to promote walking/ cycling and management of street/curb space, including appropriate street treatments (e.g., loading zones for freight deliveries).	
	Maintain infrastructure supporting biking and walking.	
	Incentivize biking and walking through rewards and challenges.	
Increase employer involvement to improve workforce access to jobs	Encourage greater employer involvement (recognition programs, onsite outreach) to incentivize travel options such as transit, vanpools, carpools, and bicycling.	
	Promote teleworking with increased broadband access, co-working spaces, and technical assistance to employers.	
	Help support work location siting in areas that are regionally accessible and well served by transit.	
Increase awareness of travel options and services	Improve real-time traveler information by integrating information about transit systems, park and ride, and emerging mobility services with CommuteInfo.	
	Increase awareness of CommuteInfo and travel resources through marketing campaigns.	
	Develop CommuteInfo online platform into a one-stop shop for travel options that integrates all mobility services in ride-matching, trip planning, and trip tracking.	
	Explore potential for creation of additional transportation management associations.	
Promote location-efficient development	Promote smart growth and transit-supportive land use development (e.g., bring more mixed-use development to locations with transit).	

	Provide affordable housing near transit.	 
	Encourage collaboration among localities to reduce competition for development and tax revenues, which can lead to poorly placed development.	  
	Encourage new residents to live near their employment through Live Near Work programs.	 
	Appropriately address parking requirements with respect to development needs; integrate TDM into land use regulation.	 
Integrate demand management in planning and project development	Develop sustainable funding strategies for TDM programs.	  
	Ensure that funding allocation and priority setting focuses on moving people rather than moving cars faster.	  
	Establish Regional TDM Committee to advise the SPC Board.	  
	Develop toolkits and other resources for stakeholders to implement and support local TDM initiatives.	  
Target opportunities beyond work trips	Improve transit services for entertainment days/times.	
	Develop strategies to support demand management for work zones, incident management, and weather emergencies. <i>[From best practice review]</i>	  

Key:



Urban Core



Suburbs



Small towns and rural areas

# Performance Measures

## System-Level Performance Measures Required by FHWA

- Peak hours of excessive delay per capita
  - SPC has 2017 baseline of 11.1; 2020 target of 11.8.
- Non-single occupant vehicle (non-SOV) work mode share
  - SPC has 2017 baseline of 24.8%; 2019 target: 24.6%, 2020 target: 24.4%.
- CMAQ program emissions reduction
  - SPC has set pollutant specific targets for VOC, NO<sub>x</sub>, PM, and CO.

Source of SPC targets: [2019-2022 TIP](#)

## Other Potential Performance Measures (System-level, and Consider in Relation to Each Goals)

- Vehicle miles traveled (VMT) per capita
- Transit ridership (system-level or route-based)
- Bicycle activity levels
- Pedestrian activity levels
- Number of vanpools operating
- Awareness of travel options/CommuterInfo
- Number of jobs within ½ mile of regional transit
- Number of households within ½ mile of regional transit
- Number of employers offering commuter benefits
- Emissions reduced