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?

- Raise the region’s standard of living
- Support efficient freight movement
- Maximize infrastructure resiliency

- Support focused growth in communities (urban, suburban and rural)
- Ensure access to opportunities and services
- Support healthy and safe communities through targeted transportation investment
- Strengthen the fiscal health of local governments

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

- Create a fully integrated and seamless transportation environment

TRANSPORTATION

To get there, we will need transportation that connects our region with a variety of convenient options to promote opportunity, health and safety for all. At the same time, the system will bolster a globally competitive economy with shared prosperity by encouraging efficient use of our resources and collaborating to make smart, forward-looking decisions that harness changes in the future.
### Our goals, our objectives and how we’ll measure progress

#### 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**
- **Create and deploy new models of transportation finance and project delivery**

**Innovation**

- **Establish a Smart Ecosystem of data acquisition and management for transportation efficiency**
- **Create a robust Mobility Marketplace that assures mobility on demand and integrates delivery technology**
- **Increase number of EV charging stations in region**
- **Maximize region’s watershed quality**
- **Reduce transportation infrastructure land use**

**Our goals**

- **Increase**
- **Decrease**

**Getting There**

- **Increase**
- **Decrease**

**Economy**

- **Support REDC target sectors: Advanced Manufacturing, Agriculture, Bi-national Logistics, Energy, Health/Life Sciences, Higher Education, Professional Services, Tourism**
- **INCREASE employment in a REDC target sector**
- **INCREASE Gross Regional Product**
- **DECREASE border delays for freight and passengers**
- **DECREASE in freight delays in the region**
- **INCREASE in return-on-investment (ROI) of local governments**

**Communities**

- **INCREASE concentration of investment where we already have infrastructure**
- **INCREASE in job growth around our main streets, downtowns and former industrial sites**
- **INCREASE in share of commuting trips taken via alternative transportation modes**
- **INCREASE in job growth around our main streets, downtowns and former industrial sites**
- **DECREASE in commuting time (by different modes, and compare communities of concern vs. rest of population)**

**Environment**

- **INCREASE in number of EV charging stations in region**
- **DECREASE the area of impervious surfaces**
- **INCREASE in share of residents with access to public parks and recreation areas (by different modes, and compare communities of concern vs. rest of population)**
- **DECREASE the number of lane miles with underutilized, excess road capacity in the region**
- **INCREASE the number of lane miles that utilize resilient paving materials**

**Innovation**

- **INCREASE options for on-demand mobility with integrated technology**
- **INCREASE the use of new models of finance**
- **INCREASE the use of new models of implementation and project delivery**
- **INCREASE the acquisition and availability of data**
- **INCREASE the number of lane miles of connected corridors**

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

<table>
<thead>
<tr>
<th>Objective</th>
<th>Regional performance measures</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Economy</strong></td>
<td></td>
</tr>
<tr>
<td>Increase Gross Regional Product</td>
<td>INCREASE Gross Regional Product</td>
</tr>
<tr>
<td>Improve connectivity in the Greater Golden Horseshoe</td>
<td>DECREASE border delays for freight and passengers</td>
</tr>
<tr>
<td>Reduce freight delays</td>
<td>DECREASE in freight delays in the region</td>
</tr>
<tr>
<td>Minimize local governments’ infrastructure costs and maximize benefits from infrastructure investments</td>
<td>INCREASE in return-on-investment (ROI) of local governments*</td>
</tr>
<tr>
<td>Maximize investments in community centers</td>
<td>INCREASE concentration of investment where we already have infrastructure*</td>
</tr>
<tr>
<td>Increase multi-modal access to neighborhood services</td>
<td>INCREASE in share of commuting trips taken via alternative transportation modes</td>
</tr>
<tr>
<td>Improve equitable access to education and employment centers</td>
<td>DECREASE in commuting time (by different modes, and compare communities of concern vs. rest of population)</td>
</tr>
<tr>
<td>Increase active transportation options</td>
<td>INCREASE in dedicated bike paths, shared bike lanes and multi-use/ recreational trails*</td>
</tr>
<tr>
<td>Improve transportation system safety for pedestrians, cyclists, drivers</td>
<td>DECREASE in number of reported motor vehicle crashes with pedestrians, cyclists or motorists</td>
</tr>
<tr>
<td>Reduce negative impacts of local transportation on region’s air quality and GHG emissions</td>
<td>DECREASE vehicle miles traveled (VMT) per capita*</td>
</tr>
<tr>
<td>Increase diversity and sustainability of energy supply system for transportation uses</td>
<td>INCREASE in number of EV charging stations in region</td>
</tr>
<tr>
<td>Maximize region’s watershed quality</td>
<td>DECREASE the area of impervious surfaces</td>
</tr>
<tr>
<td>Improve public access to parks, greenways, and waterfronts</td>
<td>INCREASE in share of residents with access to public parks and recreation areas (by different modes, and compare communities of concern vs. rest of population)*</td>
</tr>
<tr>
<td>Reduce transportation infrastructure land use</td>
<td>DECREASE the number of lane miles with underutilized, excess road capacity in the region</td>
</tr>
<tr>
<td>Improve the ability of infrastructure to respond to weather and other extreme events</td>
<td>INCREASE the number of lane miles that utilize resilient paving materials</td>
</tr>
<tr>
<td>Fully build out a system of connected corridors throughout the region</td>
<td>INCREASE lane miles of connected corridors</td>
</tr>
<tr>
<td>Establish a Smart Ecosystem of data acquisition and management for transportation efficiency</td>
<td>INCREASE the acquisition and availability of data</td>
</tr>
<tr>
<td>Create a robust Mobility Marketplace that assures mobility on demand and integrates delivery technology</td>
<td>INCREASE options for on-demand mobility with integrated technology</td>
</tr>
<tr>
<td>Create and deploy new models of transportation finance and project delivery</td>
<td>INCREASE the use of new models of finance</td>
</tr>
<tr>
<td></td>
<td>INCREASE the use of new models of implementation and project delivery</td>
</tr>
</tbody>
</table>

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