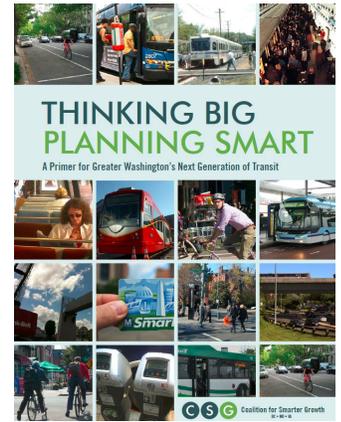


# THINKING BIG PLANNING SMART



The Coalition for Smarter Growth has identified the following core principles that justify and should guide our planning for the Next Generation of Transit.

- 1. High-capacity public transportation is the most important investment** for supporting a sustainable region of livable, walkable centers, and neighborhoods.
- 2. Several factors make public transportation investments critical:**
  - High energy prices and the high cost of auto transportation
  - Climate change
  - Air and water pollution
  - Failure of road expansion to effectively manage traffic, due to induced demand and related inefficient patterns of auto-dependent development
  - The significant number of residents who cannot drive, cannot afford a car or do not own a car. This includes lower-income residents, the disabled, the young and elderly, and the growing sector of our population seeking to live in communities where they do not have to be dependent on a car.
  - The benefit public transportation provides in supporting compact, efficient development, lowering per capita infrastructure costs and saving land.
- 3. Rehabilitating and improving our Metrorail system must be our first priority.**
- 4. Major public transportation investments must be tied to good land use:** well-designed, compact, mixed-use, mixed-income, walking and biking-friendly neighborhoods with interconnected local street networks - both transit-oriented development and traditional neighborhood development.
- 5. Supporting build-out at our existing Metro stations should be a priority,** and together with mixed-use development at all stations, will ensure that our Metro trains have high ridership in both directions all day.
- 6. New high-capacity public transportation corridors must include the region's commercial/retail corridors.** Given the strong commitment to preserving the character of existing suburban neighborhoods, these commercial corridors offer the best opportunity to absorb regional growth while protecting suburban neighborhoods.
- 7. We should be flexible and not locked into one public transportation mode as the answer.** We should ensure we match the public transportation mode, design and service plan to the land use densities and levels of service we are trying to achieve.
- 8. Public transportation planners should ensure that each public transportation study considers all modes and the necessary mixed-use, walkable, and transit-oriented urban design** essential to maximizing ridership and the value of the public transportation investment. Safe and robust access to public transportation by promoting walking and bicycling and supportive local street networks must be a part of any public transportation and funding plan.
- 9. Continuing to debate the mode after a final vote by an elected board or council isn't constructive.** It delays and even harms the advancement of much needed public transportation investments.