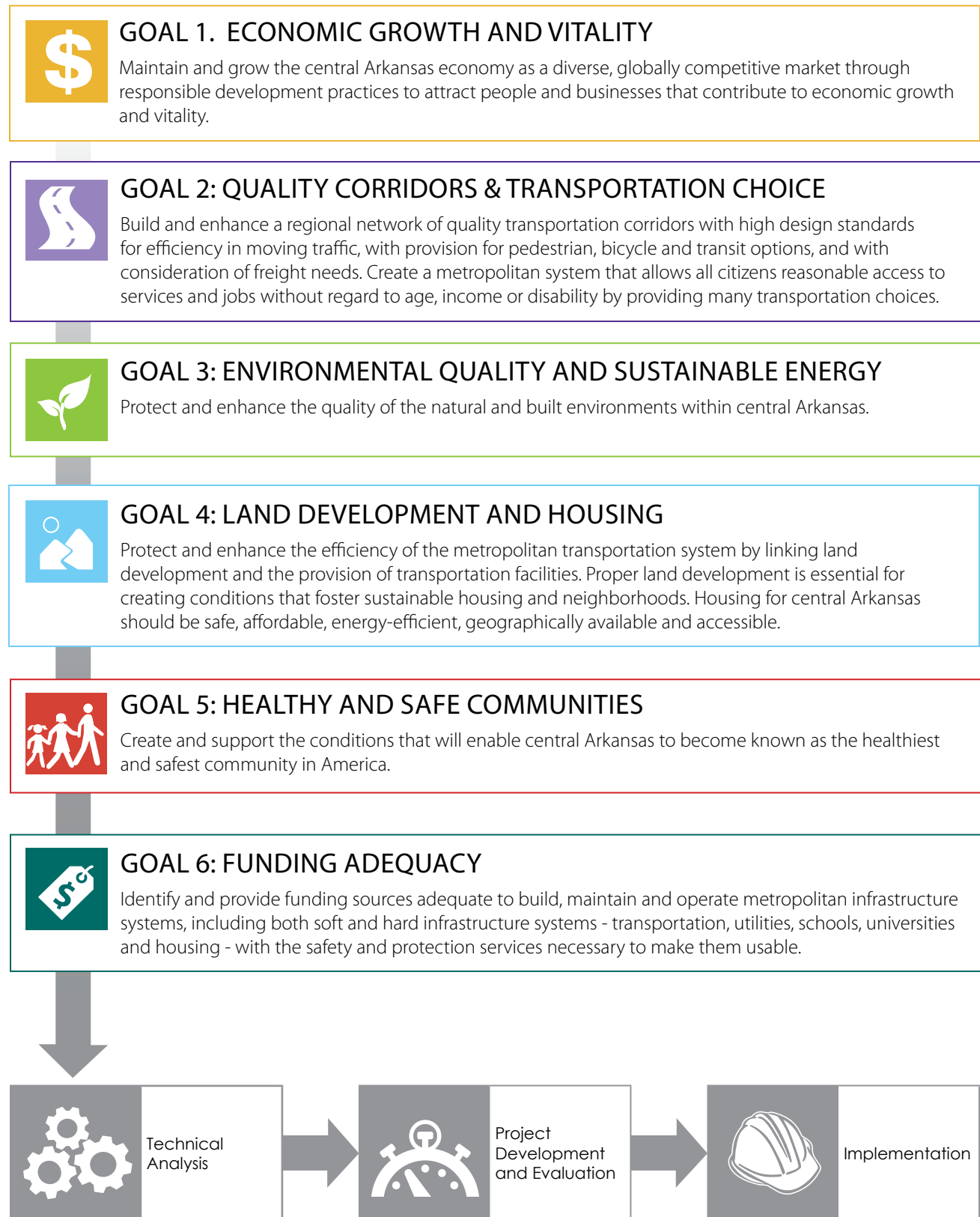


Figure 5-1. Goals





GOAL 1. ECONOMIC GROWTH AND VITALITY

Maintain and grow the central Arkansas economy as a diverse, globally competitive market through responsible development practices to attract people and businesses that contribute to economic growth and vitality.

- 1.1 Provide a world class education to the residents of central Arkansas, and increase the proportion of skilled workers in central Arkansas.** Recognize that education is the key to be globally competitive and to create jobs and human capital needed to meet the ever-changing requirements of the global market place in the 21st Century.

Strategies include:

- Reduce the high school dropout rate to zero.
- Raise the percentage of college educated within central Arkansas beyond the current 26.7 percent of persons 25 years or older, to above the national average.
- Retrain and coordinate education programs for jobs that are currently unfilled.
- Educate the future workforce in skills and thinking needed to stay relevant and competitive during periods of rapid change.
- Effectively utilize and coordinate workforce development resources.
- Connect all schools, universities, and research labs via advanced communications network.
- Educate people for current technologies, and prepare them for future technological innovations.

Note (1.1): The economy of central Arkansas cannot compete or prosper while absorbing the loss of human capital. This begins by finding ways to reduce “chronic absenteeism” among students.

- 1.2 Build and operate a multi-modal metropolitan transportation system that supports the economic growth of central Arkansas through the safe and efficient movement of people and goods.**

- 1.2.1 Freight.** Build a multi-modal transportation system that provides for critical intermodal freight connections in order to improve competition and service and to lower transportation costs to businesses and consumers in the metropolitan area.

Strategies include:

- Fully develop **intermodal hubs** in the region to support economic growth. Develop the Port of Little Rock/Clinton National Airport complex as the primary intermodal freight hub in the region. Provide container traffic to and from the Little Rock Port via effective rail access to several trans-continental rail carriers (multiple class 1 railroads). Improve connectors to other intermodal freight facilities in the region from the Nation Highway System.
- Market **river** transportation by emphasizing the Port of Little Rock’s connection to all the ports of the world via the inland river system connections to the Port of New Orleans and other Gulf ports. Complete a twelve foot channel along the Arkansas River connecting the MSA with the Mississippi River.
- Improve ground access to airport facilities consistent with airports’ master plans.
- Improve interstate **truck** movement by widening the interstate highways in the metropolitan area to six main travel lanes, removing freight bottlenecks, and providing driver information on urban congestion to allow truckers to take alternative routes. Increase accessibility to commercial and industrial areas for freight movement.
- Separate highway and rail at all high-use crossings in the metro area in order to improve rail efficiency and highway safety. Complete remaining top priority grade-separated crossings by 2020. Construct a high speed rail connecting Little Rock with Dallas, Memphis, and St. Louis.

Note (1.2.1): A strategic objective for the Little Rock-North Little Rock-Conway metropolitan area is to reduce freight drayage between Little Rock and Memphis on I-40, thereby reducing damage to the highway and the environment and improving highway safety. This could be accomplished by bringing a freight hub to the central Arkansas region or by providing modal options for freight travel between the two regions (new railroad).

1.3 Quality of life. Contribute to a high quality of life and place in the metropolitan area by minimizing congestion, providing modal choice, encouraging high quality design in transportation facilities, and by providing an adequate and well-maintained public infrastructure at a reasonable cost.

1.3.1 Maintain quality infrastructure that can support regional growth for all citizens.

Strategies include:

- Create higher density developments
- Analyze the long-term cost of maintaining infrastructure when making development decisions.
- Create more walkable communities.
- Invest in technology infrastructure that provides universal access to high speed internet.

Note (1.3.1): higher density developments decrease transportation cost and public sector expenditures on infrastructure maintenance and increase supporting tax revenue per acre.

1.3.2 Creative Spaces. Create places where people want to live, work, and play.

Strategies include:

- Create and rehabilitate active, walkable town and neighborhood centers.
- Contribute to a high quality of life in the metropolitan area by minimizing congestion, providing modal choice, encouraging high quality design in transportation facilities, and providing an adequate and well-maintained public infrastructure, at a reasonable cost.
- Promote recreational use of rivers and water features.

Note (1.3.1): As shown in property valuation studies, high “walk scores” for cities and neighborhoods are strongly correlated with greater desirability and higher property values. http://blog.walkscore.com/wp-content/uploads/2009/08/Walking-The-Walk_CEOsfor-Cities.pdf

Note (1.3.2): High quality jobs are mobile. Employers increasingly locate where people want to live. Foster places and local amenities that will be attractive to knowledge-based workers. Vibrant public spaces, entertainment, nightlife, arts and culture all contribute to a unique sense of place that attracts people.

1.4 Increase Regional Community and Economic Development

Strategies include:

- Collaborate on regional projects.
- Create a community-based resource directory for central Arkansas.
- Support the technology sector and other sectors that have been identified by the state and economic development organizations as targeted industries for central Arkansas.
- Participate in development of an internal and external marketing plan based on regional assets.
- Build the capacity of local leaders to work regionally and develop their local economies through training, sharing of best practices, and regular roundtable discussions of regional issues related to community and economic development.
- Support economic development activities that address business retention and expansion, entrepreneurship and small business support.
- Enhance technological infrastructure, specifically communications technology to encourage business recruitment.
- Prepare for future technological innovation by having the infrastructure necessary to support advancements.

Potential resources to implement Goal 1 and its Objectives:

- University of Central Arkansas, Center for Community & Economic Development www.uca.edu/cdi
- UALR Small Business Resource Center
- Local Chambers of Commerce and Economic Development Commissions
- Little Rock Metro Alliance



GOAL 2: QUALITY CORRIDORS & TRANSPORTATION CHOICE

Build and enhance a regional network of quality transportation corridors with high design standards for efficiency in moving traffic, with provision for pedestrian, bicycle and transit options, and consideration of freight needs. Create a metropolitan system that allows all citizens of central Arkansas reasonable access to services and jobs without regard to age, income or disability by providing many transportation choices

2.1 High Design Standards. Incentivize local governments to make routes on the regional arterial system attractive public spaces for pedestrians, cyclists and drivers alike by providing lighting, street furniture and plantings, where possible.

2.1.1 Incentivize local governments to require high design standards for land development—new and redevelopment/infill—on these routes.

2.2 Urban Character / Rural Character. Design transportation facilities to reflect and reinforce the character of the areas through which they pass. In urban areas, encourage local governments to plan for compact, mixed-use development that is pedestrian-friendly and transit-friendly. In rural areas, encourage local governments to maintain the rural character of the countryside with appropriate design of the facility and control of adjacent land development.

2.3 Access Management on Key Corridors. Managed access to and from adjacent property in key corridors (1) improves vehicular and pedestrian safety, and (2) safeguards investment in those facilities by protecting traffic capacity.

2.4 Traffic Management Techniques. Maximize the use of existing roadways and minimize the need for new roadways through measures such as ridesharing, transit service, computerized and coordinated traffic signals and traffic operations.

2.5 Public Transit System. Provide adequate and stable funding to operate existing public transit systems in the near term.

Note (2.5): For transit to be considered a primary transportation option by the public, it will have to be supported with compatible land development policies (compact, mixed-use corridors and nodes) and adequate funding. Passenger intermodal hubs at the Bill and Hillary Clinton National Airport and among bus, rail and auto are important components of a strong public transit system as rail is deployed.

2.6 Pedestrian Facilities. Provide improved pedestrian connectivity by providing sidewalks to every development that offers goods, services, or jobs, and providing safe pedestrian crossings of busy roadways at appropriate locations.

Note (2.6): This objective should be reflected in local master street plans, adopted regional roadway cross-sections and AHTD design manuals. Pedestrian facilities should meet or exceed ADA design standards.

2.7 Bikeway Facilities. Develop a regional bikeway system that will provide safe routes of travel between home, work and services as an alternative means of transportation.

Note (2.7): This objective should be reflected in local master street plans, adopted regional roadway cross-sections and AHTD design manuals.

2.8 Mixed Use/Compact Clusters. Incentivize local governments to provide zoning for clusters of mixed use (jobs, services, and residences in close proximity) and compact development along major transportation arteries in their land use and zoning plans.

Note (2.8): Mixed use development reduces the need for private autos and facilitates walking and bicycling.

2.8.1 Encourage local governments to adopt parking codes that are conducive to transit-friendly, walkable communities, and that promote mixed-use, compact development.

Note (2.8.1): inflexible minimum parking requirements present a barrier to better infill and redevelopment, as well to new projects. Empty parking lots create a “dead zone” in the middle of what ought to be bustling commercial districts or neighborhoods. Flexible parking policies can encourage growth, save money, improve the environments and meet broader community goals.



GOAL 3: ENVIRONMENTAL QUALITY AND SUSTAINABLE ENERGY

Protect and enhance the quality of the natural and built environments within central Arkansas.

3.1 Air Quality

Maintain good air quality as measured by attainment with the Clean Air Act pollution standards and greenhouse gas emissions.

Note (3.1): The transportation sector can minimize air pollution by managing roadways for greater efficiency and by reducing the need to make automobile trips through mixed-use land development and use of alternative modes of transportation. It is also important to support the overall vehicle fleet fuel efficiency and converting large public and private fleets to alternative fuels.

- 3.1.1 Promote the Ozone Action Days program to help reduce harmful vehicle emissions and the number of ozone alert days.
- 3.1.2 Promote alternative modes of transportation, such as walking, biking, ride-sharing and transit.
- 3.1.4 Improve fuel efficiency of vehicle fleets and increase the use of cleaner energy sources.
Provide infrastructure to support alternative fuel vehicle fleets.
- 3.1.5 Promote anti-idling policies for municipal and commercial fleets.

3.2 Water Quality

Maintain good water quality in the region’s rivers, streams and groundwater.

- 3.2.1 Reduce non-point source urban runoff by minimizing the amount of impervious surfaces (i.e. roads and surface parking lots).
- 3.2.2 Protect water sources and watersheds.

Strategies include:

- Build on the work already produced in the Regional Green Guide by developing a regional green infrastructure plan that identifies areas to protect as natural, in order to preserve watersheds, protect drinking water sources and guide land development. Align local development plans with the regional green infrastructure plan.
- Use innovative and best practices strategies for water conservation in buildings, with public facilities leading the way.
- Use best practices to design and manage unpaved roads to reduce the amount of sediment entering waterbodies from storm runoff.

- 3.2.3 Protect water sources by educating people on the importance of water as a valuable resource.

3.3 Sensitive Lands

Reduce development impacts on sensitive environmental areas (wetlands, aquifer recharge areas and surface stream buffers) that can be attributed to transportation facilities through better transportation facility siting and design.

Note (3.3): Local governments should adopt land use regulations that are responsive to this issue.

3.4 Reduce fossil fuel consumption and carbon emissions

- 3.4.1 Incentivize local governments to adopt policies that allow mixed use/compact clusters to meet a portion of housing and commercial demand. Promote development forms that reduce driving distances, increase use of alternative modes of transportation, and that will create more walkable areas that will have positive impacts on air quality and provide increased opportunities for preserving open space, critical habitats and other natural resources.

3.4.2 Substitute communication technology for transportation (for example, telecommuting and e-commerce) that will reduce the number of trips at congested peak hours.

Strategies include:

- Improve fuel efficiency of governmental vehicle fleets and cleaner energy sources.
- Promote anti-idling policies for municipal and commercial fleets.

3.4.3 Provide modal options—walking, biking, and high-occupancy vehicles such as buses and streetcars—that reduce emissions per trip and will improve transportation system efficiency by reducing roadway congestion.

3.5 Energy Efficiency

Increase energy efficiency in residential and commercial structures.

- 3.5.1 Conduct comprehensive energy evaluations of existing buildings (private, commercial, and government) and recommend modifications.
- 3.5.2 Develop and adopt energy and resource efficient building standards for all existing municipal facilities.
- 3.5.3 Contribute to the coordination of regional and local energy efforts with state and federal energy plans to maximize funding and efficiency.
- 3.5.4 Update codes to incorporate the latest provisions for energy efficient and healthy buildings.
- 3.5.5 Increase energy efficiency in affordable housing by working with housing authorities.
- 3.5.6 Assist small businesses, community organizations, and public agencies in gaining access to energy efficiency services.
- 3.5.7 Energy rate new homes and include energy efficiency ratings on all new homes being sold in the MLS system.
- 3.5.8 Assist with programs that increase the availability of home energy audits.

3.6 Renewable Energy

Increase the use of renewable energy in central Arkansas.

- 3.6.1 Assist in identifying local renewable energy sources. (Examples may include, but are not limited to: methane, hydro, solar and biofuel.)
- 3.6.2 Evaluate potential energy savings through more efficient use of transportation technology and alternative fuels.
- 3.6.3 Identify barriers in municipal codes for small scale renewable energy installation and deployment.
- 3.6.4 Increase use of renewable energy for a percentage of total regional energy productions by exploring the development of a regional renewable profile standard.
- 3.6.5 Increase residential access to distributed energy.

Note (3.6.5): Defined by the Department of Energy as pooling resources to purchase and share renewable energy for multiple residences.

Strategies include:

- Participate in Virtual Net Metering (VNM).

Potential resources to implement Goal 3 and its Objectives:

ADEQ, Recycling Branch; regional solid waste management districts:

- Faulkner county Regional Solid Waste Management District (for Faulkner County)
 - Central Arkansas Regional Solid Waste Management District (for Lonoke, Monroe, and Prairie Counties)
 - Regional Recycling and Waste Reduction District (for Pulaski County)
 - Saline County Solid Waste Management District (for Saline County)
- http://www.edeq.state.ar.us/solwaste/regional_boards_sql.asp



GOAL 4: LAND DEVELOPMENT AND HOUSING

Protect and enhance the efficiency of the metropolitan transportation system by linking land development and the provision of transportation facilities. Proper land development is essential for creating conditions that foster sustainable housing and neighborhoods. Housing for central Arkansas should be safe, affordable, energy-efficient, geographically available and accessible.

4.1 Land Use Plans, Master Street Plans, and Capital Improvement Plans. Incentivize local governments to link their land use plans to their master street plans and capital improvement plans, so that changes in the land use plan will be reflected in capacity improvements to the transportation system.

Note (4.2): Managed access to and from adjacent property in key corridors (1) improves vehicular and pedestrian safety, and (2) safeguards investment in those facilities by protecting traffic capacity.

4.2 Access Management on Key Corridors. Develop access management plans for the regional arterial network, and educate local public works and planning officials to make them sensitive to the issue on other facilities.

4.3 Design for All Modes. Incentivize local governments and private developers to consider all modes of access (pedestrian, transit and bicycle) in the development process.

4.3.1 Incorporate ADA-standard pedestrian facilities into all urban roadway designs, except freeways.

4.3.2 Adopt complete street policies ensuring that all modes are considered as part of design.

4.3.3 Encourage compact, mixed-use development.

4.3.4 Develop alternative housing types, such as micro-houses and adaptive re-use of under-utilized structures, to meet a variety of economic, physical and social needs.

Note (4.3.2): The design of pedestrian facilities and property development together should make walking both safe and inviting. Planner and developers should consider elements such as the distance of building fronts to the sidewalk, the closeness of adjoining buildings, the percent glazing on building fronts, the width of the sidewalk, and the separation of sidewalks from the roadway with greenways, plantings and/or on-street parking. Connections to the pedestrian network should even be incorporated into cul-de-sacs or dead end streets.

4.4 Regional Development Pattern. Incentivize local governments in the metropolitan area to adopt land development plans that encourage compact, mixed-use development patterns that are efficient in the use of infrastructure and public facilities and that complement the regional transportation framework.

Note (4.4): Compact residential developments should provide a mixture of housing prices affordable to a wide range of incomes. Low density sprawl increases the cost of providing needed public infrastructure (including transportation systems), reduces open spaces, generates congestion, threatens ecologically sensitive areas, intrudes on rural and small town communities and, over time, lowers the region's quality of life.

4.4.1 Stabilize existing neighborhoods by facilitating the routine maintenance and renovation of existing structures and infill construction of new compatible housing units, in a manner that is most conducive to investment and revitalization efforts.

4.4.2 Develop alternative housing types, such as micro-houses and adaptive re-use of under-utilized structures, to meet a variety of economic, physical and social needs.

4.4.3 Adopt energy-efficient housing standards for both the renovation of existing structures and construction of new housing units.

4.4.4 Promote universal design to ensure accessibility for all.

Note (4.4.4): universal design meets or exceeds ADA standards.

4.4.5 Identify and provide incentives for infill development and innovative solutions for adaptive re-use of under-utilized structures for housing.

- 4.4.6 Remove impediments in existing codes and administrative procedures to facilitate renovations of existing buildings.
- 4.4.7 Reduce vacant and abandoned structures through stricter code enforcement/compliance, purchase and/or rehabilitation and when necessary, demolition of derelict and dangerous structures.

4.5 Neighborhood Infrastructure. Build, repair and maintain existing neighborhood infrastructure, which includes but is not limited to: housing, schools, drainage facilities, transportation network, lighting, parks and open space.

Note (4.5): Keeping infrastructure in good repair can create community pride and improve the safety of the neighborhood.

- 4.5.1 Build and maintain sidewalks that facilitate walkability and connectivity within the community.
- 4.5.2 Reduce vacant and abandoned housing in neighborhoods through code compliance, purchase, rehabilitation, and when necessary, demolition of derelict and dangerous structures.
- 4.5.3 Supply transit that provides efficient, frequent, reliable bus service and access, with comfortable, sheltered transit stops.
- 4.5.4 Develop neighborhood parks, community centers and recreational open spaces.
- 4.5.5 Increase community value through renovation and investment in historic properties.

4.6 Housing Choice and Availability. Increase the variety and geographic availability of housing types for homebuyers and renters alike.

- 4.6.1 Develop and expand existing programs that provide residential education workshops.
- 4.6.2 Identify and help communicate local and regional barriers to affordable housing.
- 4.6.3 Create policies, education, training and legislation that support and encourage appropriate landlord accountability and improves renters’ rights.
- 4.6.4 Develop alternative housing types, such as micro-houses and adaptive re-use of under-utilized structures, to meet a variety of economic, physical and social needs.
- 4.6.5 Enforce Fair Housing Laws

Note (4.6.2): This is not simply referring to the provision of subsidized housing, but the actual local and regional issues that may influence the price of housing and/or household incomes.

Note (4.6.3): According to a report issued by the Non-legislative Commission on the Study of Landlord-Tenant Laws, Arkansas ranks at or near the bottom in landlord accountability and tenant rights.

4.7 Combine Household and Transportation Cost. Reduce the percentage of central Arkansas households that spend more than 45 percent of their income on combined housing and transportation costs.

Note (4.7.1): This recognizes that the full cost of home ownership includes heating and cooling costs, maintenance and transportation costs in addition to principal, interest, taxes, and insurance (PITI)—which is all that is considered now.

- 4.7.1 Adopt accessible, energy-efficient housing standards for both new and renovated construction.
- 4.7.2 Encourage compact, mixed-use development.
- 4.7.3 Improve transit via (1) efficient, frequent, reliable bus service to employment centers; (2) accessible, comfortable and sheltered transit stops; and (3) expanding transit service coverage area and increasing frequency of service.

Potential resources to implement Goal 4 and its Objectives:

- Jump Start neighborhood project results
- Fair Housing Equity Assessment (FHEA) report



GOAL 5: HEALTHY AND SAFE COMMUNITIES

Create and support the conditions that will enable central Arkansas to become known as the healthiest and safest community in America.

5.1 Neighborhood Safety. Healthy communities are ones where people do not have to be concerned about their personal safety. For our region to be labeled as “healthy” the crime rate for each central Arkansas community must not only rank below the national average, but where the number of murders is zero.

- 5.1.1. Institute a “Fix the Broken Window” policy. This means taking quick, deliberate action to stem acts of vandalism, graffiti and neglect that lead to greater problems if not addressed.
- 5.1.2 Enforce existing misdemeanor laws, including truancy.
- 5.1.3 People who are able to provide economically for themselves and their families are less prone to resort to crime. Central Arkansas must commit to a coordinated effort to reduce crime.

Strategies include:

- Coordinate current workforce development resources that target the chronically unemployed or under-employed.
- Educate the future workforce in skills and thinking needed to stay relevant and competitive during periods of rapid change.
- Retrain and align education programs for jobs that are currently unfilled.
- Identify high demand jobs and skills trends for the future and begin training for future workforce needs now.

- 5.1.4 Create neighborhood watch programs.

5.2 Active Transportation. Increase central Arkansans’ universal access to active transportation.

- 5.2.1 Provide ADA-standard sidewalks between residential areas and developments that provide goods, services, and jobs and provide safe pedestrian crossings of busy roadways at appropriate locations.
- 5.2.2 Develop the regional bike system that provides safe routes of travel between home, work and services as an alternative means of transportation.
- 5.2.3 Develop a more robust, expanded transit system that can serve as a primary transportation mode for the general public.

5.3 Multi-modal Transportation Network. Increase transit-oriented development, mixed-use development and intermodal connectivity.

- 5.3.1 Provide clusters of mixed-use (jobs, services, and residences in close proximity) and high-density development along major transportation arteries in land use and zoning plans.
- 5.3.2 Reinforce region-wide complete streets policies with increased safety for all modes.

Strategies include:

- Adopt a standard design of streets that promote safety for all travel modes and encourage economic development.
- Incorporate complete streets policies into existing infrastructure by applying standards to resurfacing projects.

5.4 Safety, Efficiency and Convenience. Improve the safety, efficiency and convenience of active transportation modes.

- 5.4.1 Make routes on the regional arterial system attractive public spaces for pedestrians, cyclists and drivers by providing amenities such as street furniture and landscaping.
- 5.4.2 Increase the safety of sidewalks and bike paths by providing appropriately scaled lighting and signage to all neighborhood facilities.
- 5.4.3 Design and operate the metropolitan transportation system to reduce the likelihood of accidents and correct dangerous situations for all modes of transportation.
- 5.4.4 Increase public awareness for safe travel and sharing the road for all modes of travel.

5.5 Access to Healthy Foods. Expand central Arkansans' access to healthy foods.

- 5.5.1 Increase accessibility to affordable fresh fruits, vegetables and other foods that make up the full range of a healthy diet to all central Arkansas residents.
- 5.5.2 Collaborate with educational programs and activities that promote healthy living.
- 5.5.3 Identify and help reduce policy barriers to local farmers markets, mobile markets, and local food production.

5.6 Environmental regulations. Protect and enhance public health through environmental regulations.

- 5.6.1 Minimize pollutants entering the air, soil and water.
- 5.6.2 Minimize risks that environmental problems pose to human and ecological health.
- 5.6.3 Expand the multi-modal transportation system to minimize pollution and motor vehicle congestion, and ensure safe mobility and access for all without compromising our ability to protect public health and safety.

▪ Clinton Health Matters Initiative



GOAL 6: FUNDING ADEQUACY

Identify and provide funding sources adequate to build, maintain and operate metropolitan infrastructure systems, including: both soft and hard infrastructure systems - transportation, utilities, schools, universities and housing - with the safety and protection services necessary to make them usable.

6.1 Maintain and preserve the existing capital assets of the metropolitan infrastructure systems as a high priority for funding. This should include a systematic inventory of the condition on all infrastructure systems, particularly the transportation network.

6.2 Secure sources of new funding that can be used to complete the metropolitan infrastructure systems as needed to support economic growth.

6.2.1 Utilize innovative financing methods to accelerate construction and improvements to the federal-aid roadway systems and other metropolitan infrastructure systems.

Infrastructure

The word immediately brings to mind the “hard” infrastructure that is part of our daily life, such as roads and bridges, and municipal water and sewer. But infrastructure also includes parks and trails, libraries, schools, museums — as well as police, fire and ambulance services. Infrastructure underpins our built environment and is critical to our quality of life.

6.2.2 Identify new sources of local revenue for infrastructure systems, such as a local option fuel tax or public private partnerships (PPPs), and seek authority for them from the General Assembly.

6.2.3 Identify grant-making institutions and grant writers that can partner to seek funding for specific ICA Goals and Objectives.

6.2.4 Develop proposals for dedicated local funding for major transportation projects—roadway and transit—that might be referred to the voters.

6.2.5 Fund the Regional Arterial Network through the development of a Regional Mobility Authority.

6.3 System Efficiency and Preservation

Maximize the capacity of existing facilities on regionally significant routes through use of intelligent transportation system (ITS) technology, access management and land use practices that protect roadway capacity. Improve overall system performance by utilizing public transit and informing the public of its transportation choices. Preserve the public’s capital assets by adequately maintaining the transportation system.

6.3.1 Sustainability. Develop land in a pattern that fully supports urban services and infrastructure within the available tax base and minimize energy consumption, per-mile travel, greenhouse gas emissions, and criteria pollutants.

6.4 System Safety and Reliability and Accident Reduction

6.4.1 Develop infrastructure systems that provide reliability, and a transportation system that minimizes delays.

6.4.2 Design and operate the metropolitan transportation system to reduce the likelihood of accidents and correct dangerous situations where they exist.

Incentivize? What does this mean?

Offering incentives to local governments may come in a variety of forms depending on the unique needs of the jurisdiction. Providing technical expertise in updating codes or assisting with grant applications is often a welcome incentive.

Table 5-1. Vision and Goals Matrix

	Goal 1 Economic Growth	Goal 2 Quality Corridors & Transportation Choice	Goal 3 Environment & Energy	Goal 4 Land Development & Housing	Goal 5 Health & Safety	Goal 6 Funding Adequacy
Access management				4.2		6.3
Air Quality			3.1, 3.1.1, 3.4.1		5.6.1	
Airports	1.3.1	2.1				
Alternative Modes/Choice	1.3.1, 1.4, 1.6.2	2.3	3.1, 3.1.2, 3.4.1		5.2.2	6.3
Bicycling		2.7, 2.8	3.1.2, 3.4.4	4.3	5.2.2, 5.4.1, 5.4.2, 5.4.4	
Buses		2.5	3.4.4	4.5.3, 4.7.3		
"Complete Streets"					5.3.2	
Composting			3.7.2, 3.7.6			
Economic Growth/ Related Issues	1.2, 1.3, 1.3.1, 1.5, 1.6, 1.6.1			4.3.4, 4.4.2, 4.6.4	5.1.3, 5.3.2	6.2
Education	1.1, 1.2			4.5	5.1.3, 5.3.3	
Energy			3.1.4, 3.4.3, 3.5, 3.5.1, 3.5.2, 3.5.3, 3.5.4, 3.5.5, 3.5.6, 3.5.8, 3.6, 3.6.1, 3.6.2, 3.6.3, 3.6.4, 3.6.5	4.4.3, 3.7.1		6.3.1
Environment			3.3		5.6, 5.6.2	
Food Access	1.3.1				5.5, 5.5.1, 5.5.2, 5.5.4	
Freight	1.3.1					6.4.1
Funding		2.1				6.1, 6.2, 6.2.2, 6.2.3
Health			3.5.4			
Housing		2.4	3.4.1, 3.5.5	4.3.4, 4.4.1, 4.4.2, 4.4.3, 4.4.4, 4.5, 4.5.2, 4.6, 4.6.2, 4.6.4, 4.6.5, 4.7, 4.7.1	5, 5.5.3, 5.6, 5.6.2, 5.6.3	
Housing Diversity				4.6		
Infrastructure	1.4, 1.4.1		3.2.2, 3.4.3	4.4, 4.5	5.3.2	
Intelligent Transportation System (ITS)						
Job Access	1.1, 1.4.2	2.6, 2.8			5.2, 5.3.1	6.3

The metropolitan Vision, Goals and Objectives are integral to Imagine Central Arkansas and are interwoven throughout the plan narrative. The matrix was developed as a cross-reference tool to easily find where these goals and objectives are specifically discussed. Topics are listed in alphabetical order on the left side of the page and cross-referenced with the goal or objective that is addressed.

Table 5-1. Vision and Goals Matrix (continued)

	Goal 1 Economic Growth	Goal 2 Quality Corridors & Transportation Choice	Goal 3 Environment & Energy	Goal 4 Land Development & Housing	Goal 5 Health & Safety	Goal 6 Funding Adequacy
Maintenance	1.4.1			4.4.1, 4.7.1		
Mixed-use Development		2.1, 2.4	3.1, 3.1.3, 3.4.1	4.3.3, 4.4, 4.7.2	5.3, 5.3.1	6.2
Multi-Modal	1.3, 1.3.1				5.3, 5.6.3	
Neighborhoods	1.4.1, 1.6.2			4.4.1, 4.5, 4.5.2, 4.5.4	5.1, 5.1.4	
Ozone Action Days			3.1.1			
Parks & Recreation	1.6.2			4.5, 4.5.4		
Pedestrians / Walkability	1.4.1, 1.6.2	2.1, 2.6	3.1.2, 3.4.4	4.2, 4.3, 4.3.1, 4.5.1	5.2.1, 5.4, 5.4.2, 5.4.4	
Policies/Regulations		2.5, 2.8	3.1.5, 3.4.1, 3.4.3	4.1, 4.3, 4.3.2, 4.4, 4.6.3	5.3.2	
Pollution			3.1, 3.1.1, 3.4, 3.4.4		5.6.1	6.3.1
Port Authority	1.3.1					
Rail	1.3.1	2.5				
Recycling			3.7.1, 3.7.3, 3.7.4, 3.7.5			
Regional Arterial Network (RAN)						
Regional Collaboration	1.5		3.5.3, 3.6.4	4.2	5.2.2	6.2.4
Renewable Energy			3.6, 3.6.1, 3.6.3, 3.6.4, 3.6.5	4.4, 4.6.2		
Rural Character		2.2		4.4		
Safety/Security	1.3, 1.3.1	2.3, 2.6, 2.7		4.2, 4.3.2, 4.5	5.1, 5.2.1, 5.2.2, 5.3.2, 5.4, 5.4.2, 5.4.4, 5.6.3	6.4
Solid Waste			3.7			
Technology	1.2, 1.4.1		3.4.2, 3.6.2			6.3
Telecommuting	3.4.2					
Transit	1.4.1	2.5	3.1.2, 3.4.4	4.3, 4.5.3, 4.7.3	5.2.3, 5.3	6.2.3, 6.3
Urban Issues	1.3.1	2.2	3.2.1	4.3.1		6.3.1
Virtual Net Metering			3.6.5			
Water Quality	1.6.2		3.2, 3.2.2, 3.2.3		5.6.1	