# LONG RANGE TRANSPORTATION PLAN - VISION, GOALS, and OBJECTIVES

## DRAFT November 2, 2012

## Transportation Vision Statement

Through the Crossroads Regional Visioning Process the community has communicated the following vision statement for the transportation system for the Morgantown-Monongalia Metropolitan Planning Area:

> ***The Morgantown Monongalia area will have a complete and attractive transportation system with reduced congestion. The system will support and guide future growth by integrating the use of private vehicles, with public transportation, biking, and walking.***

## Transportation Goals

The following eight transportation goals for the region have been developed based on this vision, the goals and objectives communicated by the community through the Crossroads regional vision process, local stakeholder interviews, collaboration with the Transportation Advisory Group, and in consideration of the SAFETEA-LU eight metropolitan planning factors which must be addressed according to Federal guidance. These goals are intended to be the basis for decision-making related to region's Long Range Transportation Plan. The numbering of the goals is in no way an indication of priority or a ranking of importance.

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## Goal #1: A multimodal transportation system that efficiently moves people and goods

| OBJECTIVES | MEASUREMENTS | | | |
|---|---|---|---|---|
| **Objective 1A: To eliminate/reduce current congestion and multimodal traffic flow restrictions on arterial and collector roadways** | Change in delay and travel time for pedestrians | Change in delay and travel time for bicyclists | Change in delay and travel time for automobiles | Change in delay and travel time for bus and PRT |
| **Objective 1B: To ensure that future development and related transportation improvements address capacity and connectivity needs proactively rather than reactively** | Change in number of transportation improvements built prior to and concurrently with growth and development (rather than reactive to) | | | |
| **Objective 1C: Improve ingress/egress to the most densely developed / highest activity areas of region (the core)** | Change in time to travel to and from core | Change in number of people traveling to and from core | Change in number of routes and connection options to and from the core (all modes) | |
| **Objective 1D: Provide adequate transportation capacity and access to support current businesses** | Change in access to current clusters of businesses | Change in travel time to current clusters of businesses | | |
| **Objective 1E: Focus capacity improvements for all modes in areas of desired future growth and development that support the public's vision for the region** | Change in number of improvements planned, designed, and/or constructed in areas of desired growth | | Change in amount of growth and development in areas identified as priority areas in regional vision | |

## Goal #2: A transportation system in which all modes are highly integrated and connected

| OBJECTIVES | MEASUREMENTS | | |
|---|---|---|---|
| **Objective 2A: To allow for convenient transfer from one mode to another in the region (i.e. biking to bus, vanpooling to bus, etc) to maximize travel efficiency** | Change in number of multimodal trips | Change in travel time / travel delay for trips | Change in cost of travel |
| **Objective 2B: To encourage the use of the most efficient mode based on the distance and characteristics of a particular trip** | Change in number of people walking for trips one-mile or less | Change in number of people bicycling for trips 10-miles or less | Change in number of people riding the bus and PRT for all trips |
| **Objective 2C: Increase the geographic area in which people have convenient access to non-automobile modes** | Change in number of travel options to individuals in all populated areas | Change in amount of county served by non-auto transportation modes | |
| **Objective 2D: Reduce reliance on automobile for travel** | Change in number of person trips by non-automobile modes | Change in auto ownership | |
| **Objective 2E: Better serve those who do not/cannot own and drive a personal automobile.** | Change in number of opportunities to travel for those who do not drive | Change in travel times for those who do not drive | |
| **Objective 2F: To allow for efficient transfers of goods between modes (air, pipeline, river rail)** | Change in quantity of people and goods transferred by these modes | | |
| **Objective 2G: Improve and expand infrastructure for pedestrians, bicyclists and people with disabilities** | Change in linear feet of sidewalks that connect destinations/attractions | Change in number and length of bicycle routs that connect destinations/attractions | Change in number of fully accessible (per ADA guidelines) transportation options and facilities |
| **Objective 2H: Increase use of existing rail-trails for transportation purposes** | Number of trail users with trip purposes of commuting, shopping, entertainment | | |

## Goal #3: A multimodal transportation system that safely moves people and goods

| OBJECTIVES | MEASUREMENTS | |
|---|---|---|
| **Objective 3A: To minimize crashes, especially injury/fatality crashes by 50% through improvement of high crash locations and improvement of local enforcement of traffic laws and education of transportation system users** | Change in frequency and rate of crashes (all modes) | Change in frequency of injury/fatality crashes (all modes) |
| **Objective 3B: To ensure that future growth and related transportation improvements address transportation safety needs in planning and design** | Change in crash frequency and rates in areas affected by development and growth | Transportation improvements built prior to and concurrently with growth and development (rather than in reaction to growth) |

## Goal #4: A transportation system that maximizes the efficiency of freight movement through and within the region with minimal impacts on neighborhood and campus areas, especially areas of higher bicycle and pedestrian demand

| OBJECTIVES | MEASUREMENTS | | |
|---|---|---|---|
| **Objective 4A: Reduce truck traffic in residential neighborhoods and on other streets where significant numbers of bicycles and pedestrians are present** | Change in number of trucks in neighborhoods | Change in number of trucks in other pedestrian/bicycle activity areas | |
| **Objective 4B: Improve truck access to key industrial areas** | Change in time to deliver freight | Change in amount of freight moved | Change in amount of freight dependent industries |
| **Objective 4C: Increase options for freight movement that minimizes truck traffic on non-interstate roadways** | Change in amount of freight moved by non-truck mode | | |

## Goal #5: Greater collaboration between local agencies, state officials, and private interests in the pursuit and funding of transportation improvements

| OBJECTIVES | MEASUREMENTS | | |
|---|---|---|---|
| **Objective 5A: More effective and less costly transportation improvements by capitalizing on common goals and needs between communities and agencies in the region** | Change in number of policies and projects co-sponsored by multiple jurisdictions | Change in number of projects funded by multiple jurisdictions | Change in number of projects that physically cross jurisdictional lines |
| **Objective 5B: Higher quality transportation system improvements due to cost sharing and collaboration.** | Change in the ratio of funding by state sources versus local sources for projects | Change in public opinion related to quality of transportation improvements | Change in number of projects and programs jointly funded by multiple jurisdictions |
| **Objective 5C: Transportation improvements that support the public's long-term vision for the region** | Change in number of regional goals supported by projects | Change in public satisfaction related to transportation projects | |

## Goals #6: A Transportation system that is attractive, sustainable, and livable.

| OBJECTIVES | MEASUREMENTS | | |
|---|---|---|---|
| **Objective 6A: Integrate the local context of the area into the planning, design, and construction of transportation improvements** | Change in the quality and livability of the built environment | Change in public satisfaction related to transportation projects | Change in property values |
| **Objective 6B: Include sustainability features in design of** | Change in storm water run-off | Change in vehicle emissions impact on | Change in negative impacts to environment due |

| | | | |
|---|---|---|---|
| **transportation improvements that minimize environmental impacts** | due to transportation infrastructure and runoff related to vehicular byproducts. | air-quality | to transportation |
| **Objective 6C: Address multimodal system needs in all planning, design, and construction of transportation improvements** | Change in number of non-automobile focused transportation projects planned, designed, and constructed | Change in comfort, safety and convenience for travel (all modes) | |

## Goals #7: Reduce automobile trip demand, especially during peak travel hours

| OBJECTIVES | MEASUREMENTS | | |
|---|---|---|---|
| **Objective 7A: Reduce the need to construct costly transportation and parking infrastructure improvements** | Change in project funding required to meet the region's transportation and parking needs | | |
| **Objective 7B: Invest in transportation improvements that encourage and support development/land use patterns that decrease need to travel** | Change in number of projects that support mixed-use, transit oriented, and non-auto centric land development | | |
| **Objective 7C: Reduce automobile emissions and improve air quality** | Change in air-quality measures | | |
| **Objective 7D: 50% increase in trips made by walking** | Change in walking trips | | |
| **Objective 7E: 5% of all trips made by bicycle by 2025** | Change in bicycle trips | | |
| **Objective 7F: Increase number of trips made by public transit by 200%** | Change in bus trips | Change in PRT trips | Change in other public transit trips |
| **Objective 7G: Increase work telecommuting and virtual lectures (WVU)** | Change in number of employees working from home or other remote locations | Change in number of students taking classes remotely | Change in person trips to/from work and classes |
| **Objective 7H: Increase average vehicle occupancy by 100%** | Change in average occupants per vehicle | | |

## Goals #8: A multimodal transportation system that enhances the homeland security of the region

| OBJECTIVES | MEASUREMENTS |
|---|---|
| **Objective 8A: Heighten awareness of homeland security needs related to transportation** | Change in occurrences of security issues being considered |
| **Objective 8B: Improve understanding of critical transportation system related homeland security issues in the region** | Change in knowledge of critical homeland security issues |
| **Objective 8C: Incorporate homeland security needs in transportation project planning, design, and construction** | Change in number of projects and policies that include homeland security considerations |