

GOALS and OBJECTIVES

Our vision is a multi-modal transportation network that is compatible with our growth, sensitive to the environment, improves quality of life and is accessible to all. The 2035 Transportation Plan Update commits our region to transportation services and patterns of land use that contribute to a more attractive place where it is easier for people to pursue their daily activities.

GOAL ONE: DEVELOP A REGIONAL TRANSPORTATION NETWORK THAT IMPROVES QUALITY OF LIFE AND THE ENVIRONMENT.

Objective A:

Encourage local and state governments to manage growth more proactively by linking land use patterns, plans and policies with transportation networks, plans and policies.

Explanation:

Our region's transportation facilities are not adequate for the existing and planned development patterns. Current growth management policies contribute to transportation problems. Local and state governments are reactive instead of proactive, and there is not enough emphasis on regional coordination between land use and transportation development. Land use policies and the resulting development patterns must better address transportation issues and implications.

Objective B:

Encourage equitable funding from Federal and state sources for a system that satisfies the region's transportation needs.

Explanation:

Due to the area's dramatic growth, there is a substantial need for transportation improvements, especially for highway construction. Primary funding sources for highway construction and improvements are the state and Federal gasoline taxes. A significant amount of the gasoline taxes that are collected here are not used to fund local projects. This objective expresses the desire to increase the proportion of state gasoline tax revenue that is used to fund projects in this MPO. There is also a desire to improve the state distribution formulae to insure that Federal highway funds are spent in areas of critical need.

GOAL TWO: PROVIDE CONVENIENT, SAFE, RELIABLE AND AFFORDABLE TRANSPORTATION CHOICES, AND PROVIDE PUBLIC EDUCATION ON THOSE CHOICES.

Objective A:

Provide policies and infrastructure that make walking and bicycling more viable modes of transportation.

Explanation:

The local land use plans have not adequately integrated the walking and bicycling modes of transportation. The region needs to develop more facilities, policies and programs to make these modes of transportation more viable.

**Objective B:
Promote the benefits of walking and bicycling as practical modes of transportation.**

Explanation:

The region needs to begin new efforts to realize bicycling and walking as viable modes of transportation. Promoting the health, environmental and economic benefits of these modes of transportation would help the region realize those benefits.

**Objective C:
Increase funding for alternative modes of transportation.**

Explanation:

Funding for alternative transportation modes (including transit) is inadequate. Alternative transportation modes need more funding to give people a choice of transportation other than the single occupancy vehicle. Innovative ways of providing increased funds should be explored.

**Objective D:
Promote land use policies that encourage transit alternatives in local and regional plans.**

Explanation:

The local land use plans and policies and their implementation do not adequately accommodate transit-oriented development or other alternative transportation modes. Local and regional plans and policies should support transit alternatives.

GOAL THREE: ENHANCE CONNECTIVITY BY DEVELOPING A MULTI-MODAL TRANSPORTATION NETWORK THAT PROMOTES ECONOMIC GROWTH THAT IS COMPATIBLE WITH THE ENVIRONMENT AND LAND USE PATTERNS.

**Objective A:
Improve mobility by planning facilities that enhance interconnectivity and accessibility.**

Explanation:

There is a need to plan for and design interconnected facilities due to the region's growth. Facility planning for the region involves the need for interconnecting points to be accessible. These points should be linked to provide timely travel for all people in a seamless manner.

**Objective B:
Improve the coordination of the metropolitan area governments, public and private transportation agencies, freight carriers and transportation users in order to plan for a seamless, interconnected transportation network.**

Explanation:

There is a need to better coordinate the interconnectivity of the region. Transit needs to aid the roadway system in this region and there should be an effort to seamlessly coordinate the different companies that serve the Triangle. Because there will be transit route redirection due to the rail/transit relationship in the future, some degree of coordinated planning needs to occur. The key element to this issue is regional coordination for people and goods movement. A major reformation of the transit systems in the Triangle should be reviewed. All parties,

including the public, should work to achieve a seamless connection between the systems.

Objective C:

Develop a better process for identifying, evaluating and prioritizing transportation projects.

Explanation:

The process for locating and prioritizing transportation improvements is not always successful. It does not adequately address public input, is not equitable and is not always technically defensible. The process for selecting projects to be funded needs to be reviewed and overhauled. The objective is to ensure that appropriate ways of measuring the need for each project are used. It was felt that public input was only received when the project had been under study for some time. It would be better to receive public input from the beginning of the project's conception. The inability to schedule projects equally across the metropolitan area was also recognized as a shortcoming to project selection. The location of these projects needs to be communicated to the public with a more up front approach.

GOAL FOUR: DEVELOP AN EFFICIENT TRANSPORTATION NETWORK THAT IS BOTH AFFORDABLE AND RELIABLE FOR THE MOVEMENT OF PEOPLE AND GOODS.

Objective A:

Identify new and alternative funding sources for constructing and maintaining transportation infrastructure.

Explanation:

Funding sources are inadequate and are not effectively or efficiently meeting the needs for transportation improvements and maintenance. There is too much reliance on state and Federal funds and too little promotion of innovative funding sources. There is a need for additional funding sources to address the constantly increasing amount of traffic in our metropolitan area. These new funding sources may come from locally added revenues, statewide efforts, regional efforts and private initiatives. It may be possible for the users of a facility to consider paying fees for specific improvements. There is a need to research the various methods used to fund new facilities, programs and transportation system management tools.

Objective B:

Maximize the highway system efficiency using means other than adding general-purpose traffic lanes.

Explanation:

When evaluating major expansion of the transportation systems, alternative methods of improving system efficiency should be addressed. New technologies should be tested; improvements to transit services and education of the public should work toward common goals in order to improve transportation efficiency. The metropolitan area needs improvements to provide better access to transportation facilities and programs. New intelligent transportation technologies should help with allowing balanced access and mobility.