

**BROOKE-HANCOCK-JEFFERSON
TRANSPORTATION STUDY**

TECHNICAL MEMORANDUM 2007-4

**BHJ REGIONAL 2030 TRANSPORTATION PLAN
TRANSPORTATION PLAN GOALS AND OBJECTIVES**

OCTOBER 2007

BHJ REGIONAL GOALS, OBJECTIVES, ISSUES AND STRATEGIES

The first step in a traditional planning process is to establish goals and objectives for the metropolitan area. The goals and objectives a Long Range Transportation Plan (Plan) establish a vision of what the region's transportation network may be, based on past or current transportation issues, in a selected horizon year, typically 20-25 years into the future. Strategies on how to implement the objectives are then developed to direct transportation management policies and actions needed to achieve the goals. These strategies reflect a course of action that is realistic and regionally acceptable.

BHJ MISSION

As the designated Metropolitan Planning Organization (MPO) for the Weirton-Steubenville, WV-OH Urbanized Area, BHJ's mission is:

- To develop plans that address and identify funding, the actions and policies needed to maintain a safe, secure, and environmentally friendly intermodal transportation system that provides the three-county region with a foundation to compete in a global economy; and
- To provide a continual, comprehensive, and coordinated 3-C transportation planning process that considers air, highway, rail, and water intermodal transportation.

The “**continual**” process is grouped into three stages of planning:

- Annual or routine reviews of the Plan
- Update the Plan every four years
- Major Review of the Plan in conjunction with the decennial census

The “**comprehensive**” process includes:

- A minimum of a twenty year planning horizon
- The planning factors as required by SAFETEA-LU
- A long-range and short-range planning element
- An intermodal planning element
- A financial plan that is fiscally constraint

The “**coordinated**” process takes into account the following:

- An open planning process that engages transportation decision makers and stakeholders consisting of elected officials, public interest groups, private industry, and state and federal highway officials.

GOALS AND OBJECTIVES

The Regional Long-Range Transportation Plan is centered upon seven regionally significant policy statements and strategies. These statements, listed by rank of importance follow as:

1. Prepare a **Financially Responsible** Plan that represents the region's fair share of federal and state economic resources and political importance.

2. Encourage retention, expansion, and re-development of **Regional Industrial Centers** through promotion of an intermodal (air, highway, rail, and water) transportation network.
3. Maintain and construct a safe, secure, and flexible **Ohio River Bridge System** that is reliable for existing industry, their employees, and all residents, and provides enhanced access within and outside the metropolitan area for retention of existing business and promotion of future economic growth and activity.
4. Develop a modern four-lane **Columbus, Ohio to Pittsburgh, Pennsylvania Highway Corridor** through Steubenville, Ohio and Weirton, West Virginia generally following ongoing expansion of OH Routes 161/16 and US Routes 22/36/250 in Ohio, West Virginia, and Pennsylvania.
5. Construct a modern **West Virginia State Route 2** highway corridor that is safe and accessible to existing and future industrial and commercial markets.
6. Design an efficient **Public Transit & Human Service Transportation** program that is coordinated and cost effective, makes the most of available resources, and avoids duplication of individual program efforts.
7. Create a **Pedestrian and Recreational Trail Network** that bridges the Ohio River, promotes a healthy quality of life, discourages automobile dependence, and supports a growing tourism economy.

Input gathered from public meetings, discussion at BHI Policy and TAC meetings and review of the SAFETEA-LU eight separate metropolitan planning factors, has guided the development and implementation of the BHI Regional Long-Range Transportation Plan. The objectives derived from this approach are as follows:

Factor #1 Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

Objective

- Provide direct east west four-lane limited access for all residents and businesses in the region to emerging metropolitan markets in Central Ohio and Western Pennsylvania.
- Offer alternative and redundant Ohio River Bridge routes for truck traffic.
- Develop transportation system improvements that will provide greater interconnection with surrounding regions, states, municipalities, and marketplaces
- Build an efficient and effective transportation network that will become a regional strength and draw additional traffic and customers into the Steubenville-Weirton marketplace

Factor #2 Increase the safety of the transportation system for motorized and nonmotorized users.

Objective

- Provide facilities and services to manage incidents (such as accidents, rock slides and vehicle breakdowns) in a manner that creates minimal obstruction to the flow of traffic.
- Create safe bicycle and pedestrian facilities that connects both Ohio and West Virginia

across the Ohio River and tie into a developing national trail network outside the three-county area in Ohio and Pennsylvania.

- Keep lights, signals, and other traffic control devices for vehicles and pedestrian facilities in good working order.
- Install and maintain guardrail and sidewalks as needed.

Factor #3 Increase the security of the transportation system for motorized and nonmotorized users.

Objective

- Create and maintain a bridge and highway system that permits efficient and safe deployment of emergency services during times of accident, flooding, other natural disaster, or national emergency.
- Preserve, at minimum, two highway and one pedestrian Ohio River Bridge crossings as contingency options for National Guard, safety, security, and emergency services between Jefferson County, Ohio and Brooke and Hancock counties, West Virginia.

Factor #4 Increase the accessibility and mobility options available to people and for freight.

Objective

- Reduce demand on the existing systems through programs and facilities through use of public transit, rideshare, vanpools, job access and reverse commute programs, park and ride lots, and pedestrian walkways.
- Improve individual mobility within every urban and rural community by creating a cooperative and coordinated Public and Human Service Transportation system that avoids duplication of operations.

Factor #5 Protect and enhance the environment, promote energy conservation, and improve quality of life.

Objective

- Create capacity only as a last resort as warranted by congestion, safety concerns, or population and business growth.
- Encourage compact development and in-fill of abandoned urban space
- Preserve and enhance historic and scenic transportation corridors and landmarks.
- Create bicycle and pedestrian trails that link the region to emerging national trail systems and heritage corridors.
- Create a bicycle and pedestrian facility across the Ohio River connecting Eastern Ohio to the Northern Panhandle of West Virginia through Steubenville and Weirton that ties into a developing national trail network in Ohio and Pennsylvania outside the three-county area.

Factor #6 Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

Objective

- Create seamless connections between air, rail, river, public transit, trails and highways for the delivery of goods, services and people.
- Maximize intermodal transfers.
- Enhance the viability of non-highway modes and provide choices of modes for freight and passengers.

Factor #7 Promote efficient system management and operation.

Objective

- Improve traffic flow through operational improvements such as signalization, access-management, altering traffic patterns, and reducing on-street parking.
- Alter transportation patterns through the innovative use of roundabouts and access management.

Factor #8 Emphasize the preservation of the existing transportation system.

Objective

- Strive to upgrade river crossings and connecting roadways to at least current minimum geometric standards.
- Adequately maintain, replace, rehabilitate and resurface existing pavements, bridges, public transit facilities and intermodal facilities
- Alleviate congestion and maintain an acceptable Level of Service (LOS) to enhance shipment of goods and movement of employees.

