

SECTION 1: GOALS, OBJECTIVES, ISSUES AND STRATEGIES

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SECTION 1 - 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 metropolitan planning factors issued in the latest five-year federal transportation legislation Fixing America's Surface Transportation (FAST) Act
- 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 the six regionally significant policy statements and strategies listed below by rank of importance:

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 and expansion of existing **Regional Industrial Centers** plus redevelopment of **Brownfield Sites** by promoting intermodal (i.e. air, highway, rail, and water) transportation linkages. The objective is to enhance regional freight movement with land use and economic growth opportunities.
3. Maintain and construct a safe, secure, and flexible **Ohio River Bridge System** that is reliable for existing and future industrial growth in addition to commuters and residents that provides enhanced access within and outside the metropolitan area. A well-planned bridge system should support local and interstate commercial traffic moving into and throughout the metropolitan region.
4. Reconstruct the **West Virginia State Route 2** highway corridor by realignment, capacity addition, and slope repair where practical to reduce recurring congestion, landslides, and rock falls. Thereby lessening the negative impacts of continual traffic delays and lost economic opportunities.
5. 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. Through the mission of the *Regional Access Mobility Partnership*, RAMP is dedicated to eliminate and reduce where possible, obstacles and barriers to transportation services regardless of governmental boundaries and provide opportunity for participation and cooperation among all public transit human service, and private transportation providers, as well as other social service agencies.
6. Create a sustainable **Bicycle and Pedestrian Network** that bridges the Ohio River, promotes a healthy quality of life, discourages automobile dependence, and supports a growing tourism economy. The Bicycle and Pedestrian Network should enhance the quality of community and family life, stimulate alternative commuter routes, a growing workforce, and promote opportunities for economic development.

A review of the nine separate metropolitan planning factors as found in Section 1201 of the FAST Act, has guided the development and implementation of the 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 crashes, 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 a crash, 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, reduces costs and encourages conservation capital assets, build a platform for consistent communications among operators, and expands opportunities for business development.
 - Create a network of transportation partnerships that offer a range of fixed-route, demand-responsive, and specialized non-emergency transportation services to retail, employment, social, and health care activity centers.
- Factor #5** Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- 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**
- Recognize the nature and critical value of goods traveling to, from, and through the Brooke-Hancock-Jefferson Metropolitan Area as identified in the *BHJ Freight Study, January 2011* to proactively plan for the region's future.
 - Identify the region's economic drivers and the linkages between those drivers and the transportation system, to take advantage of the existing freight infrastructure to help foster economic growth.
 - Promote alternative, affordable, and environmentally-efficient transportation options that will guide the BHJ region into a prosperous future.
- 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.

Factor #9 Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.

Factor #10 Enhance travel and tourism.

