

Southern Maryland Transportation Needs Assessment

DRAFT Goals and Objectives Technical Memorandum Summary Report

Mission Statement:

The mission of the Southern Maryland Transportation Needs Assessment is to develop a multimodal transportation system in Southern Maryland that supports and enhances the quality of life in the region through integrated transportation and land use planning, improved economic opportunities, and stewardship of the natural environment.

Definitions:

Goals, objectives, and policies or strategies form a hierarchy. Goals illustrate broad overarching directions, visions, and values. Objectives provide specificity to the goals, are concrete, and can be measured. Strategies, policies, and projects support the achievement of goals and objectives and will be identified in later stages of the needs assessment process.

Process for Development:

Developing goals and objectives for a transportation study is an iterative process. The resulting product should capture the range of issues facing the region and relate specifically to the regional context. The Goals and Objectives Technical Memorandum identifies the existing goals of relevant agencies in the region, including the Tri-County Council for Southern Maryland (TCCSMD), the three counties that make up Southern Maryland, the two adjacent jurisdictions of Anne Arundel County and Prince George's County, and the Maryland Department of Transportation (MDOT). Understanding and balancing goals from these sources is a prerequisite to developing goals and objectives for the transportation needs assessment (TNA). The most common existing long-range transportation goals from the agencies and jurisdictions listed above provide a baseline for development of goals and objectives for the TNA. These common goals are:

- Efficiency
- Multi-Modal/Alternative Modes
- Safety and Security
- Coordination of Transportation and Land Use Planning

In addition to looking at regional and local goals, other plans were reviewed as part of a comprehensive scan of possible goals and objectives for the TNA. Plans reviewed included: The Metropolitan Washington Constrained Long-Range Plan; Baltimore Metropolitan Council Long-Range Transportation Plan; TransAction 2030 (Northern Virginia); DVRPC Destination 2030 (Philadelphia); WILMAPCO 2030 Plan (Wilmington, Delaware); Annapolis Regional Transportation Vision; UnJAM 2025 (Charlottesville, Virginia); and the US DOT Strategic Plan. Some of the twelve common goals in these plans included:

- Mobility and Accessibility
- Connectivity and Modal Balance
- Environmental Protection

Principles:

In developing recommended goals and objectives for the TNA, the following principles were followed:

- Use the minimum number of goals that reasonably capture the major issues that will be addressed by the TNA;
- Ensure that each goal addresses a distinct issue;
- Capture the needs expressed thus far by stakeholders including MDOT, TCCSMD, the Regional Infrastructure Advisory Committee (RIAC) and the Commission;
- Reflect goals and objectives from the 1998 plan and other studies within the region and update them to address new concerns; and
- Ensure that the goals, goal definitions, and objectives capture a broad range of potential needs and allow for competing types of investments to be identified within the TNA.

Goals and Objectives:

The table on the following page outlines the draft goals and objectives. It has been reviewed by the RIAC and will be reviewed by the Commission before it is finalized.

Recommended Goals and Objectives for the Southern Maryland Transportation Needs Assessment

Goal	Goal Definition	Objectives
1. Mobility and Accessibility	Support the continued development and economic growth of the region by providing multimodal transportation options to improve the mobility of people and the movement of goods within the region.	<ul style="list-style-type: none"> • Increase transportation choices available for commuting from and traveling within Southern Maryland. • Maintain and enhance levels of circulation (e.g., reduced congestion) on highways, arterials, and major collectors. • Maintain and enhance levels of service on transit. • Incorporate pedestrian and bicycle improvements into roadway improvement projects. • Improve access to and from activity centers for all modes and populations. • Improve connections between modes
2. Safety and Security	Provide a transportation system that minimizes loss of life, health, and property and allows for a response to natural or manmade emergencies.	<ul style="list-style-type: none"> • Reduce the rate of crashes, fatalities, and injuries for motor vehicles, bicycles, and pedestrians. • Develop safety improvements for the region that are consistent with the Maryland Strategic Highway Safety Plan and County Traffic Safety Programs. • Support transportation improvements and programs that enhance the transportation system's capability to plan for and respond to natural and manmade security and emergency challenges. • Ensure that safety needs are considered in mobility improvements.
3. Efficiency	Ensure the best use of existing and future transportation networks, resources, and infrastructure.	<ul style="list-style-type: none"> • Increase person movement capacity of highway and transit modes. • Preserve and maintain critical existing infrastructure for maximum system performance. • Protect highway functional capacity by implementing access control as appropriate. • Improve the availability and quality of real-time information to increase the ease of use and attractiveness of both highways and transit. • Develop cost-effective transportation improvements that maximize the use of available resources.
4. Environmental and Cultural Stewardship	Ensure that transportation investments are planned and implemented in a manner that is sensitive to the natural, cultural, and social environment.	<ul style="list-style-type: none"> • Maintain air quality in the region by providing alternatives to single-occupant vehicle travel and the use of clean air technology. • Minimize the impact of transportation investments on significant natural resource areas, watersheds, and habitats. • Identify and preserve transportation infrastructure with historic, cultural, social, and/or recreational value. • Minimize the contribution of transportation investments to air, water, and noise pollution in Southern Maryland.
5. Integrated Planning	Ensure that transportation investments are consistent with environmental, economic development planning, and decisions of local and neighboring jurisdictions.	<ul style="list-style-type: none"> • Develop transportation investments that serve established Maryland communities and support designated growth areas (Priority Funding Areas). • Coordinate with existing and ongoing land use, environmental, and economic development planning efforts. • Promote and support dynamic regional and intermodal activity centers. • Plan and develop transportation improvements cooperatively with neighboring jurisdictions and other relevant agencies.