

2.0 Goals and Objectives

Goals, objectives, and policies or strategies exist in 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 are identified in Sections 4.0 and 7.0 of the Needs Assessment process.

2.1 PROCESS FOR DEVELOPMENT

Developing goals and objectives for this transportation study was an iterative process. The results 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). The goals from these sources form the basis of the goals and objectives for the transportation needs assessment (TNA). The most common existing long-range transportation goals from the agencies and jurisdictions listed above are:

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

Table 2.1 summarizes the types of goals and objectives found in these regional agencies.

Table 2.1 Long-Range Transportation Goals in Maryland/Southern Maryland

	Maryland Transportation Plan	Charles County	St. Mary's County	Calvert County	Anne Arundel County	Prince George's County
Frequent Goals						
Efficiency	●	●	●	●	●	
Multimodal/Alternative Modes	●	●	●	●	●	●
Safety and Security	●	●	●	●		●
Coordination of Transportation and Land Use Planning	●	●	●	●	●	●
Less Frequent Goals						
System Maintenance	●	●				
Accessibility and Mobility	●	●		●	●	●
Minimum Negative Impact on Business and Neighborhoods	●	●			●	
Economic Development and Opportunity	●	●	●	●	●	●
Integrated with Community	●	●	●	●	●	●
Economic Efficiency	●	●	●	●		●
Environmental Stewardship	●	●	●	●	●	
Regional Coordination	●	●		●		

In addition to looking at regional and local goals, other plans were reviewed as part of the 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 U.S. DOT Strategic Plan. Some of the common goals in these plans relate to:

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

2.2 PRINCIPLES

In developing these 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.

2.3 GOALS AND OBJECTIVES

Table 2.2 presents the goals and objectives identified for the *Needs Assessment*. A complete description of the development of goals and objectives is available in Appendix A.

Table 2.2 Goals and Objectives for the Southern Maryland Transportation Needs Assessment

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 and accessibility of people and facilitate 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.

One of the stations in the first round of public involvement included a review of the proposed goals developed for the *Needs Assessment*. Although all goals were supported by the public, the public provided more weight to the mobility, safety, and environmental and cultural stewardship goals than to the efficiency and integrated planning goals (Table 2.3).

Table 2.3 Public Feedback on Goal Areas

Goal	Charles County	St. Mary's County	Calvert County	Total
1. Mobility and Accessibility	11	7	9	27
2. Safety and Security	1	6	9	16
3. Efficiency	3	1	3	7
4. Environmental and Cultural Stewardship	12	5	4	21
5. Integrated Planning	0	6	1	7

Source: Southern Maryland Transportation Needs Assessment Public Meetings, October, 2007.

