

Appendix B

Technical Report on Goals Research and Identification

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The values component of the planning process involves identifying the goal, or end state that the plan is meant to achieve. Community participation is very important for setting the goal, but other sources also contribute. The Non-motorized Transportation Plan deals with a specific portion of overall transportation planning. Therefore awareness of related transportation plans, land use plans, and associated mandates are also important in setting the goal of the Non-motorized Transportation Plan.

In this report, Legacy Goals include those of existing bikeway plans, the MPO's current Metropolitan Transportation Plan, and regional and local comprehensive plans. Mandated Goals include those found in the United States Code of Laws, as amended by the most recent national transportation funding authorization (currently Moving Ahead for Progress in the 21st Century, or MAP-21). Community Aspirations summarizes the input from the Non-motorized Transportation Plan participation process, as related to goals. And finally, Generic Planning Goals are those related to public interests, if not already identified through the other sources.

The final section of this Technical Report recommends a goal statement for the Non-motorized Transportation Plan.

Legacy Goals

The relevant CORE MPO plans' goals are reviewed first, followed by those of other plans relating to transportation and/or land use.

Chatham County Bikeway Plan of 2000 – adopted (CORE MPO)

- A county-wide system of on-road and off-road bikeways

Total Mobility Plan (2040 Metropolitan Transportation Plan) – adopted (CORE MPO)

- Support economic vitality of the region
- Ensure and increase safety on the transportation system
- Ensure and increase security of the transportation system
- Accessibility, mobility, connectivity
- Protect and enhance the environment and quality of life
- System management and maintenance
- Intergovernmental coordination

Chatham County – Savannah Comprehensive Plan (Tricentennial Plan) – adopted (MPC, City, County)

Transportation-related goals, within various topic areas:

- Reduce auto dependence and associated congestion and pollution
- Enhance and maintain economic vitality of tourism industry
- Coordinate effort of westside communities to provide infrastructure and long range Capital Improvement Programs for anticipated growth
- Work toward a community that provides transportation infrastructure and mobility options
- Integrate housing, transportation, and land use planning to create better communities and neighborhoods
- Multimodal transportation system

- Transportation system is compatible with existing and future land use
- Road system preserves unique characteristics of neighborhoods and coastal areas
- Public transportation system provides all residences (age, ability, income) to access important destinations
- Transportation system anticipates and facilitates economic activity
- Transportation network efficiently facilitates movement into and within Chatham County

Coastal Georgia Regional Bicycle and Pedestrian Plan of 2006 – adopted (CRC)

- Increase number and quality of bike lanes, bike paths, and dedicated trails
- Increase bicycle and pedestrian safety
- Provide bike routes for casual rider, moderate rider, and advanced cyclists
- Prepare bicycle and pedestrian plans for each county and city in the region
- Research and educate the public on Georgia laws pertaining to bicycle/ pedestrian safety, rights and responsibilities
- Establish bicycle and pedestrian retrofit strategy for existing roadways and intersections
- Establish ongoing public education on bicycle and pedestrian transportation and safety

Tybee Island Bike Plan of 2010 – adopted (City of Tybee Island)

- A well connected, comprehensive bicycle network

Mandated Goals and Purposes

Title 23, Section 148(b)(2), per national interests in Highway Safety Improvement Program, as amended by MAP-21

(2) PURPOSE- The purpose of the highway safety improvement program shall be to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land.

Title 23, Section 134(a)(1) and (h), and Title 49, Section 5303, per national interests and factors in Metropolitan Transportation Planning, as amended by MAP-21

Policy- It is in the national interest--` (1) to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between States and urbanized areas, while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes identified in this chapter;

` (1) IN GENERAL- The metropolitan planning process for a metropolitan planning area under this section shall provide for consideration of projects and strategies that will--

` (A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

` (B) increase the safety of the transportation system for motorized and nonmotorized users;

- `(C) increase the security of the transportation system for motorized and nonmotorized users;
- `(D) increase the accessibility and mobility of people and for freight;
- `(E) 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;
- `(F) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- `(G) promote efficient system management and operation; and
- `(H) emphasize the preservation of the existing transportation system.

Title 23, Section 150(a) and (b), per national goals guiding performance-based approach to transportation decision-making, as amended by MAP-21.

`(a) Declaration of Policy- Performance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decisionmaking through performance-based planning and programming.

`(b) National Goals- It is in the interest of the United States to focus the Federal-aid highway program on the following national goals:

`(1) SAFETY- To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

`(2) INFRASTRUCTURE CONDITION- To maintain the highway infrastructure asset system in a state of good repair.

`(3) CONGESTION REDUCTION- To achieve a significant reduction in congestion on the National Highway System.

`(4) SYSTEM RELIABILITY- To improve the efficiency of the surface transportation system.

`(5) FREIGHT MOVEMENT AND ECONOMIC VITALITY- To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

`(6) ENVIRONMENTAL SUSTAINABILITY- To enhance the performance of the transportation system while protecting and enhancing the natural environment.

`(7) REDUCED PROJECT DELIVERY DELAYS- To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Community Aspirations and Issues

Initial Public and Stakeholder Participation Process for the Non-motorized Transportation Plan

As identified in the Technical Report on Participation Methods and Results, the community's desired end state can be summarized as:

- Safe, respectful of pedestrians and bicyclists, with a connected network of useful infrastructure for walking, bicycling, and wheelchair use.

Issues identified by public and stakeholders were:

- Perceived lack of safety from motor traffic
- Lack of infrastructure
- Drivers who either don't know or don't respect rights
- Weather
- Lack of route information for bicyclists
- Trips are too long (issue more for pedestrians than bicyclists)
- Unattractive surroundings

Other Generic Planning Goals not yet mentioned above

- Healthy Community

Non-motorized Transportation Goal Statement based on Research of Sources

Some of the goals, principles, and aspirations listed above, such as “Variety of transportation choices,” are directly related to improvements for non-motorized transportation. Others, such as “High quality of life” or “High quality natural environment,” are more indirectly related to non-motorized transportation, as potential secondary effects of increasing walking and bicycling. To avoid redundancy with other plans and to help direct efforts to the most appropriate and effective strategies, the goals of the Non-motorized Transportation Plan will focus on a direct relationship to non-motorized transportation.

As a result of the review of goals, mandates, and aspirations above, the following goal statement is recommended for the Non-motorized Transportation Plan:

Walking and bicycling are attractive and feasible transportation options in our planning area, as a result of respectful, informed attitudes, and the provision of a safe, convenient, physical environment.