SECTION 3
GOALS AND OBJECTIVES

3.1 HPMPO Goals and Objectives

A. LONG RANGE TRANSPORTATION SYSTEM

I. To promote regional productivity and economic growth through the provision of an integrated and efficient transportation system

   a. Provide a continuing program of public investment for transportation.
   b. Provide an orderly, rational program of transportation system improvements that assist in reducing transportation costs and increase land accessibility, thereby generating a number of other economic benefits, including increased employment and productivity, enhanced competition and new private investment opportunities.

II. To improve the degree of individual mobility of the area's residents essential to personal economic well-being.

   a. Provide effective personal accessibility to the transportation system, including transit as well as highway accessibility.
   b. Provide accessibility to available employment and educational opportunities.

III. To promote increased efficiency in the use of energy within the transportation sector.

   a. Encourage the transportation system developers and users to participate substantially in energy conservation programs.
   b. Consider energy efficiency as an integral part of transportation planning, design, construction and operation.

IV. To prevent or minimize the adverse impacts of transportation on the quality of the human environment.

   a. Improve the relationship between man and his environment, and to preserve natural, historical and cultural resources in the development of transportation system plans and projects.

   b. Ensure that transportation project decisions are made in the best overall public interest, based upon a balanced consideration of the need for fast, safe, and

efficient transportation and the social, economic and environmental effects of system improvements.

V. To protect the safety of the driver, passenger, pedestrian and others exposed to the transportation system.

   a. Identify and analyze existing hazardous locations and provide a continuing program of safety improvements to eliminate such hazards.
   b. Ensure that safety factors are given full consideration in the planning, design and construction stages of future transportation improvements.

B. TRANSPORTATION SYSTEM MANAGEMENT

I. To maximize the efficient utilization of existing road space.

   a. Monitor the flow of vehicular traffic in an effort to understand current usage levels, major traffic generators and potential alternative traffic routes.
   b. Seek to provide safe pathways for bicycles and pedestrians in needed areas.
   c. Monitor the proposed sites of new businesses and/or construction to ensure that these sites will not create an excessive traffic load on existing thoroughfares or collector streets.
   d. Study peak traffic flows to determine if staggered work hours would lessen congestion.
   e. Encourage carpooling and vanpooling as a more efficient and less expensive personal transportation alternative.

II. To provide better collection, distribution and internal circulation routes within the High Point Urban Area.

   a. Implement the High Point Urban Area Transportation Plan.
   b. Monitor growth trends and evaluate the long range effects these trends may have on existing thoroughfares.
   c. Make provisions for the overall continuity of proposed subdivision streets
   d. Regulate driveway permits to protect road capacities
   e. Encourage reverse frontage, particularly on proposed major thoroughfares.

III. To maintain and improve current alternate modes in the High Point Urban Area.

   a. Work to preserve and improve railroad, pedestrian and bicycle access
   b. Monitor air travel to improve airport access.
   c. Coordinate local planning to encourage regional and statewide rail transportation.

3.2 Consideration of TEA-21 Planning Factors

Under the provisions of ISTEA, all Metropolitan Planning Organizations were required to consider fifteen (15) planning factors (a 16th was added later) in the development of transportation plans and programs. With the enactment of TEA-21, the 16 planning factors have been reduced to seven (7) broad planning factors. TEA-21 requires that "the metropolitan transportation planning process for a metropolitan area…shall provide for consideration of projects and strategies that will…" accomplish the following objectives. Each of the 7 planning factors is addressed individually below:

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

Economic vitality is an important consideration in the prioritization of transportation projects. An example is the completion of the US 311 Bypass through High Point and Archdale. When this project is completed, it will become Interstate 74, connecting Charleston, South Carolina to Cincinnati, Ohio. The freeway will provide a direct connection between the industrialized regions of the Midwest and the coastal areas of North and South Carolina. In addition, the High Point Urbanized Area will be at the confluence of Interstates 40, 73, 74 and 85, making it a prime location for transportation related businesses.

2. Increase the safety and security of the transportation system for motorized and non-motorized users.

Increasing the safety of the transportation system is a major function of the MPO. MPO staff is continually analyzing accident data to determine where safety improvements are warranted. Another example is the development of the City of High Point's Pedestrian Improvement Plan. By determining where sidewalks are needed and planning for their construction, a safe way of travel is provided to the disabled, the young, and those who just choose to walk to their destination.

3. Increase the accessibility and mobility options available to people and for freight.

The primary objective of the LRTP is to look at all transportation options and see how they can be utilized to offer residents of the High Point Urbanized Area true options in how they can get around. Rather than simply focusing on roadways, this report looks at options for transit, bikeways, greenways, aviation and rail. By tying these all together, a true multimodal transportation system will be developed.

4. Protect and enhance the environment, promote energy conservation, and improve quality of life.

Efforts to reduce the use of the single-occupant vehicle are critical to enhancing the environment and promoting energy conservation. An example of promoting alternative modes of travel takes place in High Point during the bi-annual International Furniture Market. Hi tran services a series of park-n-ride lots situated around the fringes of the City. This keeps a great deal of traffic out of the city core and eliminates the need for parking lots downtown that will only be used twice a year. Transit, pedestrian and greenway plans documented in the LRTP also support this goal by promoting alternative forms of transportation.

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

Improving links between transportation modes is an underlying theme to transportation improvements. Users can drive or walk to a park where they can pick up the greenway. Rail passengers can leave the train and walk to the transit station across the tracks. As the transportation system expands, opportunities to provide integration and connectivity between modes should be examined. Intermodal facilities can also be considered in the MPO area to facilitate movement between modes.

6. Promote efficient system management and operation.

As mentioned previously, the High Point MPO is focused on providing a safe, efficient and effective transportation system. By making the system truly multimodal, no one mode is emphasized and thereby overtaxed. It is critical that all modes work correctly and together to offer the user a choice in their transportation decision.

7. Emphasize the preservation of the existing transportation system.

In order to provide an adequate transportation system for its users, it is important to not only examine the need for new facilities but maintain the ones that currently exist. Maintenance of the system is considered in the Financial Plan of this report. Powell Bill money and other funding sources are expected to maintain the various elements of the transportation system during the design period of this report. As the system becomes larger, more funding resources will have to be allocated just to maintain the system. Working with NCDOT, MPO staff should ensure that improvements made today will have the financial resources necessary to maintain them over their lifespan.