

SECTION 2

GOALS, OBJECTIVES AND STANDARDS

2.1 INTRODUCTION AND FRAMEWORK

A transportation system is the circulation system of a city. It brings people, goods, and services into and out of the city. It also provides the means by which these people, goods, and services move within the city from one type of activity to another. Planning the layout of a transportation system is no longer a matter of getting from one point to another by the shortest route possible. Impacts of the system on the social, economic, and natural environments must be dealt with.

A city must relate their planning efforts to the different levels of transportation services needed in an area. These different service levels stem from the transportation demands of the state, region, city, and neighborhoods. Many times the goals for these levels of service are conflicting. It is important to attempt to minimize the inconsistency of these goals so that the levels of services do not disrupt the quality of life.

The existing transportation system of Grand Forks/East Grand Forks has service facilities including rail, public transportation, bikeways, and walkways. The transportation plan for Grand Forks/East Grand Forks must reflect the statewide (or regional) consistency as well as local strategy across all modes of transportation. At the same time, the plan must recognize the financial and other limitations of the public bodies affecting the community.

Clearly-defined goals, objectives, and standards, with associated measures of effectiveness, help form the foundation of a transportation plan. Together, they form a vision of how the transportation system is intended to function. By their nature, they provide both a clear picture of the intent of the transportation system, as well as a way to evaluate the degree to which the plan has succeeded. As such, the goals, objectives and policies will remain constant, even as new transportation projects and initiatives arise over the 20 to 30 year planning period.

The goals are applicable to all modes addressed in this plan -- transit, bikeway, and pedestrian. The objectives are specific to each of the four transportation modes yet are consistent with the overall goals. Separate chapters address the objectives and standards applicable to each element (or mode) in light of the goals identified.

Goals are broad statements that describe the desired results of transportation actions. They often reflect community values (such as safety and environmental quality), and/or planning fundamentals (such as network connectivity). **Objectives** describe specific outcomes which, when achieved, satisfy the intent of the goals. They may be thought of as more detailed descriptions of goals. Preferably, objectives should be quantifiable, or lead to some form of measurement as a way to determine if the objective has been met, and what progress has been made toward achieving goals.

A set of seven goals has been established for the transportation plan. They include:

- Goal #1 Provide a Safe Transportation System.
- Goal #2 Provide an Efficient Transportation System.
- Goal #3 Provide Mobility and Accessibility to the Users of the Transportation System.
- Goal #4 Compatible Transportation and Land Use Systems.
- Goal #5 Minimize Adverse Impacts from Transportation.
- Goal #6 Finance the Transportation System.
- Goal #7 Promote a Balanced, Compact Land Use Growth Pattern.

Each goal is discussed in greater detail, and modal-objectives are identified as well. Additional information about the objectives and the standards to be applied to each objective are presented in individual chapters for each transportation mode.

Goal # 1 - Provide a Safe Transportation System

Objectives:

All Modes

- Preserve and maintain the existing transportation facilities

Public Transit

- Provide safe on-board service.
- Provide a secure transportation system.

Bikeway/Pedestrian

- Adopt a manual for bicycle/pedestrian facility design standards.
- Reduce points of automobile conflicts with non-motorized traffic.
- Reduce bike/pedestrian - auto accidents by 2%, and increase bike helmet use by 3% each year.
- Adopt uniform bicycle/pedestrian traffic control devices.
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- Enforce existing laws relating to bicycles and pedestrians.
- Implement bike and pedestrian safety education programs at the local level.

Goal # 2 - Provide an Efficient Transportation System

Objectives:

Public Transit

- Provide efficient and cost-effective service.
- Reduce the cost of service delivery through service coordination.
- Assign riders to dial-a-ride and to accessible fixed route service based on user need.
- Comply with federal regulations pertaining to paratransit service.

Bikeway/Pedestrian

- Maximize direct travel trips between major bicycle generators and destinations.
- Establish a hierarchy of the bicycle network.
- Develop a bikeway and pedestrian system utilizing aesthetic areas.
- Develop 50 additional miles of bikeway network by the year 2030.

Goal #3 - Provide Mobility and Accessibility to Users of the Transportation System

Objectives:

Public Transit

- Provide travel times that are as competitive with the automobile as possible.
- Serve the transit dependent population.
- Maintain existing ridership and attract new riders.
- Minimize transfers within the fixed-route transit system.
- Provide convenient and dependable service.

Bikeway/Pedestrian

- Develop a continuous bikeway network by the year 2030.
- Provide system of non-motorized transportation facilities that conforms with or exceeds ADA accessibility standards.
- Increase uses of non-motorized modes of transportation 10% by the year 2030.

Goal # 4 - Provide Compatible Transportation and Land Use Systems

Objectives:

Public Transit

- Integrate transit planning practices with the development approval process.
- Coordinate with developers in the metro area.

Bikeway/Pedestrian

- Review all development proposals for continuity of this bike and pedestrian plan.
- Future trail corridors shall reflect current and future growth trends.

Goal # 5 - Minimize Adverse Impacts from Transportation

Objectives:

All Modes

- Coordinate Transportation Plan with flood control projects.
- Avoid or mitigate adverse social and economic impacts resulting from existing or new transportation facilities.

Bikeway/Pedestrian

- Make public participation and education an integral part of the bike and pedestrian plan.

Goal # 6 - Finance the Transportation System

Objectives:

Public Transit

- Fund the transportation system.
- Encourage public/private partnerships and other applicable innovative financing alternatives.
- Improve the cost-effectiveness of the transportation system.
- Find ways to capitalize funding for both construction and maintenance of transit facilities.

Bikeway/Pedestrian

- Develop a life cycle cost analysis of pavement type done for all projects.
- Utilize the platting process to implement a cost-effective bikeway system.
- Minimize developer's construction costs of new trails when possible
- Incorporate bikeway facility costs into each community's Capital Improvement Program (CIP).
- Increase funding for both construction and maintenance of bicycle facilities in the annual transportation budget.

Goal # 7 - Promote a Balanced, Compact Land Use Growth Pattern

Objectives:

All Modes

- Obtain a balance between transportation capacity and land use.

Public Transit

- Utilize public transit and transit facilities to reinforce compact land use patterns.

Bikeway/Pedestrian

- Place bicycle facilities at major destination points.