

TRANSPORTATION GOALS AND OBJECTIVES

The overall goal for the Winston-Salem Urban Area is a balanced and sustainable transportation system that links highways, transit, greenways, bikeways and sidewalks into a seamless transportation network that provides choices for people's travel needs.

The Long Range Transportation Plan (LRTP) was developed based on recommendations and goals from the Urban Area's various land use and transportation plans. The Comprehensive Planning Section of this document includes information on plans adopted by jurisdictions in the Winston-Salem Urban Area. While each of the various plans identifies individual goals and recommendations of its respective locality, there are themes common to all the plans. All the plans advocate making basic changes in the way the community grows and functions in the future. Those changes include, but are not limited to: guiding development into new compact patterns that will enable public transit to compete with the automobile, ensuring the connectivity of existing and proposed roadways, and preserving the character and quality of the area while accommodating its anticipated growth and development. Adopting these changes will allow for more convenient and cost-effective transportation choices and make our urban area more livable.

The mission of the Piedmont Authority for Regional Transportation (PART) is to enhance the quality of all forms of transportation for citizens through the efficient use and protection of our natural, economic and human resources. The goal of PART is to be an innovative, effective and efficient transportation authority that meets the needs of and is accountable to our citizens. PART is working with the regional communities and planning boards to adopt a set of uniform Land Use Planning policies for the Piedmont Triad Region. The five regional land use and transportation planning policies developed by a 70-member citizen advisory group and adopted by the PART Board of Trustees and the area planning boards are:

- Coordinate long-range land use/transportation planning on a regional and local basis
- Direct significant portions of development to existing/proposed targeted nodes and transit corridors
- Integrate land use planning with infrastructure development
- Encourage redevelopment of infill and "under invested" areas.
- Encourage cultural or historical heritage aspects within the land use plan.

Objective 1

Develop a first class street and highway network that meets the short and long-term needs of the Winston Salem Urban Area MPO.

Objective 2

Design streets and highways that are safe, efficient and effectively move vehicular traffic, accommodate transit, pedestrians and bicyclists with minimum negative environmental impacts.

Objective 3

Promote land use patterns and transit-oriented design standards that support walking, bicycling and public transit and reduce the number and length of automobile trips.

Objective 4

Expand public transportation into an area-wide transit system of buses, van pools, car pools and special population transit services that is efficient, convenient, safe and cost-effective.

Objective 5

Create a bikeway/sidewalk/greenway network that is an integral part of the transportation system and provides an alternative means of transportation and recreation.

Objective 6

Develop a transportation system that respects and enhances the natural and built environment.

Objective 7

Establish policies and programs to reduce travel demand.

Objective 8

Develop a long-range plan for the establishment of a commuter rail system.

Objective 9

Provide for the long-range aviation needs of the area by improving the efficiency, effectiveness and safety at Smith Reynolds Airport.

Objective 10

Support an open, inclusive and participatory transportation planning process.

Objective 11

Identify and address the needs of minority and low-income populations in making transportation decisions.

Additional discussion of the MPOs goals and objectives for transportation modes are in Chapter 3 and for Title VI of the Civil Rights Act (1964) and the Environmental Justice Plan, please refer to Chapter 6.