

2.0

GOALS AND OBJECTIVES

2.1 Mission

The mission of the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) is to plan for transportation options that assure mobility, respect the natural and built environment, and strengthen the economic prosperity of MUMPO's planning area. Four surface transportation modes – roadway, transit, bicycle and pedestrian – comprise a system designed to foster the safe and efficient movement of people and support the growth and development objectives of the Mecklenburg-Union MPO. Rail lines, intermodal terminals and Charlotte/Douglas International Airport provide connections for people traveling and goods shipped to and from this area.

This **2030 Long-Range Transportation Plan (LRTP)** describes the programs that carry out MUMPO's mission. To determine the projects that make up the plan, MUMPO is guided by the goals and objectives below. The plan is based on an assessment of future travel conditions and a variety of land development and environmental factors described in this document.

2.2 Goals

- ▶ Provide a **safe and efficient** transportation system.
- ▶ Improve the **quality of life** for residents of the Mecklenburg-Union MPO area.
- ▶ Provide a transportation system that serves the public with **mobility** choices, including walking, bicycling and transit options.
- ▶ Provide a transportation system that is sensitive to significant features of the natural and human **environments**.
- ▶ Provide **equitable** transportation options for low income and minority neighborhoods.
- ▶ Provide meaningful opportunities for **public involvement** in the transportation planning process.

2.3 Objectives

① Streets and Highways

Develop an efficient street and highway network capable of providing an appropriate level of service for a variety of transportation modes.

- Develop streets and highways in a manner consistent with adopted land use plans.
- Increase the connectivity of the existing street network and improve access to city and town centers.
- Develop regionally significant streets and highways in a manner which minimizes travel times and distances.
- Optimize the inter-city, inter-regional and intra-regional capacities of major transportation corridors.
- Develop streets and highways that are accessible to or compatible with multiple modes of transportation.
- Develop visually attractive corridors.
- Minimize accident potential and severity.
- Include sidewalks and bicycle facilities in the design of roadways to accommodate and encourage pedestrian and bicycle travel.

② Public Transportation System

Promote a safe, efficient and diverse public transportation system that is accessible to various segments of the population.

- Operate safe and efficient scheduled transit services that minimize travel times and distances.
- Implement land use strategies that maximize the potential for transit patronage and coverage.
- Develop land use and density criteria for transit centers and corridors.
- Establish programs and incentives that encourage ridesharing (or eliminate barriers to ridesharing).
- Serve the elderly and transportation-disadvantaged populations with convenient transportation to needed services.
- Increase transit patronage as a percentage of total trips.
- Maximize transit's coverage area to the extent feasible.
- Facilitate the integration or coordination of different transportation modes by establishing inter-modal facilities.
- Reserve designated rail and transit corridors for future needs.

③ Pedestrian and Bicycle Transportation

Develop a transportation system that integrates pedestrian and bicycle modes of transportation with motor vehicle transportation, and encourages the use of walking and bicycling as alternative modes.

- Increase the design sensitivity of specific transportation projects to the needs of pedestrians and bicyclists.
- Improve the transportation system to accommodate pedestrian and bicycle access along roadways, through design and facility standards.
- Increase pedestrian and bicycle safety through public awareness programs.
- Provide linkages for pedestrians and/or bicyclists with neighborhoods, employment centers, services, commercial areas and other business districts, parks, and cultural facilities such as schools and churches.

④ Rail and Air Transportation

Maximize rail and air travel and transportation opportunities.

- Promote initiatives at Charlotte/Douglas International Airport that increase the attractiveness of the airport as a major passenger and cargo facility.
- Maintain the airport's ongoing long range planning function.
- Promote future opportunities for inter-regional mobility through enhancements to inter-city rail service and the provision of high-speed rail service.

⑤ Freight and Goods Movement

Provide a freight transportation system supporting the movement of goods.

- Develop a transportation system supporting Charlotte's position as a major distribution center, improving and maintaining access for freight to other markets via a network of highways, railroads and Charlotte/Douglas International Airport.
- Develop streets and highways that are accessible to and compatible with multiple modes of transportation.
- Facilitate coordination among transportation modes through the establishment of Intermodal facilities
- Identify opportunities to share rail corridors with transit.
- Support expansion opportunities at Charlotte/Douglas International Airport that increase the attractiveness of the airport as a major cargo facility.
- Designate safe routes, with minimal urban exposure, for the transport of hazardous materials.
- Designate truck routes that minimize exposure to neighborhoods and to historic and cultural resources.

⑥ The Environment

Develop a transportation system that preserves and enhances the natural and built environments.

- Develop transportation systems and programs that maintain or improve air quality.
- Design transportation facilities that minimize the impact of traffic noise on surrounding properties.
- Design transportation systems and facilities that preserve and complement the area's natural features.
- Plan transportation facilities that protect cultural and historic resources.
- Design attractive transportation systems that reinforce community standards of appearance.
- Plan transportation facilities that minimize neighborhood disruption and related impacts.
- Designate safe routes, with minimal urban exposure, for the transport of hazardous materials.
- Designate truck routes that promote safety and minimize exposure to neighborhoods and to historic and cultural resources.

⑦ Financial

Make investment decisions for transportation modes that make the most efficient use of limited public resources.

- Minimize implementation and operation costs of transportation projects.
- Develop transportation projects that enhance the local and regional economies.
- Actively explore new sources of revenue.