

CRTPO 2045 Metropolitan Transportation Plan Goals & Objectives

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- 1. Provide, manage and maintain a safe, efficient and sustainable transportation system for all modes, intended to serve all segments of the population.**
 - a. Designate resources to maintain the existing transportation system.
 - b. Manage, and strive to eliminate, congestion within the existing transportation system.
 - c. Develop an efficient, multimodal transportation system (CTP) capable of providing an appropriate level of service for a variety of transportation modes.
 - d. Encourage design features that minimize crash potential, severity and frequency.
 - e. Provide all users a convenient, safe and comfortable way to reach their destination, regardless of location, personal mobility level, age or economic status.
 - f. Promote future opportunities for inter-regional mobility through enhancements to inter-city rail service and the provision of high-speed rail service.
 - g. Consider extreme weather-related vulnerability in the development of the plan.
 - h. Accommodate the implementation of new types of vehicles, fuels, modes of transportation and logistics practices.

- 2. Encourage walking, bicycling and transit options, integrated with motor vehicle transportation, by providing a transportation system that serves the public with mobility choices.**
 - a. Increase the connectivity of the existing street network, including minimizing barriers and disconnections of the existing roadways, and improving access to activity centers.
 - b. Improve the transportation system by developing streets and highways that are accessible to, or compatible with, multiple modes of transportation by utilizing design standards consistent with NCDOT's or local complete streets policies.
 - c. Include sidewalks and bicycle facilities in the design of roadways to accommodate and encourage pedestrian and bicycle travel, and maximize linkages to off-road facilities and transit services.
 - d. Support the operation of safe and efficient scheduled transit services that minimize travel times and distances.
 - e. Encourage programs and incentives that promote ridesharing (or eliminate barriers to ridesharing).
 - f. Facilitate pedestrian and bicycle safety through public awareness programs.

- g. Support the implementation of the Charlotte Area Transit System's currently adopted Corridor System Plan.
- 3. Provide a sustainable transportation system that improves the quality of life for residents, promotes healthy living and is sensitive to significant features of the natural and human environments.**
- a. Encourage the designation of truck routes that minimize exposure to neighborhoods and to historic and cultural resources.
 - b. Plan transportation facilities that protect natural, cultural and historic resources.
 - c. Develop transportation systems and programs that maintain or improve air quality, water quality, safety, and health outcomes.
 - d. Promote transportation facility designs that minimize the impact of traffic noise on surrounding properties.
 - e. Emphasize designing transportation systems and facilities that preserve and complement the area's natural features.
 - f. Plan transportation facilities that minimize neighborhood disruption and related impacts.
- 4. Promote equitable transportation options for low income and minority neighborhoods, as well as the aging population.**
- a. Support opportunities to serve the elderly and transportation-disadvantaged populations with convenient transportation to needed services.
 - b. Provide meaningful opportunities for public involvement in the transportation planning process.
- 5. Encourage regional collaboration and linkages between transportation and land use planning.**
- a. Develop a multimodal transportation system in a manner consistent with adopted land use plans.
 - b. Support context sensitive design standards in order to encourage a transportation system that is compatible with the natural and built environment.
 - c. Encourage land use strategies that maximize the potential for transit patronage and coverage.
 - d. Encourage land use and density criteria for transit centers and corridors.
 - e. Provide linkages for pedestrians and/or bicyclists with neighborhoods, employment centers, services, commercial areas and other business districts, parks, greenways and cultural facilities such as schools and churches.

6. Support economic competitiveness by making investment decisions for transportation modes that make the most efficient use of limited public resources and enhance system performance, as well as by pursuing sustainable funding possibilities.

- a. Explore opportunities to minimize implementation and operation costs of transportation projects.
- b. **Identify investment priorities that advance established policies while achieving targets to improve overall system performance.**
- c. Encourage the development of transportation projects that enhance the local and regional economies.
- d. Foster innovative financing and partnership opportunities for project development and implementation.
- e. Promote strategies that increase vehicle occupancy and the use of alternate modes by utilizing a full range of transportation demand management options.

7. Maximize transportation opportunities for the movement of goods.

- a. Develop, integrate and support a freight transportation system supporting the region's position as a major freight hub via a network of highways, railroads and airports.
- b. Promote a freight transportation system that supports the movement of goods.
- c. Promote the integration of, or coordination among, different transportation modes by supporting intermodal terminals that facilitate the movement of goods.
- d. Reserve designated rail corridors for future needs.
- e. Encourage regional efforts to maximize the region's competitiveness in freight and logistics.
- f. Support initiatives at international and regional airports that increase the attractiveness of the airports as major cargo facilities.
- g. Encourage land use planning that supports and promotes the movement of freight by railroad.