

Crater Rural Long Range Transportation Plan (CRLRTP)

Goals and Objectives

The purpose of CRLRTP is to develop a vision of how the future transportation system will serve the people and business of the rural Crater region. A list of five goals were identified to address each one of the following five areas; mobility, safety, economic development, environmental quality, and efficient system management. They are supported by corresponding objectives and measures. Together they will guide the implementation of CRLRTP.

Goal 1: Provide a transportation system that facilitates the efficient movement of people and goods

Objective 1: Maintain and improve existing transportation network.

Objective 2: Ensure that all established growth areas in the region are served by the transportation system.

Objective 3: Establish a transportation network of sufficient capacity to meet local and regional circulation needs.

Measure 1: Participate in regional airport and freight movement studies.

Measure 2: Cooperate with VDOT & VDRPT to identify and plan for the future transportation needs of the region.

Measure 3: Inventory existing facilities, traffic volumes, and capacity.

Goal 2: Planning a safe and secure transportation system

Objective 1: Reduce fatalities, injuries, and property damages in the transportation system

Objective 2: Continue to upgrade and improve traffic circulation.

Objective 3: Ensure that improvements to the transportation system are compatible with existing and long range land use plans.

Measure 1: Promote increased safety and security for all transportation users.

Measure 2: Provide pedestrian and bicycle safety education program.

Measure 3: Ensure a safe traveling experience for motorized and non-motorized users.

Goal 3: Improve the region's economic vitality and provide access to economic opportunities for all citizens of the region

Objective 1: Ensure that regional transportation planning and investment are coordinated with future land use and economic development initiative.

Objective 2: Promote and establish attractive gateway/entrance corridors.

Objective 3: Promote the utilization of railways for economic and industrial growth.

Objective 4: Consider the needs of the trucking industry in future highway improvements.

Measure 1: Encourage mixed-use and clustering land development to reduce travel distance and sprawl.

Measure 2: Increase the accessibility options availability to people and freight.

Measure 3: Provide transportation investments in economically disadvantaged areas.

Goal 4: Improve quality of life and minimize potential impacts to the environment.

Objective 1: Avoid or minimize and mitigate the effect of the transportation system on the cultural and natural environment.

Objective 2: Promote the reduction of mobile source air emission.

Objective 3: Ensure that transportation development is sensitive to environmental resources.

Objective 4: Encourage the development of landscaped roadways designed to enhance the community's images.

Measure 1: Implement best management practices.

Measure 2: Inventory endangered species and plants, historic sites and bridges, hazardous material sites, wetlands and flood plains.

Measure 3: Conduct project review for wetlands, noise, and air impacts and need for mitigation.

Measure 4: Implement a storm water management program.

Measure 5: Promote energy conservation to enhance the quality and livability of communities.

Goal 5: Preserve the existing transportation system and promote efficient system management.

Objective 1: Assure the preservation and maintenance of existing facilities.

Objective 2: Provide for a fully integrated, multimodal and intermodal transportation system for the region.

Objective 3: Provide a transportation system that considers the needs of and impacts on minority, low-income, elderly and disabled persons.

Objective 4: Maximize the use of limited highway funding.

Measure 1: Address the security of the transportation system, including emergencies and natural hazards.

Measure 2: Provide bicycle access in the system and provide links to regional bikeway such as East Coast Greenway

Measure 3: Control the access pattern of existing roads to minimize adverse impacts.