



Lenses, Goals, and Objectives: Description & Public Engagement

Moving Toward 2050

Moving Toward 2050 is the federally-required long range transportation plan (LRTP) for the Charlottesville-Albemarle Metropolitan Planning Organization. The primary purpose of the plan is to identify the highest priority transportation improvements for the region. The plan relies on public input to inform the identification of those needs.

Public Engagement

The Charlottesville-Albemarle region is committed to **improving safety**, facilitating **equitable access**, **connecting people** to their community, and **reducing the climate impacts** of the transportation system. The public engagement process will help the MPO determine what it looks like to achieve this vision.

The Charlottesville-Albemarle Metropolitan Planning Organization has developed a framework for evaluating the operation of the existing system and identifying the highest priority needs. Public feedback received through the different engagement strategies will be used to:

- Establish a weighting process to use **data-driven metrics** to evaluate the system performance
- Hear from the public about **location-specific areas of concern**

System Evaluation Approach

Moving Toward 2050 uses a **Lens-Goals-Objectives** approach to identify high priority system needs and prioritize transportation improvements.

Lenses are the values that have more broadly been expressed by the community that are intrinsic to informing the system needs.

- Equity
- Climate Action
- Quality of Life

You won't necessarily see these values represented in the specific goals and objectives language in the plan, but these lenses will be reflected in the metrics that are used to evaluate the system performance.

Goals direct the process of evaluating the transportation system and developing infrastructure priorities. While the lenses indicate overarching community values that need to be considered, the goals address the transportation system directly. The goals define the values that are important for the region to consider when determining how to improve the transportation system, while incorporating and considering nationally established goals, performance targets, and state funding programs.

Objectives are specific and measurable in nature. They describe observable outcomes. The objectives can be used to determine whether the region is successfully moving towards the achievement of its established goals.

The relationship between the goals and objectives is complex. While objectives are generally organized under specific goals, there are several instances where a single objective supports multiple goals as illustrated in Figure 1. This overlap will be considered in the evaluation of the system operations using the developed **metrics**.



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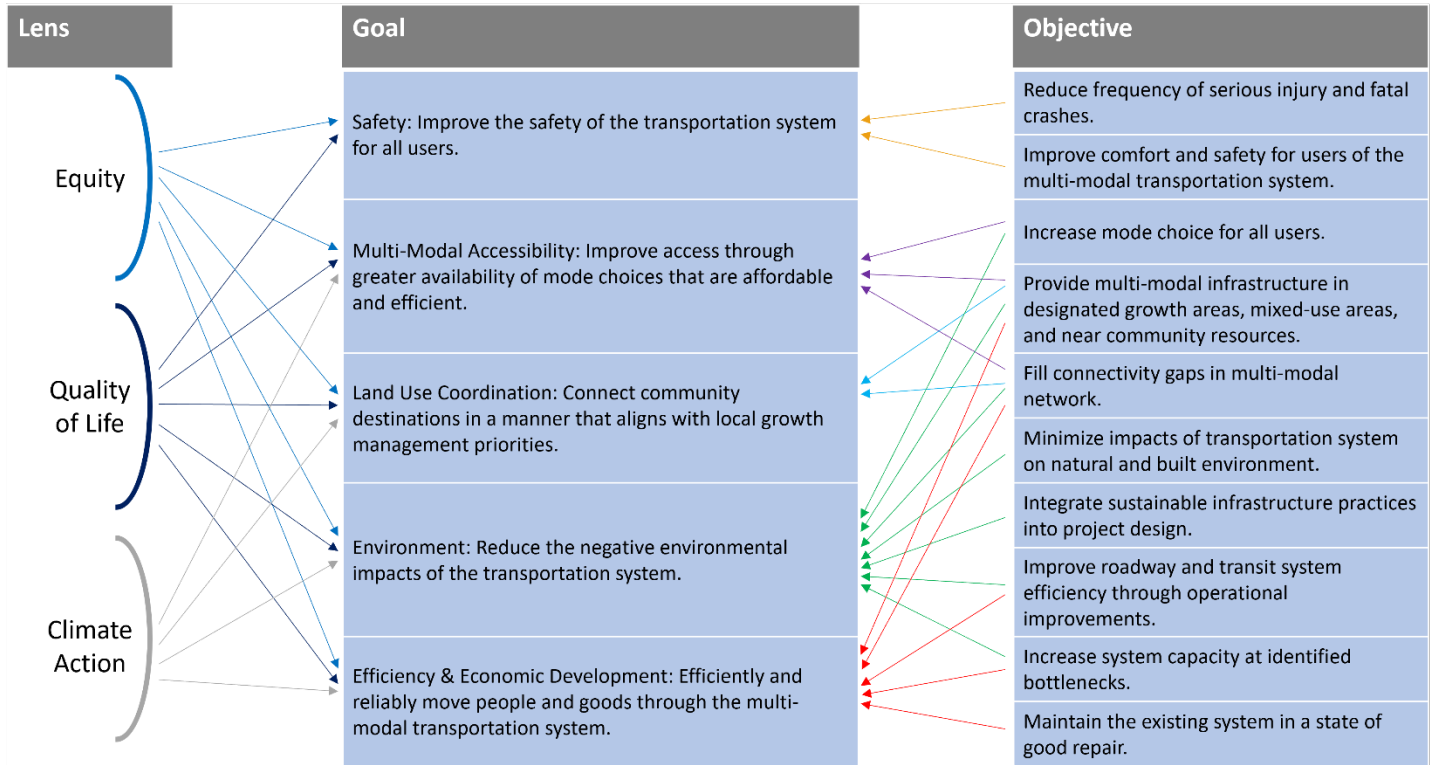


Figure 1. Relationship of Lenses, Goals, Objectives.

Metrics are the data that is used to analyze the performance of the transportation system. This data will be used to evaluate where the highest priority needs exist based on the established goals and objectives.

Wherever feasible, metrics will be used to evaluate impacts to historically underserved communities in addition to impacts on the general population. This will ensure that we are addressing **equity** in the identification of system needs. **Climate action** impacts will be captured through the strong emphasis on multi-modal system considerations, including needed improvements to the bicycle and pedestrian network and potential benefits for public transportation operations. Decreasing congestion and improving the efficiency of vehicles moving through the roadway system will also have positive **climate action** impacts.

Finally, it is important to remember that the purpose of the transportation system is for the benefit of the people that rely on it. All of the metrics are intended to identify system priorities that will improve the **quality of life** for the community.