

## Mobility Plan

As identified in public opinion throughout this planning process, the overarching issue in Mount Pleasant is traffic. To address these concerns, the Town has undertaken the creation of a new mobility plan as part of this comprehensive planning process. This Town of Mount Pleasant 2040 Mobility Plan establishes the long-range vision for the multimodal transportation system connecting the Town and presents the transportation policies, programs and improvements that are needed to help move people and goods safely and conveniently around the community.

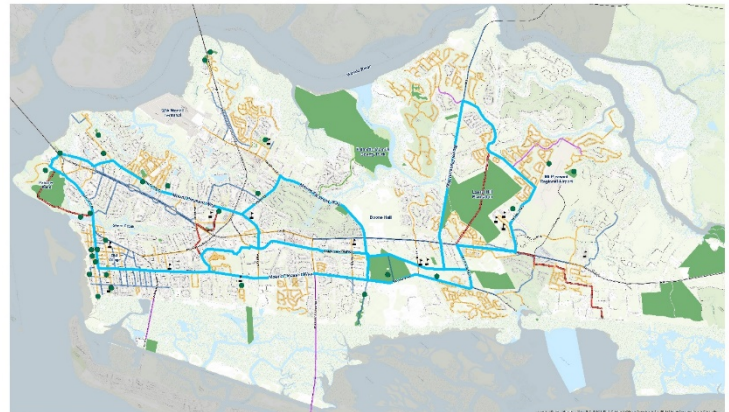
This integrated land use and transportation planning effort provides the unique opportunity to ensure that land use and transportation goals, objectives and strategies are not only consistent with each other but also supportive and coordinated to better realize desired future outcomes. The coordination of land use and transportation with priority investment planning is one of the key associations that needs to be considered for local governments to meet the demands of future growth.

The Mobility Element of this Plan is based upon a thorough review of existing conditions and projections related to anticipated future development. To address the theme of “Safe and Efficient Mobility” for the Town, this Mobility Plan reaches beyond the typical intersection and roadway widening projects to identify opportunities to improve the efficiency and safety of the overall transportation network, and bring attention to bicycles, pedestrians, technology, and transit options. These complementary projects are discussed below.

### ❖ Mount Pleasant Way

The Mount Pleasant Way is conceived as a linear park that is conceptualized as both a transportation system as well as a recreation and education resource. *(See the earlier post exclusively on this for more details)* The

Mount Pleasant Way is not a typical infrastructure project recommendation. It will be a series of gradual improvements, based upon a future planning study to formalize the route, connections, and specifications of the actual design.



### ❖ Transit

As the population and number of vehicles on the road continue to increase, transit will ultimately be an integral part in providing mobility in Mount Pleasant. While the Town itself is not a transit provider, it has an important role to play in helping to create viable and successful mobility alternatives. As a mode, transit is dependent on supportive land uses. Areas of concentrated populations or activity are ideal for transit stops as they provide the potential ridership levels necessary for successful transit. In contrast, low density areas are not supportive of transit as the cost-benefit ratio is much lower due to

limited ridership. The land use plan completed as part of the companion comprehensive plan plays an important role in identifying and supporting areas of the Town suitable for future transit service.

The mixed-use centers proposed in the land use plan would be ideal starting locations for initiating transit service as they allow for a combination of uses that would benefit from having park and ride lots or bus rapid transit stops. Areas with a variety of uses are beneficial for transit service because people are moving in and out for multiple reasons, whether they live, work, or shop in those locations. The focused locations identified in the land use plan are in the Houston Northcutt, I-526, Belle Hall, SC 41 and US 17, the Republic Tract, Carolina Park Business Industrial center, and Old Town areas.

### ❖ Roadway Connectivity

Increasing roadway connectivity is a strategy that seeks to improve the efficiency of the local network by increasing the number of potential routes a motorist may take. Connectivity relates to the density of intersections and how direct paths are provided between places. A well-connected transportation network reduces the distances traveled to reach destinations, increases the options for routes of travel, and can facilitate walking and bicycling. Well-connected, multimodal networks are characterized by seamless bicycle and pedestrian infrastructure, direct routing, accessibility, limited dead-ends, and few physical barriers. Increased levels of connectivity are associated with higher levels of physical activity and reductions in congestion due to increased options.

### ❖ Technology

In a continued effort to be proactive in planning and design, this Plan considers the impacts of new vehicle technologies that are currently under development. In the last few years, the automobile and technology industry have undergone dramatic innovations in vehicle technology, smart infrastructure advancement, and shared mobility concepts. These trends are anticipated to continue. Several major automakers are working towards fully autonomous vehicles (AVs) available to the public within the next decade. While current opinion suggests the anticipated increase in autonomous and connected vehicles will enhance safety and efficiency; changes in mode, ridesharing, parking, and number of vehicle trips are not fully understood. Adapting to the use of coming technologies may open opportunities to revise existing ordinance and development standards to make more efficient use of valuable land.

**DRAFT COMPREHENSIVE PLAN REFERENCE: P. 47 (P. 4-25)**

**MOUNT PLEASANT WAY: P. 87 (P. 4-65)**

**TRANSIT: P. 60 (P. 4-38)**

**ROADWAY CONNECTIVITY AND TECHNOLOGY: P. 89 (P. 4-67)**

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