

DRAFT MTP 2045 Goals, Objectives, and Performance Measures, Nov 04, 2015

GOALS	OBJECTIVES	PERFORMANCE MEASURES	Benchmark 2015		Target 2045		Progress, 20xx	
			CAMPO	DCHC	CAMPO	DCHC	CAMPO	DCHC
Environmental & Economic Sustainability	Link land use with transportation	Average work trip distance by travel mode for the region	15 miles	10 miles	10 miles (33% less)	7 miles (30% less)	15 miles (No change)	8 miles (20% less)
		Average work trip distance by travel mode for specific locations (e.g. employment centers, CBD, etc.)	10 miles	8 miles	7.5 miles (25% less)	5 miles (37.5% less)	9 miles (10% less)	9 miles (12.5% more)
		Average work travel time by travel mode for the region						
		Average work travel time by travel mode for specific locations (e.g. employment centers, CBD, etc.)						
		Where people live defined by age and mode choice, e.g. senior population or younger people living within ¼ mile of bus stops with frequent service or within ½ mile of fixed-guideway transit stops (LRT, CRT or BRT)						
		% of population within X mile of recreational destinations.						
	Increase funding and funding sources for all transportation modes	% of local transportation revenues used to fund local projects.						
		% of local match.						
		% increase of leveraged (non-federal) resources for transportation investments.						
	Reduce mobile source emissions, GHG, and energy consumption	Transportation GHG per capita						
		Mobile source principal emissions, Ozone, PM, and CO						
		Mobile energy consumption per capita						
Network Accessibility	Improve accessibility by auto and transit	% of work trips by auto to specific employment centers less than 30 minutes						
		% of work trips by transit to specific employment centers less than 45 minutes						
		% of shopping trips that are less than either 30 minutes of driving or 45 minutes of transit ride						

GOALS	OBJECTIVES	PERFORMANCE MEASURES	Benchmark 2015		Target 2045		Progress, 20xx <small>Green — progressing in-line with plan Red — progressing opposite of plan Gray – no change</small>	
			CAMPO	DCHC	CAMPO	CAMPO	DCHC	CAMPO
Alternative & Affordable Travel Modes	Enhance transit services	% of population or jobs within ¼ mile of bus stops with frequent service or within ½ mile of fixed-guideway transit stops (LRT, CRT or BRT)						
		% increase in transit ridership per capita						
		Walking Propensity Score (WPS) = Ret & Serv Emp * HH * Intersections / Ret & Serv Emp + HH + Intersections						
	Improve bicycle facilities	% of population within ½ mile of connected bike-friendly roads and other "safe bicycle facilities" ¹						
		% increase in connected bike-friendly roads and other safe bicycle facilities						
	Improved utilization of non-auto travel modes	Modal share for work commute for non-motorized modes						
		Modal share for work commute for transit mode						
		Modal share for all trips						
Congestion Reduction & System Reliability	Ensure maximum regional mobility and reliability	Average work-trip travel time during peak hours						
		% of peak period VMT at congestion (V/C > =1.2)						
		Daily VMT per capita						
	Promote Travel Demand Management (TDM)	Drive Alone to Work						
		Single Occupant Vehicle (SOV) mode share						
		Number of employees included in TDM plans Number of employers providing TDM plans						
	Enhance Intelligent Transportation Systems (ITS)	% of roadways with real-time transportation information available						

¹ Regarding connected bike-friendly roads and other "safe bicycle facilities":

- i. This would include roads with speed limit <= 20 mph; roads with speed limit between 20 and 30 which have a bike lane; and roads > 30 mph which have protected bike facilities or an adjacent multi-use or bicycle-only path (sidewalks alone don't count).
- ii. "Connected" means that isolated stretches of bicycle facilities are insufficient; they need to be part of a larger network.
- iii. Sharrows should not count as safe bicycle facilities due to the poor perception of sharrows among the large "interested but concerned" public who would consider cycling if they had better facilities.

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Infrastructure Condition	Increase proportion of transportation infrastructure and other assets in 'Good' condition	% of pavement surface in ‘Good’, ‘Fair’, and ‘Poor’ conditions						
		% of overall road condition in ‘Good’, ‘Fair’, and ‘Poor’ conditions						
		% bridge condition in ‘Good’, ‘Fair’, and ‘Poor’ conditions						
		% transit asset condition in ‘Good’, ‘Fair’, and ‘Poor’ conditions						
Environmental Justice and Community Values	Ensure transportation needs are met for all populations (especially the elderly, economically disadvantaged, mobility impaired, and minorities) ²	% of EJ and Title VI pop within ¼ mile of bus stops with frequent service or within ½ mile of fixed-guideway transit stops (LRT, CRT or BRT)						
	Ensure that transportation priorities align with community values.	Project prioritization process, which reflects community values, is used to select supported projects.						
	Minimize the negative effects of transportation investments to the natural environment and local communities							
	Enhance public participation	Educational/outreach programs offered to targeted populations						
		Public participation activities conducted, e.g, public mettings, surveys, reports and publications.						
Safety	Increase safety of triangle region travelers	Number of vehicle accidents per million vehicle miles traveled						
		Pedestrian and bicycle crashes and fatalities per capita						
Freight Movement and Economic Vitality	Improve freight movement	Truck hours of delay Average freight delay per ton Average freight speed Average truck speed on major freight corridors						
Reduced Project Delivery Delays	Accelerate project completion and improve agencies' work practices	% of projects completed on-budget and on-time in each TIP/SPOT cycle. Special studies conducted in a 5 year cycle. (re-wording and new ideas are needed)						

² use NCDOT EJ standards