

DRAFT 2045 MTP Goals, Objectives, and Performance Measures

Goals	Objectives	Performance Measures
I. Protect Environment and Minimize Climate Change	A. Reduce mobile source emissions, GHG, and energy consumption B. Reduce the negative impacts on the natural and cultural environment	A— 1. Transportation GHG, ozone, CO, and particulate matter emissions per capita 2. Mobile energy consumption per capita B— 1. Planned investment in existing network vs. new network 2. Proportion of miles of investment in new corridors by mode
II. Connect People	A. Connect people to jobs, education and other important destinations using all modes	A— 1. Percentage of work and non-work trips by auto less than 30 minutes 2. Percentage of work and non-work trips by transit less than 45 minutes 3. Average trip time (in minutes) for each mode 4. Miles of sidewalks and bike lanes 5. Ratio of miles of sidewalk, bike lanes and multi use paths to population
III. Promote Multimodal and Affordable Travel Choices	A. Enhance transit services, amenities and facilities B. Improve bicycle and pedestrian facilities C. Increase utilization of affordable non-auto travel modes	A— 1. Local per capita expenditures on transit operations 2. Per capita transit service hours 3. Total transit boardings per capita 4. Proportion of bus stops that meet their defined facility threshold 5. Percent of boardings at stops with shelters, as compared to all boardings 6. Number of miles of transit service facilities implemented in high-frequency bus corridors, hi transit infrastructure stations, and lo transit infrastructure stations (as determined by CommunityViz), and along BOSS corridors. 7. Percent of ridership in high-frequency bus corridors, hi transit infrastructure stations, and lo transit infrastructure stations (as determined by CommunityViz), and along BOSS corridors 8. Proportion of bus stops with sidewalks or a concrete pad. 9. Proportion of bus stops that are ADA compliant B— 1. Local per capita expenditures on bicycle and pedestrian facilities 2. Proportion of jurisdictions that have an ordinance requiring developers to build or pay in lieu for sidewalks. 3. Ratio of miles of continuous connected greenway trails to overall miles of greenway trails. 4. Sidewalk-to-roadway ratio: number of sidewalk feet for every hundred feet of roadway. (If greater than 100 there are sidewalks on both sides of road). 5. Percent of city/area that is within 2 miles of a low-stress bicycle route. 6. Proportion of audible pedestrian traffic signals to all pedestrian traffic signals C— 1. Percentage of transit, bicycle and pedestrian mode shares (overall) 2. Percentage of transit, bicycle and pedestrian mode shares in transit corridors 3. Percentage of transit, bicycle and pedestrian mode shares for work commute 4. Percentage of transit, bicycle, and pedestrian mode shares in activity centers/TAZs

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IV. Manage Congestion & System Reliability	A. Allow people and goods to move with minimal congestion and time delay, and greater predictability. B. Promote Travel Demand Management (TDM, such as carpool, vanpool and park-and-ride) C. Enhance Intelligent Transportation Systems (ITS, such as ramp metering, dynamic signal phasing and vehicle detection systems)	A— 1. Average clearance time for crashes on principal roadways 2. Annual hours of delay per auto commuter (add transit?) 3. Percentage of buses/trains arriving/departing on schedule 4. (Placeholder for freight) B— 1. Percentage of commuters driving alone 2. Number of employees included in TDM plans 3. Number of students included in TDM plans 4. Number of work places promoting TDM 5. Number of park-and-ride lots and usage 6. Number of vanpools per commuter capita C— 1. Percentage of VMT on roadways with real-time transportation information 2. Number of intersections with signal preemption or signal priority for buses.
V. Improve Infrastructure Condition	A. Increase proportion of highways and highway assets in 'Good' condition B. Maintain transit vehicles, facilities and amenities in the best operating condition. C. Improve the condition of bicycle and pedestrian facilities and amenities D. Improve response time to infrastructure repairs	A— 1. Percent lane miles of streets (thoroughfare and above) with unacceptable pavement condition ratings by NCDOT 2. Percent of structurally deficient bridges (rail too?) 3. Ratio of programmed to actual Transportation Improvement Program (TIP) (10-year) expenditures in MPO for roadway maintenance B— 1. Average fleet age by mode (bus, light rail, commuter rail) C— 1. Proportion of sidewalks ranked in good condition 2. Proportion of crosswalks ranked in good condition 3. Proportion of bicycle facilities (bike lanes, shared use paths) ranked in good condition D— 1. NCDOT Division response time to pothole complaints 2. (no local measure identified yet)
VI. Ensure Equity and Participation	A. Ensure transportation needs are met for all populations (especially the aging and youth, economically disadvantaged, mobility impaired, and minorities) B. Ensure that transportation investments do not create a disproportionate burden for any community C. Enhance public participation among all communities	A— 1. Percentage of Environmental Justice (EJ) population and total population within ½ mile of bus transit service or 1 mile of rail transit service 2. Percent of low-income communities of concern within 30 minutes of an employment center. 3. Percent of zero-car households within 30 minutes of an employment center. 4. Ratio of bus stops with shelters to all bus stops in EJ communities as compared to the same ratio across the urbanized area. B— 1. Does the 2045 MTP meet Environmental Justice requirements? C— 1. Number of participants in public participation process at a. Regional level b. Corridor/subarea level c. Project 2. Number of participants in public participation process by type (in-person, email, surveys, social media). 3. (Placeholder for measuring EJ participation specifically.)
VII. Promote Safety and Health	A. Increase safety of travelers and residents B. Promote public health through transportation choices	A— 1. Number of vehicle crashes, serious injury and fatalities per million vehicle miles traveled a. Set targets at functional class level – thoroughfares vs. arterials vs. collectors 2. Pedestrian and bicycle crashes, serious injuries and fatalities per capita 3. Number of SPOT projects in TIP addressing accident hotspots. 4. Amount of investment in high-crash area pedestrian priority zones. B— 1. Percentage of adults who are physically inactive. 2. Percentage of population with adequate access to locations for physical activity.

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VIII. Stimulate Economic Vitality	A. Improve freight movement B. Link land use and transportation Target funding to the most cost-effective solutions C. Improve project delivery for all modes	A— 1. Truck hours of delay per trip 2. Average truck speed on appropriate freight corridors 3. Trip time reliability B— 1. Vehicle Miles Traveled (VMT) per capita 2. Average trip distance for each mode 3. Percentage of population within ½ mile of high-end bus transit service or 1 mile of rail transit service 4. Percentage of total workers within the average commute travel time to their jobs. 5. Percentage of residential development within a 1 and 2 mile buffer of employment centers. 6. Percentage of trips less than 3 miles 7. Compact development: growth in population compared with acres developed C— 1. Average payback period of investments by mode. D— 1. Percentage of TIP projects completed on-time (let to construction) by mode (or, NCDOT project delivery measure) 2. Percentage of projects in the MTP being built in the time period in which they first appeared. 3. Percentage of projects in the TIP being built in the time period in which they first appeared.