

From 01/13/16 Board Meeting

DCHC Board Workshop Record-- DRAFT MTP 2045 Goals, Objectives, and Performance Measures

GOALS	Board input for GOALS	Board input for OBJECTIVES	OBJECTIVES	Performance Measures
Protect Environment and Minimize Climate Change	<ul style="list-style-type: none"> Is there another term besides sustainability? It doesn't seem to match well, especially with environment. Try "protect environment" and "support economy." These two terms are huge. Why are they together? Separate them! Split environment and economic. Make Goal #8 an economic theme with freight in a sub position. Put environment with land use. Add climate change. Public health, natural environment and cultural resources don't fit under climate change. Try "quality of life." 	<ul style="list-style-type: none"> Objective C should stay with the environment goal. Objective B is a good one. Objective A might stay the economic goal. Change Objective A to "Link land use <u>and</u> transportation" because the influence goes both ways. We want to balance energy, asset acquisition and use. Besides reducing pollutant emissions, we also want to "reduce the impact on the natural and cultural environment." 	<p>A. Reduce mobile source emissions, GHG, and energy consumption</p> <p>B. Reduce the impact on the natural and cultural environment</p>	<p>A –</p> <ol style="list-style-type: none"> Transportation GHG emissions per capita Transportation ozone and CO emissions per capita Mobile energy consumption per capita <p>B—</p> <ol style="list-style-type: none"> Lane miles per capita Proportion of transportation projects that don't need an environmental permit
Connect People	<ul style="list-style-type: none"> Combine with congestion to simplify the goals. Most important thing is to "connect people." Is "connectivity" a better term? Try "network connectivity." Is there another way to say it? I am not sure what network accessibility means. Network means wireless to me. Get rid of "network." Try "system." Accessibility brings up mobility impairment issues. Try "transportation access." Try "comprehensive transportation network." We are trying to say that the system takes you to a lot of different places. What are the multiple modes? How do we help them? Use a verb to start the Goal statement. Try "promote access." 	<ul style="list-style-type: none"> Try "promote connectivity." Use "people!" So, it would be "connect people to jobs, education and other important destinations." Stations are infrastructure. Can we take the objective down to that level? Try "promote connectivity for all modes and trip purposes." Don't just focus on work trips. 	<p>A. Connect people to jobs, education and other important destinations using all modes</p>	<p>A—</p> <ol style="list-style-type: none"> Percentage of work and non-work trips by auto less than 30 minutes Percentage of work and non-work trips by transit less than 45 minutes Average bicycle and pedestrian trip time Miles of sidewalks and bike lanes Ratio of sidewalk, bike lanes and multi use paths to population Proportion of TIP projects with bicycle and pedestrian elements

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Promote Multimodal and Affordable Travel Choices	<ul style="list-style-type: none"> Suggest “multimodal travel choices.” Also, keep “affordable” in this goal. 	<ul style="list-style-type: none"> Try “improve bicycle and pedestrian facilities.” Need to add pedestrian to Objective B. Promote separated bicycle facilities rather than shared facilities. Objective A is good. Change Objective A to “Enhance transit services, amenities and facilities.” Objective C should be “<u>Promote</u> utilization of...” Besides providing the infrastructure, we need to promote the lifestyle change to using alternative modes more. Add affordability into these objectives. Explicitly add carpool, vanpool, park-and-ride lots, TDM into these objectives. We need to find a way to promote or do small projects, as well. 	<p>A. Enhance transit services, amenities and facilities</p> <p>B. Improve bicycle and pedestrian facilities</p> <p>C. Increase utilization of affordable non-auto travel modes</p>	<p>A—</p> <ol style="list-style-type: none"> Local per capita expenditures on transit operations Per capita transit service hours Total transit boardings <p>B—</p> <ol style="list-style-type: none"> Local per capita expenditures on bicycle and pedestrian facilities % increase in separated bicycle facilities Percentage of parcels within census-defined area (UA) that have sidewalks <p>C—</p> <ol style="list-style-type: none"> Percentage of transit, bicycle and pedestrian mode shares Percentage of transit, bicycle and pedestrian mode shares in transit corridors Percentage of transit, bicycle and pedestrian mode shares for work commute
Manage Congestion & System Reliability	<ul style="list-style-type: none"> Some congestion on roads is OK to push users to other modes. Predictable congestion is OK. This is congestion management. With this priority, all modes except cars are negatively impacted while cars get the green light. Be sure to remember all modes. System reliability applies to all modes. This can lead to overdesign of roadways for cars. This can be accomplished with policy and utilization, e.g., don’t allow deliveries during peak hours. 	<ul style="list-style-type: none"> Be sure that this applies to all modes, not just cars. Provide definition and examples of Objective B. Provide definition and examples of Objective C. How it can be used and is used. 	<p>A. Allow people and goods to move with minimal congestion and time delay, and greater predictability.</p> <p>B. Promote Travel Demand Management (TDM, such as carpool, vanpool and park-and-ride)</p> <p>C. Enhance Intelligent Transportation Systems (ITS, such as ramp metering, dynamic signal phasing and vehicle detection systems)</p>	<p>A—</p> <ol style="list-style-type: none"> Average work-trip travel time during peak hours for each mode Percentage of peak period VMT at congestion (V/C > =1.2) Average clearance time for crashes on principal roadways Annual hours of delay per auto commuter <p>B—</p> <ol style="list-style-type: none"> Percentage of commuter driving alone Average number of vehicle occupants Number of employees included in TDM plans Number of work places promoting TDM <p>C—</p> <ol style="list-style-type: none"> Percentage of VMT on roadways with real-time transportation information

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Improve Infrastructure Condition	<ul style="list-style-type: none"> How to capture NCDOT's role and responsibility? Reporting process/method. Differentiate between NCDOT and local jurisdictions. State of repair. Add verb/action word. Ease of reporting/timeliness of repair and response. 	<ul style="list-style-type: none"> Increase O&M funding. OMM – Operations; Maintenance; Management (amenities and welcoming). Funding and process for reporting systems. Improve response time for small repairs (define small repairs). Investments for performance longevity/maximize life cycle performance Placemaking amenities/improvements. Define “good.” 	<ul style="list-style-type: none"> 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 	<p>A—</p> <ol style="list-style-type: none"> Lane miles of streets (thoroughfare and above) with unacceptable pavement condition ratings by NCDOT Percent of structurally deficient and functionally obsolete bridges Transportation Improvement Program (TIP) (10-year) expenditures in MPO for roadway maintenance <p>B—</p> <ol style="list-style-type: none"> Percentage of transit vehicles being used beyond life cycle <p>C— (no measure identified)</p> <p>D— (no measure identified)</p>
Ensure Equity	<ul style="list-style-type: none"> Disproportionate burdens to any community. Accessibility/soliciting community input. Separate community values – all of the goals are community values. Spell out all modes. Consider verb or action-oriented word to introduce goals. Respecting neighborhood input. Construction cones should not be the first time citizens have heard of the project. Public engagement separate good. Take out “various” in the definition. 	<ul style="list-style-type: none"> Take out “elderly” in Objective A and replace it with “aging and youth.” Add “... and land use plans” to Objective B. Move the “... and natural environment” part of Objective C to the environment goal. Add “minimize disproportionate impacts.” Access to Os and parks. C - Maximize support. Acreage/houses 	<ul style="list-style-type: none"> A. Ensure transportation needs are met for all populations (especially the aging and youth, economically disadvantaged, mobility impaired, and minorities) B. Minimize the negative effects of transportation investments to local communities C. Ensure that transportation investments do not create a disproportionate burden for any community D. Enhance public participation among all communities 	<p>A—</p> <ol style="list-style-type: none"> Percentage of Environmental Justice (EJ) population and total population within census-defined urban area (UA) that is within ½ mile of bus transit service or 1 mile of rail transit service Highway and transit investment in communities of concern are similar to the general population in the Metropolitan Transportation Plan (MTP) <p>B—</p> <ol style="list-style-type: none"> ? <p>C—</p> <ol style="list-style-type: none"> Does the 2045 MTP meet Environmental Justice requirements? <p>D—</p> <ol style="list-style-type: none"> Number of participants in public meetings, public hearings and surveys during the 2045 MTP development process Number of Web site views and participation level in social media

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Promote Safety and Health	<ul style="list-style-type: none">• Include community health.• Incorporate safety for wildlife/wildlife corridors.• Include reporting mechanism.• “Eliminate” rather than “reduce.”	<ul style="list-style-type: none">• Use more inclusive language in Objective A such as “Increase safety of triangle region travelers <u>and residents</u>.”• Improve public/community health.• Increase bicycle and pedestrian infrastructure and activity.• Light and sound pollution (also air pollution)• Eliminate fatal and serious injury – “vision zero”• Put person foremost• Think about individual/traveler in terminology• 8/80 Cities focus	<ul style="list-style-type: none">A. Increase safety of travelers and residentsB. Promote public health through transportation choices	A— <ul style="list-style-type: none">1. Number of vehicle crashes, serious injury and fatalities per million vehicle miles traveled2. Pedestrian and bicycle crashes, serious injuries and fatalities per capita B— <ul style="list-style-type: none">1. Percentage of adults who are physically inactive in the region	
Stimulate Economic Vitality	<ul style="list-style-type: none">• Rename goal “Economic Vitality” and put freight as a subset.• Is freight on roads moving more at off-peak?• All modes should be considered – highway, rail and air – but concentrate on rail.• Freight should not be obstructing other purposes of travel.• Do not let trucks block roadways for better movement.	<ul style="list-style-type: none">• Use policies on delivery time, etc. to improve efficiencies.• Concentrate on modes other than truck.• Final distribution is important. For example, impact delivery has on other modes and downtown area.• Don’t let deliveries impede others.• Promote rail freight movement but don’t impede non-freight movement and negatively impact community, e.g., downtown Durham.• Increase funding for all transportation modes.• Link transportation and land use. Connect key land uses with major transportation destinations.• Improve freight movement.	<ul style="list-style-type: none">A. Improve freight movementB. Link land use and transportationC. Increase funding and funding sources for all transportation modesD. Improve project delivery for all modes	A— <ul style="list-style-type: none">1. Truck hours of delay per trip2. Average truck speed on appropriate freight corridors B— <ul style="list-style-type: none">1. Vehicle Miles Traveled (VMT) per capita2. Average trip time (in minutes) for each mode3. Average trip distance for each mode4. Percentage of population within ½ mile of high-end bus transit service or 1 mile of rail transit service5. Mode share in transit corridors for transit, bicycle and walking6. Percentage of population within ¾ mile of bike facilities C— <ul style="list-style-type: none">1. Transportation Improvement Program (TIP) (10-year) expenditures in MPO as a percent of the 2045 MTP costs2. (Delete Objective C?) D— <ul style="list-style-type: none">1. Percentage of TIP highway projects completed on-time (or, NCDOT project delivery measure)2. Percentage of STP-DA funding that is obligated	

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Reduced Project Delivery Delays	<ul style="list-style-type: none">• This should not be a goal. Make it an objective under another goal.• This is a process. Perhaps incorporate it into Goal 3, Goal 4 and elsewhere, as needed.• Very good goal.• Good goal.• New working – “Efficient project delivery.”		A. Accelerate project completion and improve agencies' work practices	
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