

A stylized map of a region with a river and various land parcels. The river is a thick blue line winding across the top. The land parcels are outlined in white and light orange. In the bottom right corner, there is a white eye icon.

CHAPTER 3

Visioning & Performance Measures

3.0 Introduction

This chapter further explains the cross connection between the public input received and identification of goals. The chapter provides a detailed account of objectives for each of the identified goal. Finally, the chapter briefs on the national performance measures for various aspects of transportation planning. The next chapter intends to capture the current demographic trends and most plausible forecast projections.

3.1 Visioning

Public Vision

Results from the public visioning process and consultation with stakeholders are reflected in the Vision Statement used to develop the MTP goals, objectives, and performance measures.

Vision Statement

A transportation system that promotes a sustainable region with a high quality of life through a seamlessly-integrated, multi-modal transportation system that connects people of all backgrounds and abilities to their desired destinations in a safe, convenient, and efficient manner.

Goals and Objectives

The development of goals and objectives are often discussed simultaneously in transportation planning. However, it is important to make a critical

distinction between goals and objectives, especially as they relate to performance-based metropolitan transportation planning, as required by the Fixing America’s Surface Transportation (FAST) Act.

A goal is a broad statement that describes a desired end state. Goals should maintain consistency with the stated Vision and form the basis for selecting investments and activities that will effectively bring about that Vision.

An objective is a specific, measurable statement that supports achievement of a goal. Objectives should include, or lead to the development of, a performance measure.

Objectives are broken down into outcome, output, and activity-based objectives. Outcome-based objectives are preferred for long-range planning because they allow the most effective communication with the public. Moreover, output and activity-based objectives should support the outcome-based objectives.

The 2040 MTP goals and objectives provided in this chapter are consistent with public/stakeholder input and national transportation goals and planning factors specified in the FAST Act.

Table 3.1: Outcome, Output, and Activity-based Objectives

Type	Description	Example
Outcome	Reflect concerns of the public, customers, or stakeholders; these objectives are often the most meaningful to the public and relate most directly to system goals; however, they may be influenced by a range of factors beyond the control of transportation agencies.	Reduce hours of incident-based delay experienced by travelers
Output	Reflect quantity of activities that affect outcomes, and may be more directly influenced by a transportation agency (although they also may not be entirely in the control of the agency).	Reduce the clearance time for traffic incidents (For incident clearance the transportation agency would need to work with law enforcement, etc.)
Activity	Reflect actions that are taken by transportation agencies. These are less directly tied to the outcome, and often directly relate to a strategy being implemented.	Increase the number of cameras tracking system conditions

Source: FHWA and FTA, "Advancing Metropolitan Planning for Operations: The Building Blocks of a Model Transportation Plan Incorporating Operations - A Desk Reference," April 2010.

Goal 1: Affordable, Convenient, Reliable Destination Access by Multiple Modes of Transportation

Objectives:

- Increase percentage of trips made by bicycling, walking, and public transit.
- Increase alternative transportation options/choices to households that spend more than 45% of their income on housing and transportation.
- Increase percentage of the population with an average in-vehicle travel time of 20 minutes or less for all trip types during peak hours within the metro area.
- Increase percentage of the population and employment within a quarter mile of a transit route (fixed or semi-fixed) with a frequency of thirty minutes or less during peak hours.
- Increase percentage of the population and employment within a quarter mile of marked bicycle facilities.
- Increase percentage of collector and arterial roadway centerline miles in urban areas with sidewalks on both sides.
- Expand fixed-route and/or para-transit/demand response transit service to Sundays.
- Reduce annual hours of delay from recurring and non-recurring congestion experienced by motorists and transit riders of marked bicycle facilities.
- Improve on-time performance of fixed-route transit service.
- Increase percentage of para-transit/demand-response trips that pick up passengers within two hours of request.

Goal 2: Connected Regional Economy Accessible to National and Global Markets

Objectives:

- Minimize delay on principal arterials connecting rural and urban areas.
- Increase scheduled public transit connections between communities within the Metropolitan Planning Area.
- Designate and construct a network of regional multi-use paths and on-street bicycle facilities that connect activity centers throughout the Metropolitan Planning Area.
- Minimize railroad freight delay by improving operations, infrastructure and reducing railroad/roadway and railroad/land use conflicts.
- Improve operations at inter-modal freight and passenger facilities such as trans-load facilities, airports, and multi-modal transit centers by ensuring sufficient storage capacity for all vehicles and cargo.
- Minimize delay on LADOTD designated freight corridors, as identified in the Louisiana Freight Mobility Plan.
- Maintain a minimum average speed of 55 mph on Interstate facilities for efficient freight travel.
- Increase metro area transit service by adding new destinations and increasing the frequency of existing service.
- Monitor and encourage increase of daily commercial flights between Alexandria International Airport and large, commercial service airport hubs such as Houston and Dallas-Fort Worth.
- Monitor and encourage increase of non-commercial aircraft operations and aircrafts based at airports while maintaining available storage/hangar space.

Goal 3: Well-Maintained and Efficient Transportation System

Objectives:

- Reduce percentage of all Vehicle Miles Traveled (VMT) that occurs on roadways with a Pavement Condition Rating (PCR) of 72 or lower, indicating a need for resurfacing or reconstruction.
- Decrease number of daily vehicles traveling on bridges on public roads that are classified as Structurally Deficient or Functionally Obsolete.
- Ensure all transit facilities and vehicles are in a State of Good Repair, as required by the Federal Transit Administration.
- Reduce length of sidewalk and crosswalk infrastructure along arterials and collectors that requires repair or maintenance.
- Reduce length of bicycle facility and multi-use path infrastructure that requires repair or maintenance.
- Ensure airport equipment, facilities, and pavement on runways, taxiways, and aprons are in good condition.
- Ensure active railroad infrastructure is in good condition, especially tracks, vehicles, bridges, and roadway crossings.
- Reduce annual Vehicle Miles Traveled per capita and Vehicle Hours Traveled per capita through Transportation Demand Management strategies.
- Increase number of congested intersections and corridors managed by Intelligent Transportation Systems.
- Reduce number of underutilized roadway corridors in urban areas with projected 2040 Volume to Capacity ratios below 0.75 by reallocating roadway space to other modes and purposes where such reallocation is deemed appropriate.
- Increase fixed route and para-transit/demand response transit passenger trips while reducing the operating cost per passenger trip for both.

Goal 4: Safe, Secure, and Resilient Transportation System

Objectives:

- Reduce number of automobile crashes on public roads resulting in fatalities or serious injuries and the respective rates per 100 million Vehicle Miles Traveled.
- Reduce number of bicycle and pedestrian crashes resulting in fatalities or serious injuries and the respective rates per capita.
- Reduce number of safety and security incidents, injuries, and fatalities for all transit systems and the respective rates per 100,000 Vehicle Miles.
- Reduce number of highway-rail crossing accidents, injuries, and fatalities for freight and passenger rail.
- Reduce aviation-related incidents or accidents attributed to local airport operations or facilities.
- Increase redundancy and diversity of the transportation network by increasing the number of emergency evacuation alternatives for multiple modes of transportation.
- Improve flexibility of the transportation network by increasing the number of intersections and corridors managed by Intelligent Transportation Systems.



Goal 5: Transportation System That Creates a Sense of Place, Enhances Tourism, and Improves Public Health

Objectives:

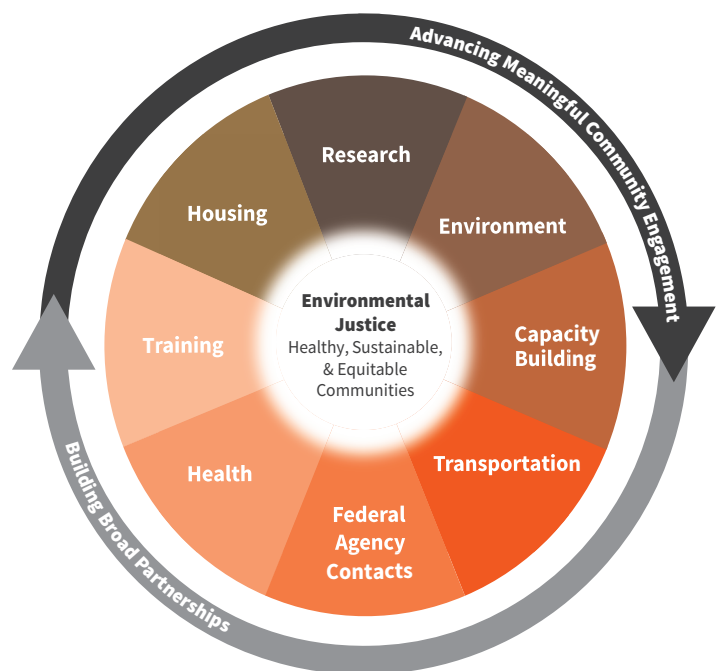
- Increase amount of public art installations and street furniture designed by local artists along transportation right of ways and on transportation facility properties.
- Increase tree canopy and vegetated space along transportation right of ways.
- Increase number of events where roadways are temporarily transformed for community events or tactical urbanism projects such as Open Streets events and Better Block campaigns.
- Increase number of multi-modal way-finding elements in areas frequented by tourists, with special attention given to major gateways such as interstate exits, inter-city bus terminals, and airports.
- Increase new residential and commercial development and reinvestment adjacent to transportation improvements in historic districts and areas with a high density of housing built at least 50 years ago.
- Increase number of TAZs with a balanced Jobs to Housing ratio.
- Increase population residing in urban TAZs where the combined length of sidewalk along collectors and arterials is at least 1.5 times greater than the length of those roadways.
- Increase percentage of urban TAZs within 1 mile of a multi-use path.
- Increase percentage of K-8 students that walk or bike to school.
- Reduce number of urban food deserts without fixed route transit service to a grocery store.
- Increase efforts within the Ozone Advance Program to improve air quality.

Goal 6: Transportation System That Distributes Benefits and Burdens in an Equitable Manner

Objectives:

- Reduce disparity between the percentage of Environmental Justice/Low Mobility (EJ/LM) areas households that spend 45% of their income on housing and transportation versus all other areas.
- Reduce disparity in the average travel time to work between EJ/LM areas and all other areas.
- Reduce disparity between the travel time by driving versus by riding transit to primary employment centers and major medical and educational destinations in EJ/LM areas.
- Increase ratio of sidewalk and multi-use path length to roadway length in EJ/LM areas and areas within a quarter mile of fixed-route transit service.
- Reduce disparity in exposure to arterial traffic (VMT) and associated greater air and noise pollution for EJ groups.
- Reduce disparity between bicycle and pedestrian crashes in EJ/LM areas and other areas.

Figure 3.1: Environmental Justice Process



Source: EPA

Goal 7: Transportation System That Minimizes Detrimental Impacts to Natural and Historic Environments and Practices Environmental Stewardship

Objectives:

- Reduce or mitigate storm-water impacts of surface transportation in all new projects and utilize STBG funding to reduce or mitigate storm-water impacts in existing transportation corridors.
- Reduce transportation-related ozone-forming emissions per capita.
- Increase the number of transit and other fleet vehicles fueled by alternative and hybrid fuels that reduce fossil-fuel dependency.
- Increase efforts to inhibit ozone emissions to improve air quality.
- Encourage more residential units and commercial developments in infill locations than in green-field locations.
- Reduce collisions between automobiles in high collision areas by introducing design countermeasures.
- Ensure that no programmed transportation project has a significantly adverse impact to historic sites or park and recreation areas where a feasible and prudent.

Goal 8: A Meaningful Public Involvement Process That Influences Transportation Decision Making

Objectives:

- Inform local residents, businesses, and other stakeholders about the transportation planning process and local transportation issues to provide an increased level of meaningful input that is incorporated into the decision-making process.
- The socioeconomic composition of public participants resembles that of the Metropolitan Planning Area as a whole and includes representation from a variety of urban, suburban, and rural communities.
- Projects prioritized for funding have support from the community as a whole as well as the majority of residents and businesses directly impacted process.

Goal 9: Fiscally-Constrained, 25-year MTP That Addresses Existing and Future Needs While Maximizing Projected Revenues

Objectives:

- Projected MTP revenues through 2040 are greater than or equal to the projected cost of all programmed projects and maintenance.
- The overwhelming majority of programmed projects in the MTP demonstrate a high benefit-cost ratio, regardless of mode.
- Increase number of projects completed before the anticipated Stage Year and below the projected cost.
- Maximize federal and local funds by combining multiple federal funding sources, applying for competitive grants, utilizing innovative financing strategies, and utilizing innovative revenue sources for local matches.

3.2 System Performance Measures

Once the USDOT finalizes the national performance measures required by the FAST Act and state DOTs set state targets for these measures, MPOs will be required to set their own regional targets and evaluate their performance in the MTP.

At the time of development of the 2040 MTP, the USDOT was still in the rule-making process for the national performance measures required by the FAST Act and some of the data required to track performance were not available. As a result, the 2040 MTP simply states eight national performance measures, which the MPO will be required to monitor.

The national performance measures to monitor in the future are:

- Pavement condition on the Interstate System and remainder of National Highway System (NHS);
- Performance of the Interstate System and the remainder of the NHS;
- Bridge condition on the NHS;
- Fatalities and serious injuries;
- Traffic congestion;
- On-road mobile source emissions;
- Freight movement on the Interstate System; and
- State of Good Repair (SGR) for public transit.

Future updates of the MTP will summarize current performance in regard to these measures and state the MPO's performance targets for each measure. The MPO may also add additional performance measures in the future, if so desired.