

Goal: Continue to improve transportation safety and ensure the security of the transportation system.

Objective:

- a) Reduce fatality, injury, and crash/incident rates on all modes.
- b) Reduce vulnerability of transportation facilities/users to terrorists, natural disasters and risks by implementing and monitoring an evacuation plan, and working with the regional emergency management team.
- c) Reduce economic losses due to transportation crashes and incidents.
- d) Improve the ability to identify high accident locations, and evaluate their impacts in TIP project prioritization.
- e) Provide a safe environment for transportation users through the “3 Es” (Engineering, Enforcement and Education).
- f) Increase transit safety and security for riders and employees.

9. Freight Transportation and Urban Goods Movement

Goal: Improve mobility and accessibility of freight and urban goods movement.

Objective:

- a) Relieve congestion on heavily-traveled truck routes.
- b) Improve mobility and access to intermodal operations and facilities.
- c) Establish and designate truck routes consistent with federal, state and local regulations.

4.3 Performance Targets and Measures of Effectiveness.

As part of the same process for creating the Goals and Objectives, the DCHC MPO developed a set of Performance Targets to provide a set of broadly based quantitative measures that evaluated the transportation plan from several different perspectives. The Targets mostly use measurements from the Triangle Regional Model (the region’s travel demand model), such as the miles traveled, trips taken, congestion levels, and mode split (between automobiles, transit, bicycling and walking).

These measures, and the targets the MPO seeks to achieve with its investments, are shown in Figure 4.3.1, which compares the adopted 2035 LRTP and Targets using the following format:

Comparison Data – this information provides contextual values for comparing the 2035 LRTP and Target values:

- 2005 – This is the current condition. It is the 2005 population and employment using the 2005 transportation network (e.g., highways and transit service).
- 2035 E+C – This is the no-build condition, or “Existing plus Committed” (E+C). It is the 2035 population and employment using the existing transportation network.
- 2035 Data – these are the values for the plan as adopted by the DCHC MPO.

Targets – There are three Target values, Good, Better and Best. The use of more than one Target value helps to set a range of values that can be used for comparison.

The comparison of the 2035 LRTP with the Performance Targets produces mixed results. In terms of congestion, the DCHC MPO fares well because the 2035 LRTP results match the Best Target levels for *Percent of Peak Period at Congestion* (#2) and the *Cost of Congestion* (#8). The *Percent of EJ* (Environmental Justice – minority and low income populations) *Population within a ¼ mile of*

Transit (#9) is also at the Best Target Level. The mode mixes are substandard – the Percent of SOV (Single Occupied Vehicle) Trip Share (#5) and the Percent Non-motorized Trip Share fall well short of the Targets. The VMT per Capita does not meet any Target, either.

Figure 4.3.1

No.	Mobility Targets	Comparison Data			Targets		
		2005	2035 E+C	2035 LRTP	Good	Better	Best
1	VMT Per Capita (daily miles)	28.5	31.6	32.0	29.1	27.5	24.5
2	Percent of Peak Period VMT at Congestion (V/C > 1)	3.0%	10.4%	3.7%	12%	8%	4%
3	Average Travel Time: all peak trips (daily minutes)	16.6	20.5	18.3	19	17	15
4	Transit Mode Share: all trips	2.4%	2.3%	3.3%	3.0%	5.0%	8.0%
5	Percent SOV Trip Share: work trips	81.8%	82.3%	81.2%	78.4%	74.3%	66.0%
6	Percent Non-motorized Trip Share: all trips	7.1%	6.8%	6.8%	9%	11%	15%
7	Greenhouse Gas Change (community target)			+49%	-10%	-20%	-30%
8	Cost of Congestion (in million \$)	\$351	\$1,211	\$496	1,030	848	666
9	Percent of EJ Population within 1/4 mile of transit	58%	59%	85%	65%	75%	85%

It should be noted that this report presents a detailed analysis of EJ issues in section 9.2 – Critical Factors in Planning – Environmental Justice, and provides a comparison of the location of 2035 LRTP projects and EJ populations in Appendix 8 – Environmental Justice Project Tables.

Key points from this section:

- Our MPOs have a single vision for what our region's transportation system should achieve.
- Each MPO has adopted goals and objectives to accomplish this vision that reflect the unique characteristics and aspirations of the communities within the MPOs.