2030 New Jersey Statewide Long-Range Transportation Plan

Potential 2030 Goals, Objectives and Performance Indicators

The NJDOT and NJ TRANSIT have begun an in-depth discussion of goals, objectives and performance indicators as part of the 2030 long-range plan process. Although these elements are traditionally part of every long-range planning effort, they are being given greater attention now than ever before. Tightened transportation budgets and constantly increasing demands are forcing these agencies to focus even more on goals, objectives, and performance indicators that are:

- Relevant to the Plan's goals and objectives
- Measurable/quantifiable, as much as possible
- Available now or in the near future
- Valid and reliable
- Sensitive to change over time
- Understandable to policy makers, the media, and the general public?

These goals and indicators should also reflect desired changes in behavior (outcomes), not simply the actions put forth to enable those changes (outputs). For example, if a decrease in the number of people who drive alone is an objective, a legitimate indicator of success could be an increase in the number of people who use public transportation, not an increase in the number of buses that are in service.

While these indicators are used to measure progress from one long-range plan to another, they may also serve very important and immediate uses. They:

- Help to focus the priorities and programs for NJDOT and NJ TRANSIT in both the near and long terms
- Provide feedback about areas that require more attention and resources
- Demonstrate trends, both positive and negative
- Indicate whether programs and projects are successful in satisfying the needs they were developed to meet.

The suggestions provided here are the draft products of a great deal of research and discussion:

- A review of the goals, objectives and performance indicators proposed in Transportation Choices 2025, the current long-range transportation plan
- Scans of the goals, objectives, and performance indicators developed and in use by more than ten other state departments of transportation and transit agencies, the state's three metropolitan planning organizations (MPOs), the Office of Smart Growth (OSG), and other interested organizations like the New Jersey Sustainable State Institute, with emphasis on their rationale and success
- Discussions with the MPOs, OSG, the Study Advisory Committee for the long-range plan (representing the MPOs, OSG, bi-state transportation authorities, state's toll authorities, Office of the Governor, Tri-State Transportation Campaign, NJ FUTURE, the Federal Highway Administration, the Federal Transit Administration) and many NJDOT and NJ TRANSIT professionals

At this point we are asking NJDOT's and NJ TRANSIT's professionals for their direct input. In many cases this material represents goals and objectives your departments will be asked to help meet and specific performance indicators you may need to provide. Please review this material with the following questions in mind:

**Potential 2030 Goals, Objectives
and Performance Indicators**

- Do these goals and objectives match what you want from the state's transportation system? If not, what would you add, delete or change?
- Is this a good indicator of success? What else could be used that would also be objective, measurable, and understandable to the general public and state legislators?
- Can this indicator be measured now? If not, what would be needed to be able to measure it in the future? Is there a secondary indicator that could be used now?

**Potential 2030 Goals, Objectives
and Performance Indicators**

I.   Improve and maintain the transportation infrastructure
- Maintain the structural integrity and smoothness of ride on the state's highway system
- Reduce structural deficiencies and functional obsolescence on the state's bridges
- Maintain public transportation vehicles and facilities in a state of good repair

Performance Indicator	Base Data Available?	Info Collected or Derived Now?	Indicator Generated Now?	Minimal Effort Required	Moderate Effort Required	Major Effort Required	Comments
Percentage of vehicle miles traveled (VMT) on pavement considered acceptable by functional classification	Yes	Yes	No		X		
Number of lane miles improved	Yes	Yes	Yes	X			
Percentage of vehicle trips on bridges considered deficient	Yes	Yes	No			X	
Percentage of structurally deficient bridges on the state system	Yes	Yes	Yes	X			
Percentage of functionally obsolete bridges on the state system	Yes	Yes	Yes	X			
Average age of transit fleet by vehicle type	Yes	Yes	Yes	X			
Number of major mechanical failures annually on NJ TRANSIT's system	Yes	Yes	Yes	X			

II. Integrate transportation and land use planning

- Make transportation investments consistent with smart growth policies
- Establish partnerships at all levels of government and with the private sector to coordinate transportation and land use decisions
- Encourage development and redevelopment around transit stations and services

Performance Indicator	Base Data Available?	Info Collected or Derived Now?	Indicator Generated Now?	Minimal Effort Required	Moderate Effort Required	Major Effort Required	Comments
New miles of local connected roadway network built as the result of NJDOT projects	No	No	No			X	
Changes in employment within ¼ mile of a bus line or ½ mile of a rail station	Yes	No	No			X	Census
Changes in the number of households within ¼ mile of a bus line or ½ mile of a rail station	Yes	No	No			X	Census
Changes in population within ¼ mile of a bus line or ½ mile of a rail station	Yes	No	No			X	Census
Percentage of dollars invested and number of projects implemented in Planning Areas 1 and 2 and Urban Centers and Complexes	Yes	No	No		X		
Number of memoranda of agreement executed to link land use and transportation planning	Yes	Yes	No	X			
Changes in employment, population and the number of households near designated Transit Villages (within ½ mile of rail station)	Yes	No	No		X		Census
Number of municipalities with circulation elements in their Master Plans	Yes	No	No		X		

Potential 2030 Goals, Objectives and Performance Indicators

III.   Increase safety and security
- Reduce the number and rates of transportation-related deaths and injuries
- Control access to sensitive transportation facilities (as defined by NJDOT's Office of Transportation Security [OTS])
- Improve emergency response and recovery

Performance Indicator	Base Data Available?	Info Collected or Derived Now?	Indicator Generated Now?	Minimal Effort Required	Moderate Effort Required	Major Effort Required	Comments
Number and rate of crashes/ 100 million vehicle miles traveled	Yes	Yes	Yes	X			
Number and rate of crashes/mile of roadway	Yes	Yes	No	X			
Number and rate of injuries/100 million vehicle miles traveled	Yes	Yes	Yes	X			
Number and rate of fatalities/100 million vehicle miles traveled	Yes	Yes	Yes	X			
Number of injuries and fatalities involving bicyclists	Yes	Yes	Yes	X			
Number of injuries and fatalities involving pedestrians	Yes	Yes	Yes	X			
Number of injuries and fatalities involving heavy trucks	Yes	Yes	Yes	X			
Number of injuries and fatalities involving transit vehicles	Yes	Yes	Yes	X			
Number of injuries and fatalities in active work zones	Yes	Yes	Yes	X			
Number of parking spaces available for trucks on Interstates	Yes	?	?	?	?		
Dollars invested in and number of projects funded for Safe Streets to Schools Program	Yes	Yes	Yes	X			
Number of critical infrastructure sites identified and inspected annually (as defined by OTS)	Yes	Yes	Yes	X			
Number of NJDOT personnel trained in terrorism awareness and critical infrastructure	Yes	Yes	Yes	X			
Number of NJDOT personnel trained to participate on Community Emergency Response Teams	Yes	Yes	Yes	X			

IV. Increase mobility, accessibility and the reliability of travel

- Relieve congestion and delay for both highways and transit
- Expand the availability of public transit and increase the level of service
- Make walking and bicycling more practical
- Enhance connections between and among modes, especially access to transit
- Operate the transportation system efficiently
- Provide customers with real-time travel information
- Expedite incident management

Performance Indicator	Base Data Available?	Info Collected or Derived Now?	Indicator Generated Now?	Minimal Effort Required	Moderate Effort Required	Major Effort Required	Comments
Person hours of delay	Yes	Yes	No	X			
Percentage of vehicle hours traveled under congested conditions	Yes	Yes	No	X			
Travel Time Index for Interstates and arterials (trip time under free flow vs. congested conditions)	Yes	Yes	No		X		
Ratio of non-recurring delay to total delay	Yes	Yes	No		X		
VMT per household	Yes	Yes	No	X			
Average clearance time for major highway incidents	?	?	?	?	?		
Percentage of trips that use non-SOV modes	Yes	Yes	No		X		Census
Transit on-time performance	Yes	Yes	Yes	X			
Transit ridership	Yes	Yes	Yes	X			
Access to jobs via highway (% of NJ population within X minutes of employment via auto)	Yes	Yes	No		X		
Access to jobs via transit (% of NJ population within X minutes of employment via transit)	Yes	Yes	No		X		
Access to transit (percentage of population that could walk to transit (within ¼ mile)	Yes	Yes	No			X	
Access to transit (percentage of population that could bicycle to transit (within ½ mile)	Yes	Yes	No			X	
Access to transit (total number of parking spaces available)	Yes	Yes	Yes	X			
Percentage of miles of state highways with emergency service patrol coverage	Yes	Yes	No	X			
Number of permanent variable message signs on state roads	Yes	Yes	No	X			

November 4, 2005

V. Enhance the environment

- Promote environmental stewardship
- Lower transportation emissions
- Reduce negative environmental impacts
- Exceed the requirements of environmental regulations
- Incorporate context sensitive solutions in transportation design
- Encourage greater energy efficiency

Performance Indicator	Base Data Available?	Info Collected or Derived Now?	Indicator Generated Now?		Minimal Effort Required	Moderate Effort Required	Major Effort Required	Comments
Number of days that exceed air quality standards	Yes	Yes	Yes		X			
Number of miles designated as Scenic Byways	Yes	Yes	No		X			
Percentage of NJDOT personnel trained in context sensitive solutions	Yes	Yes	No		X			

VI. Optimize freight movement
- Relieve congestion on heavily traveled truck routes
- Improve truck connections to the ports
- Increase the amount of freight shipped by rail by at least the same rate that the volume of overall goods movement increases
- Support the development and reuse of under-utilized properties for freight purposes

Performance Indicator	Base Data Available?	Info Collected or Derived Now?	Indicator Generated Now?		Minimal Effort Required	Moderate Effort Required	Major Effort Required	Comments
Percentage of truck VMT under congested conditions	Yes	Yes	No		X			
Percentage of truck VMT in off-peak periods	Yes	Yes	No			X		
Share of rail mode	Yes	Yes	Yes		X			
Number of miles improved on local or collector roads to ports	No	No	No				X	
Number of brownfields developed and used for freight activities	Yes	Yes	Yes		X			

VII. Continually improve the process of providing transportation facilities and services
- Involve customers in the decision-making process by providing clear information and a forum for discussion
- Improve customer satisfaction with NJDOT and NJ TRANSIT
- Deliver projects and services in a timely and cost-effective manner

Performance Indicator	Base Data Available?	Info Collected or Derived Now?	Indicator Generated Now?		Minimal Effort Required	Moderate Effort Required	Major Effort Required	Comments
Percentage of customers who rate public transit performance in New Jersey good or better	Yes	Yes	Yes		X			
Percentage of customers who rate condition of highways in New Jersey good or better	Yes	Yes	Yes		X			
Transit operating cost per passenger mile by mode	Yes	Yes	Yes		X			
Dollars and time saved under Hyperbuild Initiative	Yes	Yes	Yes		X			
Number of projects with specific pages or links on NJDOT & NJ TRANSIT websites	Yes	No	No			X		

Additional possible goal (objectives & performance indicators from other goals above)

Operate the transportation system efficiently
- Promote smooth flow of traffic on major roadways and transit lines
- Provide customers with real-time travel information
- Expedite incident management

Performance Indicator	Base Data Available?	Info Collected or Derived Now?	Indicator Generated Now?		Minimal Effort Required	Moderate Effort Required	Major Effort Required	Comments
Ratio of non-recurring delay to total delay	Yes	Yes	No			X		
Average clearance time for major highway incidents	?	?	?		?	?		
Percentage of miles of state highways with emergency service patrol coverage	Yes	Yes	No		X			
Number of permanent variable message signs on state highways	Yes	Yes	No		X			
Number of closed-circuit television cameras (CCTV) cameras in place	Yes	Yes	No		X			
Number of traffic signals operated as part of a transportation control system	Yes	No	No				X	