

MAP 21

PERFORMANCE MEASURES

Travel Time Reliability

Few people will dispute the fact that traffic congestion is common in many cities in the United States. In these cities, drivers are used to congestion and they expect and plan for some delay, particularly during peak driving times. Many drivers either adjust their schedules or budget extra time to allow for traffic delays. But what happens when traffic delays are much worse than expected? Most travelers are less tolerant of unexpected delays because they cause travelers to be late for work or important meetings, miss appointments, or incur extra childcare fees.

Travel time reliability measures the extent of this unexpected delay. A formal definition for travel time reliability is: the consistency or dependability in travel times, as measured from day-to-day and/or across different times of the day.

In other words, commuters have to build in a time cushion or buffer to their trip planning to account for the variability. If they build in a buffer, they will arrive early on some days, which is not necessarily a bad thing, but the extra time is still carved out of their day—time they could be using for other pursuits besides commuting.¹

Travel Time Reliability Performance Measures

1. Percent of Person-Miles Traveled on the Interstate that are Reliable
2. Percent of Person-Miles Traveled on the non-Interstate NHS that are Reliable

CARTS Baseline Data 2017

Percent of Person-Miles Traveled on the Interstate that are Reliable	91.20%
Percent of Person-Miles Traveled on the non-Interstate NHS that are Reliable	89.68%

Adopted Targets by ArDOT

Performance Targets	2-Year	4-Year
Percent of Person-Miles Traveled on the Interstate that are Reliable	91%	89%
Percent of Person-Miles Traveled on the non-Interstate NHS that are Reliable	-	90%

¹https://ops.fhwa.dot.gov/publications/tt_reliability/ttr_report.htm

MAP 21

Moving Ahead for Progress in the 21st Century

Map-21 is the current funding and authorization bill that governs United States federal surface transportation policy and spending. It was passed by Congress on June 29, 2012, and President Barack Obama signed it into law on July 6, 2012.

Performance Management

A key and new feature of Map-21 is the establishment of a performance and outcome-based program. The states are required to invest resources toward the achievement of national goals for (1) Safety, (2) Infrastructure Condition, (3) Congestion Reduction, (4) System Reliability, (5) Freight Movement and Economic Vitality, (6) Environmental Sustainability, and (7) Reduced Project Delivery Delays.

Regional Performance Measures

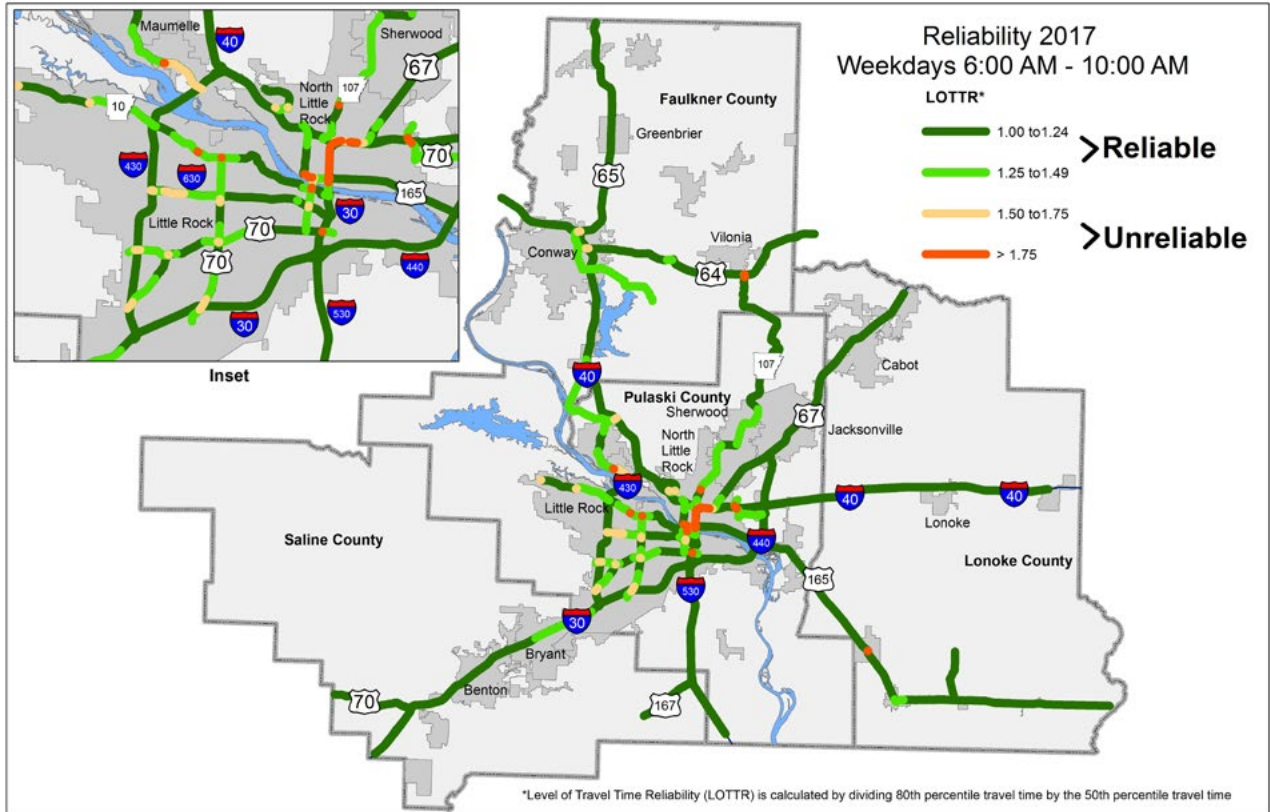
Metroplan is responsible for tracking the first five performance measures for central Arkansas, and for assisting the state with reaching statewide targets. Metroplan has released a series of fact sheets on each performance measure. Metroplan is working with the Arkansas Department of Transportation (ArDOT) to identify policies and projects that can help reach targets.

CARTS Targets

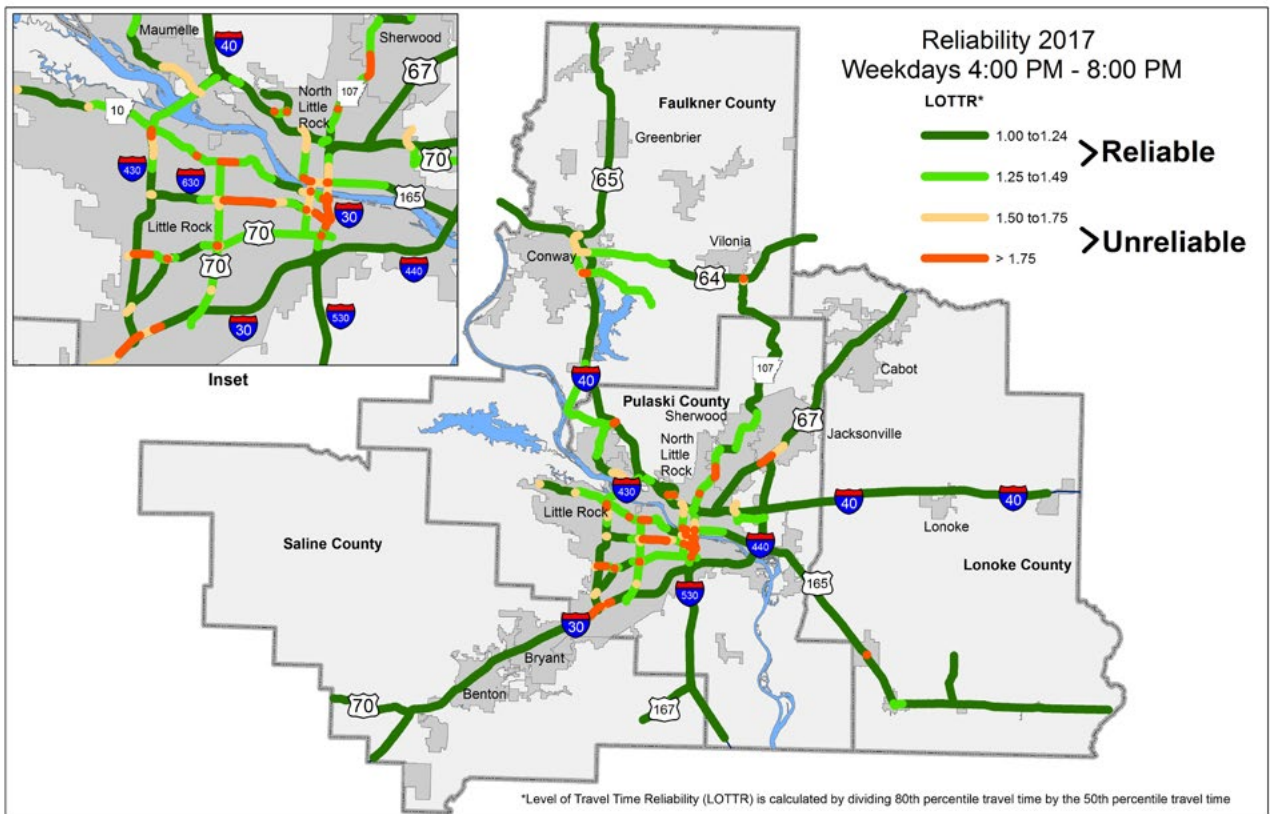
As an MPO, Metroplan can either choose to set its own targets or agree to support targets set by ArDOT for the state. On October 3, 2018 the Metroplan board of directors agreed by resolution to support ArDOT's targets for the state.

Did you know? Commuters and travelers value reliability because it allows them to make better use of their own time.

travel time reliability



Source: 2017 ArDOT NPMRDS Data



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