



CHAPTER 2. VISION, GOALS AND MTP FRAMEWORK

2045 MTP VISION

In order to create a framework for the 2045 Metropolitan Transportation Plan (MTP), a vision statement was drafted by the Vision/Goals Committee and presented to the TAC, RPC/Policy Committee and the public. As is evident in the following vision statement, this region understands the rapid growth rate of the area and the need for a multimodal (alternative, innovative, resilient, sustainable) transportation system.

The Northwest Arkansas region will develop and maintain a safe, reliable, and efficient transportation system for the movement of people and goods throughout the area. The system will include a safe, secure, well-integrated and connected roadway, transit, freight, pedestrian and bicycle network. The system will enhance and sustain a high level of economic vitality, community livability and quality of life by providing movement of goods, choice, mobility, convenience and energy efficiency.

GOALS, OBJECTIVES AND MTP FRAMEWORK

In order to create a plan to complement the aforementioned vision, five goals and supporting objectives were adopted. The Goals and Objectives were derived from the extensive public input gathered throughout MTP development, and approved by the TAC and RPC/Policy Committee. The MTP Goals and Objectives create the groundwork for future policies to ensure that Northwest Arkansas is able to meet the demands of the transportation system in the most economical manner. Additionally, they challenge the region to think beyond strictly transportation and begin to make the connection between transportation and the broader society.

2045 MTP FRAMEWORK

To guide decision-making and comply with the Federal transportation legislation, MAP-21/FAST Act, the 2045 MTP Framework was developed around national goals, ARDOT and MoDOT goals, and MTP goals. The table below illustrates how Federal and State DOT transportation goals align with MTP 2045 goals. The 2045 MTP Framework also establishes potential MTP System Performance Measures tied to each of the national, State and MTP goals with the opportunity to track progress towards these goals.

2045 Metropolitan Transportation Plan - Framework - National, State, and Region						
National Goal Area	National Goals	ARDOT Goals	MoDOT Goals	NWARPC 2045 MTP Goals		2045 MTP System Performance Measures
Infrastructure Condition - State of Good Repair	To maintain the highway infrastructure asset system in a state of good repair	Invest in the existing highway and bridges to maintain and preserve the existing system.	Take care of the transportation system and services we enjoy today	Preserve and Maintain Infrastructure	Maintain the existing and planned transportation system through ongoing maintenance, rehabilitation, reconstruction, and/or preservation.	Percentage of interstate pavements in good condition Percentage of interstate pavements in poor condition Percentage of non-interstate NHS pavements in good condition Percentage of non-interstate NHS pavements in poor condition Percent of NHS bridges by deck area classified as Good condition Percent of NHS bridges by deck area classified as Poor condition Pavement Condition on NHS Transit (PTASP) mean distance between major mechanical failure Transit (TAM) Plan transit bus/fleet age/condition
Safety and Security	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads	Improve statewide safety for all modes and all users and reduce system vulnerability and improve system resiliency to maintain essential travel during extreme events.	Keep all travelers safe, no matter the mode of transportation	Improve Safety	Increase transportation safety for all modes of travel	Number of fatalities Fatality rate per 100 million VMT Number of serious injuries Serious injury rate per 100 million VMT Number of non-motorized fatalities and serious injuries Transit (PTASP) Number of fatalities and injuries and rate per revenue miles traveled
Congestion Reduction and System Reliability	To achieve a significant reduction in congestion on the National Highway System. To improve the efficiency of the surface transportation system	Invest in the multimodal transportation system to improve mobility, connectivity, accessibility, and reliability for people and goods.	Improve reliability and reduce congestion on Missouri's transportation system	Reduce Congestion Improve Reliability	Maximize the capacity and reliability of existing facilities on regionally significant routes and minimize the need for new roadways.	Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Interstate Non-Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS Freight Reliability Measure: Truck Travel Time Reliability Index
Freight Movement and Economic Vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development	Improve intermodal transportation system connectivity, efficiency, and mobility to support existing industries and strengthen national and regional economic competitiveness. Partner with Metropolitan Planning Organizations, Planning and Development Districts, local governments, and other responsible modal agencies to improve intermodal transportation system safety, accessibility, and connectivity.	Invest in projects that spur economic growth and create jobs	Improve Regional Mobility	Increase transportation mobility and accessibility for both persons and freight, thus promoting economic vitality in the region.	Miles of Complete Streets Miles of roadways with Access Management % population served by trails within 1/4 mile % population served by public transit within 1/4 mile Unlinked Trips per revenue mile (Transit, NTD) Unlinked Trips per Revenue hour (Transit, NTD)
Environmental Sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment	Enhance the performance of the transportation system while avoiding, minimizing, and/or mitigating impacts to natural and cultural resources.	Give Missourians better transportation choices	Protect the Environment	To enhance the performance of the transportation system while protecting and enhancing the natural environment.	Number of Jurisdictions with drainage criteria manuals Number of jurisdictions with Karst BMP's Cave Springs Recharge Area

GOAL I.

NATIONAL GOAL AREA		NATIONAL GOAL	ArDOT GOAL	MODOT GOAL
Safety and Security		To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	Improve statewide safety funding projects reducing fatal and serious injury crashes, reducing vulnerability (in magnitude of impact on the system due to events such as major traffic incidents, flooding, lane closures, bridge failures, and seismic activity), and improving resiliency of the system (the ability of the system to recover from these events).	Keep all travelers safe, no matter the mode of transportation.
MTP GOAL I: Increase transportation safety for all modes of travel by providing safe and secure travel for all modes of transportation, including walking, bicycling, transit and vehicular.				
OBJECTIVES				
1. Encourage improved traffic operations, access management and other strategies and measures to reduce the number and rate of crashes and improve system reliability.				
2. Encourage the use of intelligent transportation systems (ITS) that improve the emergency response to incidents and clearing of incidents to improve safety and system reliability.				
3. Implement strategies that help reduce fatality and serious injury crash rates for all modes.				
4. Promote and improve safety for pedestrians, bicyclists, and other non-motorized travelers through adherence to the Northwest Arkansas Regional Bicycle and Pedestrian Master Plan.				
5. Encourage transit agencies to implement safety performance targets and measures and safety management Systems.				
GOAL I: ACTUAL AND POTENTIAL 2045 MTP SYSTEM PERFORMANCE MEASURES				
Number of fatalities	Rate of fatalities per 100M VMT	Number of serious injuries	Number of serious injuries per 100M VMT	Number of non-motorized fatalities and serious injuries

GOAL II.

NATIONAL GOAL AREA	NATIONAL GOALS	ArDOT GOALS	MODOT GOALS
Infrastructure Condition – State of Good Repair	To maintain the highway infrastructure asset system in a state of good repair.	Invest in the existing highway and bridges to maintain and preserve the existing system.	Take care of the transportation system and service enjoyed today.
MTP GOAL II: Maintain the existing and planned transportation system through ongoing maintenance, rehabilitation, reconstruction, and/or preservation by identifying and protecting corridors needed for future highway, transit, freight, or other transportation system requirements.			
OBJECTIVES			
1. Support the adoption of local right-of-way plans, policies and ordinances as needed to identify, acquire and protect the right-of-way within corridors as development continues.			
2. When feasible, identify future corridors for advance right-of-way acquisition for highways, local roads, transit, bicycle and pedestrian use.			
3. Promote shared right-of-way/easements for multiple purposes and utilities.			
4. Maintain and preserve existing highway, transit and other facilities in good condition. Employ system performance measures, such as Pavement Management Systems (overlay programs), Pavement Performance Index to gauge the transportation system’s optimum use and efficiency, bridge repair based on ratings, and Maintenance Principles for age of transit fleets.			
5. Encourage transit agencies to implement performance targets and measures as recommended in Transit Asset Management Plans.			
GOAL II: ACTUAL AND POTENTIAL 2045 MTP SYSTEM PERFORMANCE MEASURES			
Bridge Condition on NHS	Pavement Condition on NHS	Transit Asset Management Plan (TAM Plan)	

GOAL III.

NATIONAL GOAL AREA	NATIONAL GOALS	ARDOT GOALS	MODOT GOALS
Congestion Reduction and System Reliability	To achieve a significant reduction in congestion on the National Highway System. To improve the efficiency of the surface transportation system.	Invest in the multimodal transportation system to improve mobility, connectivity, accessibility, and reliability for people and goods.	Improve reliability and reduce congestion on Missouri's transportation system.
MTP GOAL III: Maximize the capacity and reliability of existing road and transit facilities on regionally significant routes and minimize the need for new roadways.			
OBJECTIVE – Address congestion and system reliability and maximizing efficiency and effectiveness through Management and Operations.			
1. Align the Northwest Arkansas Congestion Management Process (CMP) closely with the MTP and use the CMP performance measures in project prioritization and funding that will maximize capacity and system reliability.			
2. Manage access to and from adjacent property in key corridors, thus improving vehicular and pedestrian safety and reliability.			
3. Safeguard transportation investments by promoting access management policies.			
4. Encourage use of management and operations such as ridesharing, transit service, and coordinated traffic signals and traffic operations.			
OBJECTIVE – Endeavor to reduce congestion by supporting alternative transportation modes.			
1. Provide adequate and steady funding to operate existing public transit systems and implement recommendations of Connect NWA Transit Development Plan.			
2. Provide improved pedestrian connectivity by providing sidewalks and/or trails to good, services, jobs, schools, and recreation activities and providing safe crossings of roadways.			
3. Continue development of the regional trail system for bicycles and pedestrians that provides a safe route of travel between home, work and services as an alternative means of transportation through use of the principals included in the Northwest Arkansas Regional Bicycle and Pedestrian Master Plan.			
4. Encourage and support bus rapid transit and commuter rail transportation alternatives with the understanding that financial feasibility will depend on population density, ridership, capital costs, and potential federal, state and local funding.			
OBJECTIVE – Encourage land development patterns that promote transportation efficiency.			
1. Support in-fill development and the concentration of new commercial and office space activity that enhance the utilization of alternative forms of transportation.			
2. Identify transit corridors that allow higher density mixed-use areas to be served by public transit.			
3. Encourage major facilities to locate along planned public transit lines and implement “transit friendly” strategies.			
4. Encourage transit stops/stations within convenient walking distance of major concentrations of employment.			
GOAL III. ACTUAL AND POTENTIAL 2045 MTP SYSTEM PERFORMANCE MEASURES			
Volume Delay per Mile on CMP	Congestion Index on CMP	Travel Time on CMP	

GOAL IV.

NATIONAL GOAL AREA	NATIONAL GOAL	ARDOT GOAL	MODOT GOAL
Freight Movement and Economic Vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.	Multimodal Transportation System – Partner with responsible modal agencies, local jurisdictions, and planning organizations working to improve safety, accessibility, and connectivity for the movement of people and goods. Economic Competitiveness – Improve intermodal transportation system connectivity, efficiency, and mobility to support existing industries and strengthen national and regional economic competitiveness.	Invest in projects that spur economic growth and create jobs.
MTP GOAL IV: Increase transportation mobility and accessibility for both persons and freight, thus promoting economic vitality in the region.			
OBJECTIVE – Support an integrated system with efficient connections between transportation modes.			
1. Minimize travel time and increase reliability.			
2. Increase accessibility to employment centers.			
3. Increase accessibility to other major commercial, industrial, educational, medical, and recreation centers.			
4. Provide for access to developing areas in the region.			
5. Encourage transit supportive infrastructure to be implemented at the time of new construction or improvements.			
OBJECTIVE – Enhance commerce with intercity transportation within the region and beyond.			
1. Promote improvements that facilitate the efficient movement of freight and enhance regional and global competitiveness.			
2. Encourage cooperative planning with other transportation agencies to insure regional goals.			
3. Promote reliable travel time to aid in just-in-time manufacturing process and supply chain.			
4. Begin a regional discussion on connecting NWA with a high speed rail system to a broader region.			
GOAL IV. ACTUAL AND POTENTIAL 2045 MTP SYSTEM PERFORMANCE MEASURES			

Miles of Complete Streets	Miles of roadways with Access Management	Number of Catalyst Projects	Miles of Improved Arterial Network	Percent population served by transit within ¼ mile	Unlinked Trips per Passenger Mile (NTD)	Unlinked Trips per Passenger Hour (NTD)
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GOAL V.

NATIONAL GOAL AREA	NATIONAL GOAL	ARDOT GOAL	MODOT GOAL
Environmental Sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment.	Enhance the performance of the transportation system while avoiding, minimizing and/or mitigating impacts to natural and cultural resources.	Give Missourians better transportation choices.
MTP GOAL V: Provide a transportation system that protects and enhances the environment, promotes energy conservation and improves the quality of life.			
OBJECTIVE – Support the regional implementation of recommendations covered in the Cave Springs Karst Area Resource Conservation Study and the Northwest Arkansas Open Space Plan.			
1. Encourage and assist local jurisdictions in adoption of drainage ordinances.			
2. Encourage implementation of Best Management Practices in the Karst geology recharge area.			
3. Promote conservation of various types of open space through use of strategies contained in the Open Space Plan.			
OBJECTIVE – Identify and encourage the use of developing technologies and sources of energy that assist in protecting the natural environment.			
1. Minimize energy consumption on a system-wide basis by reducing congestion and improving reliability.			
2. Minimize air, water, noise and visual pollution.			
3. Minimize disturbances of the region's natural aesthetics and wildlife habitat.			
4. Provide for needed highway and transit system enhancements. Encourage transit agencies to plan and efficiently implement the timely transition of their fleet to electric vehicles.			

GOAL V. ACTUAL AND POTENTIAL 2045 MTP SYSTEM PERFORMANCE MEASURES

Number of jurisdictions with drainage criteria manuals	Number of jurisdictions with Karst BMPs in the Cave Springs Recharge Area
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