

CTAC Workshop: TSP Performance Monitoring

PREPARED FOR: Citywide Transportation Advisory Committee (CTAC)

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Summary & Request

On May 15th, CTAC will convene (remotely) for a workshop to discuss the proposed Transportation System Plan performance metrics and targets. Staff is requesting CTAC review the attached draft measures, and provide feedback on the following:

- *Metrics.* Are these the right metrics (recognizing that they need to be measurable with today's tools)? If not, what other metrics (that are reasonably obtainable) should be considered?
- *Targets.* Do the draft proposed targets reflect the goals and policies of the TSP? Should they be modified?
- *Future Metrics.* Are there other metrics that CTAC would like to recommend be considered in the future (as reliable accessible data becomes available)?

Context

The TSP identifies goals, policies, projects, and programs designed to move the community toward its transportation vision. The performance metrics in Chapter 7 provide measurable benchmarks for the identified related policy area(s) and goals. They are an indicator of how an aspect (i.e. Safety, Mobility) of the TSP is being achieved and are not intended to replace or duplicate the goals or policies in the TSP.

Metrics & Targets

Staff identified six metrics to reflect the goals and policy areas, as shown in the attached table. These metrics were chosen because their data sources are available, objective, reliable, credible, and repeatable. The number of metrics proposed is one that Staff feels is realistic based on comparisons of peer cities as well as staffing and funding capacity.

The draft 2040 targets identified in the attached table are intended to reflect the TSP goals. They will provide numeric benchmark thresholds to indicate whether or not the identified aspect of the TSP is meeting the desired outcome. Targets were established based on the TSP goals, current performance, industry standards, and peer cities. The intention was that they should be ambitious but achievable.

KEY POLICY AREAS & GOALS*	METRIC	2040 TARGET	Context (and Data Source)
Safety 2,4	Rate of fatalities and serious injuries per capita.	Reduce the rate of traffic related serious injuries and fatalities by 50%.	Measured as rate of fatalities and incapacitating crashes per capita; 2019 TSAP rate (2012-2016) approximately .0012 fatal/serious injury crashes per capita. Note, the number of crashes has generally been increasing over the past five years. Exposure, or number of miles traveled, is directly related to crash frequency. Higher VMT increases the risk for vehicles to be involved in a crash. (Data Source: ODOT, MPO, TSAP)
Mobility & Technology 1, 4	Percent of person miles traveled on non-interstate NHS that are reliable.	Reliable travel time (for 78% of miles traveled) on key arterials.	Key arterials identified as US 97, HWY 20/3rd /Greenwood, Empire, Reed Mkt Rd, & 27th St. Reliable travel time (Level of Travel Time Reliability, “LOTTR”) defined as the ratio of the longer travel times to a “normal” travel time. Longer travel time is (80thpercentile), Normal travel time is (50thpercentile). (Data Source: ODOT, MPO, FHWA's National Performance Management Research Data Set (NPMRDS) or equivalent)
Mobility 1, 2	Pavement condition (Pavement Condition Index – PCI)	100% of City Street Network pavement with a minimum PCI average of 80. 50% of Non-Interstate National HWY System (NHS) pavement with a minimum PCI average of 70.	PCI: Good (70-100), Fair (50-70), Poor (25-50). Council Goal for 2021: 75. Baselines Overall City PCI Average (2019): 74 (Arterials: 83, Collectors: 81, Local Residential: 71) Non-Interstate NHS Pavement (2016, Bend MPO): 58% was 70 or greater. Non-Interstate NHS target for PCI set by ODOT, MPO. (Data Source: City, MPO, ODOT)
Transit, Bike/Ped, Environment 1, 5	Mode split	Increase non-SOV transportation trip modes (combined bike, pedestrian, transit) by 50%.	2014-2018 average combined bike/ped/transit share of total trips is 5.5% (transit 0.3%, walk 2.7%, bike 2.5%). A 50% increase of these combined trips would be 8.25%. Measured as increase of trip shares (i.e. an increase of 5% to 10% would be a 100% increase). Target reflected as combined bike, pedestrian, and transit trips, however each mode should be measured individually. (Data Source: American Communities Survey)
Transit, Bike/Ped 1, 2, 3, 4	Number of Key Routes completed or in-progress	Complete all 12 Key Routes.	(See TSP project list for projects needed to complete Key Routes). (Data Source: City)
Environment 1,5	VMT per capita	No more than 5% increase in VMT per capita (from 2010 levels).	9.47 VMT per capita per day (2010 baseline). 5% increase would be 9.94. VMT/capita in Bend is projected to increase as the region grows in geography and population. From 2007 to 2017, Bend population grew by 11.5% (1.2% per year). VMT grew by 6.6 % (0.7 % per year) in that ten-year period. (Data Source: ODOT)

*TSP GOALS: 1) Capacity, 2) Safety, 3) Growth, 4) Livability/Equity/Access, 5) Environment, 6) Regional/Future, 7) Funding/Implementation