PERFORMANCE MEASURES

MAP-21/FAST ACT: Develop measures to track and maximize the benefits of transportation planning decisions and link infrastructure investments to:

• STBG-UZA project selection
• Metropolitan Planning and ITS
• Transportation Improvement Program (TIP/Short Range Plan)
• Metropolitan Transportation Plan (MTP/Encompass 2040)
<table>
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<th>GOALS</th>
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| SAFETY AND SECURITY: Provide a safe and secure transportation system | - Improve design, construction, and maintenance of infrastructure to reduce the number and severity of crashes, injuries and fatalities.  
- Increase awareness of the public on safety issues and skills.  
- Collaborate on transportation system security strategies. | - Number of Fatalities  
- Rate of Fatalities  
- Number of Serious Injuries  
- Rate of Serious Injuries  
- Number of Non-Motorize Fatalities and Non-Motorized Serious Injuries |
TARGET SETTING

• Establishing a quantifiable value to gauge progress over time
• Current target year - CY2018
• Safety targets are set annually
• Two options:
  - Support the targets set by ODOT
    (Includes all public roads regardless of classification)
  - Set our own targets for all roads in the metropolitan area
    (OCARTS Region)
ODOT SAFETY TRENDS AND TARGETS: FATALITIES

TOTAL FATALITIES
5 Year Rolling Average Target: 691

FATALITY RATE
5 Year Rolling Average Target: 1.41 per 100 million VMT

Data source: FARS

VMT: Vehicle Miles Traveled
ODOT SAFETY TRENDS AND TARGETS: SERIOUS INJURIES

TOTAL SERIOUS INJURIES
5 Year Rolling Average Target:
14,083

SERIOUS INJURY RATE
5 Year Rolling Average Target:
28.8 per 100 million VMT

Data source: FARS

* DIFFERENCE BETWEEN UPPER PREDICTION BOUND AND ESTIMATE IN 2016 CARRIED FORWARD.
ODOT SAFETY TRENDS AND TARGETS: NON-MOTORIZED

TOTAL NON-MOTORIZED FATALITIES AND SERIOUS INJURIES

5 Year Rolling Average Target: 698

Data source: FARS
OCARTS SAFETY TRENDS: FATALITIES
(2011-2015)

- **FATAL CRASHES:**
  HIGHWAY AND FREEWAY
  261

- **FATAL CRASHES:**
  CITY AND COUNTY STREETS
  269
OCARTS SAFETY TRENDS AND TARGETS: TOTAL FATALITIES

**OPTION 1**
1% Reduction Each Year:

114

**OPTION 2**
Linear Trend Line:

115

Data source: FARS
OCARTS SAFETY TARGETS: FATALITY RATE

**OPTION 1**
1% Reduction Each Year:

**0.89**

per 100 million VMT

**OPTION 2**
Linear Trend Line:

**0.86**

per 100 million VMT

VMT: Vehicle Miles Traveled
OCARTS SAFETY TRENDS: SERIOUS INJURIES
(2011-2015)

- SERIOUS INJURY CRASHES: HIGHWAY AND FREEWAY
  1461

- SERIOUS INJURY CRASHES: CITY AND COUNTY STREETS
  1925
OCARTS SAFETY TARGETS: TOTAL SERIOUS INJURIES

**OPTION 1**
5% Reduction Each Year:

720

**OPTION 2**
Linear Trend Line:

765

Data source: SAFE-T
OCARTS SAFETY TARGETS: SERIOUS INJURY RATE

**OPTION 1**

5% Reduction Each Year:

5.62

per 100 million VMT

**OPTION 2**

Linear Trend Line:

5.8

per 100 million VMT

VMT: Vehicle Miles Traveled

- NON-MOTORIZED FATALITIES: 184
- NON-MOTORIZED SERIOUS INJURIES: 637
OCARTS SAFETY TARGETS: TOTAL NON-MOTORIZED FATALITIES AND SERIOUS INJURIES

**OPTION 1**
1% Reduction Each Year:

222

**OPTION 2**
Linear Trend Line:

230

Data source: FARS and SAFE-T
SAFETY TARGETS: IMPORTANT DATES

• Targets Due to ODOT:
  - 180 Days after ODOT sets their targets, or February 27, 2018

• Set annually

• Support ODOT targets or set our own?
  - January: Review and suggestions on OCARTS targets
  - February: Final decision and report to ODOT
FUTURE PERFORMANCE MEASURES

REQUIRED BY FHWA:

• Interstate Travel Time Reliability
• Non-Interstate Travel Time Reliability
• Truck Travel Time Reliability

• % of NHS Bridges classified as in **Good** Condition
• % of NHS Bridges classified as in **Poor** Condition

• % of Interstate Pavements in **Good** Condition
• % of Non-Interstate Pavements in **Good** Condition
• % of Interstate Pavements in **Poor** Condition
• % of Non-Interstate Pavements in **Poor** Condition

• TARGETS ARE SET EVERY 4 YEARS
• MPO TARGETS DUE:
  - 180 Days after ODOT or by Nov. 20, 2018
FUTURE PERFORMANCE MEASURES

• Economic Strength/Performance
  - Mode share for commuter trips
  - User Cost (as a function of delay)

• Safety and Security
  - Existence of Regional Security Strategies

• Equity and Options/Connectivity
  - Miles of sidewalk and bicycle paths/lanes added within ¼ mile of transit stop
  - Percent of population and jobs located within ¼ mile of transit stops

• Healthy Communities/Connectivity
  - Annual air quality index reading for the region
  - Average trip distance
  - Total miles of sidewalk and bicycle facilities