Introduction and Purpose

- MPO updating Regional Transportation Plan (RTP)
- Goals and Policies developed for RTP to serve as guide for infrastructure and service investment decisions and transportation policy
- *Performance Measures Report* ties specific metrics to the Goals and tracks them over time
- Report can be used to gauge effectiveness of past investments and guide future investments
- Targets for federally required measures and others will be added in the future

Regional Transportation Plan Goals

1. Create Connected Livable Neighborhoods and Communities
2. Improve Public Health, Safety, and Security
3. Support Personal Prosperity and Enhance the Regional Economy
4. Improve Equity for All that Use the Transportation System
5. Reduce the Environmental Impact of the Transportation System
6. Advance System-wide Efficiency, Reliability, and Integration Across Modes
7. Establish Financial Viability of the Transportation System

Regional Transportation Plan Goals

1. Create Connected Livable Neighborhoods and Communities
2. Improve Public Health, Safety, and Security
3. Support Personal Prosperity and Enhance the Regional Economy
4. Improve Equity for All that Use the Transportation System
5. Reduce the Environmental Impact of the Transportation System
6. Advance System-wide Efficiency, Reliability, and Integration Across Modes
7. Establish Financial Viability of the Transportation System

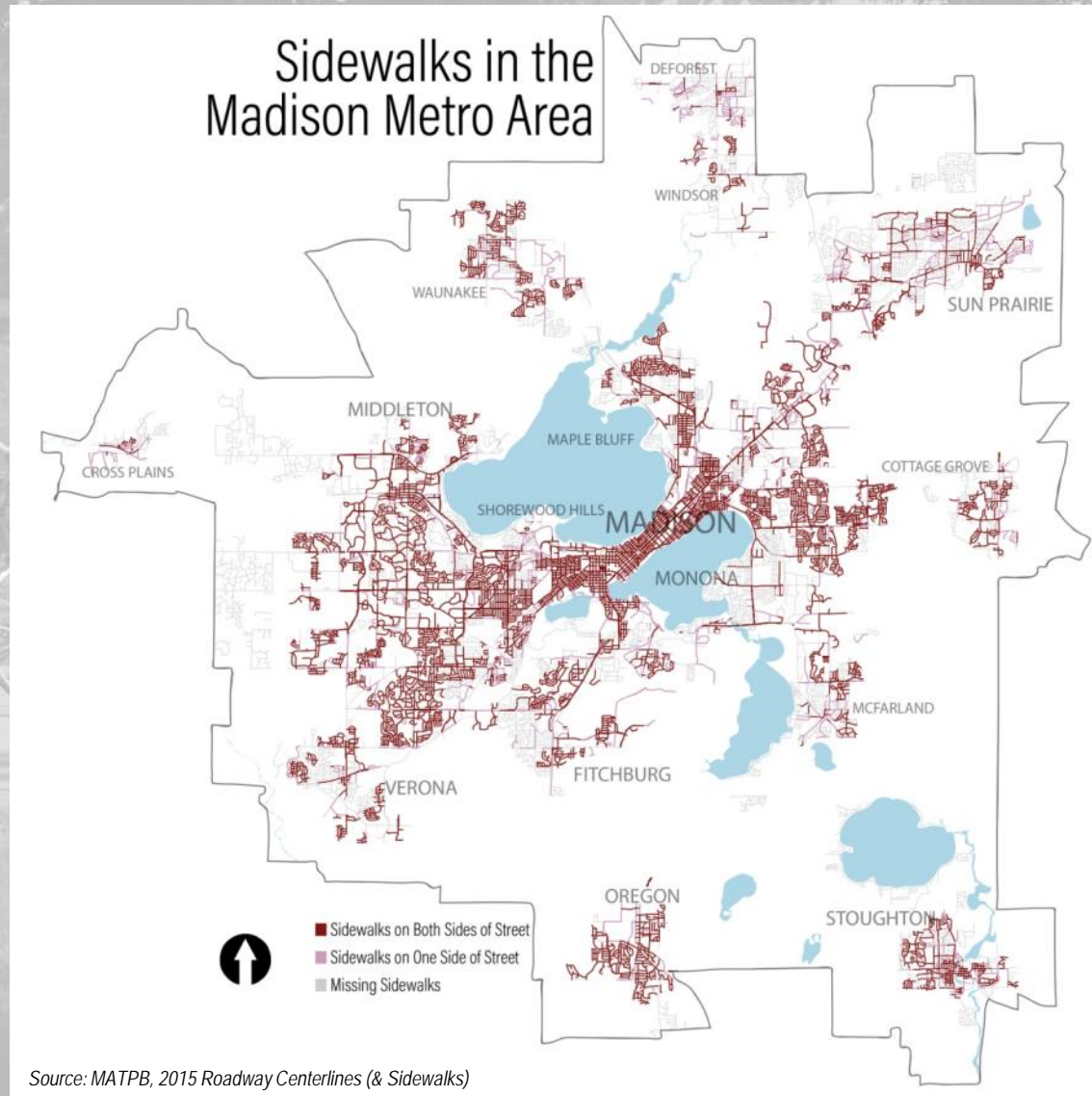# Create Connected Livable Neighborhoods and Communities

Create interconnected livable places linked to jobs, services, schools, shops, and parks through a multi-modal transportation system that is integrated with the built environment and supports compact development patterns that increase the viability of walking, bicycling, and transit.

Performance Measures

1. Miles of Pedestrian Facilities
2. Miles of Bicycle Facilities
3. BCycle Utilization
4. Active Living Index Scores

Create Connected Livable Neighborhoods and Communities
Miles of Pedestrian Facilities

Sidewalks in the Madison Metro Area

DEFOREST
WINDSOR
WAUNAKEE
SUN PRAIRIE
MIDDLETON
MAPLE BLUFF
CROSS PLAINS
COTTAGE GROVE
SHOREWOOD HILLS MADISON
MONONA
MCFARLAND
VERONA
FITCHBURG
OREGON
STOUGHTON

■ Sidewalks on Both Sides of Street
■ Sidewalks on One Side of Street
■ Missing Sidewalks

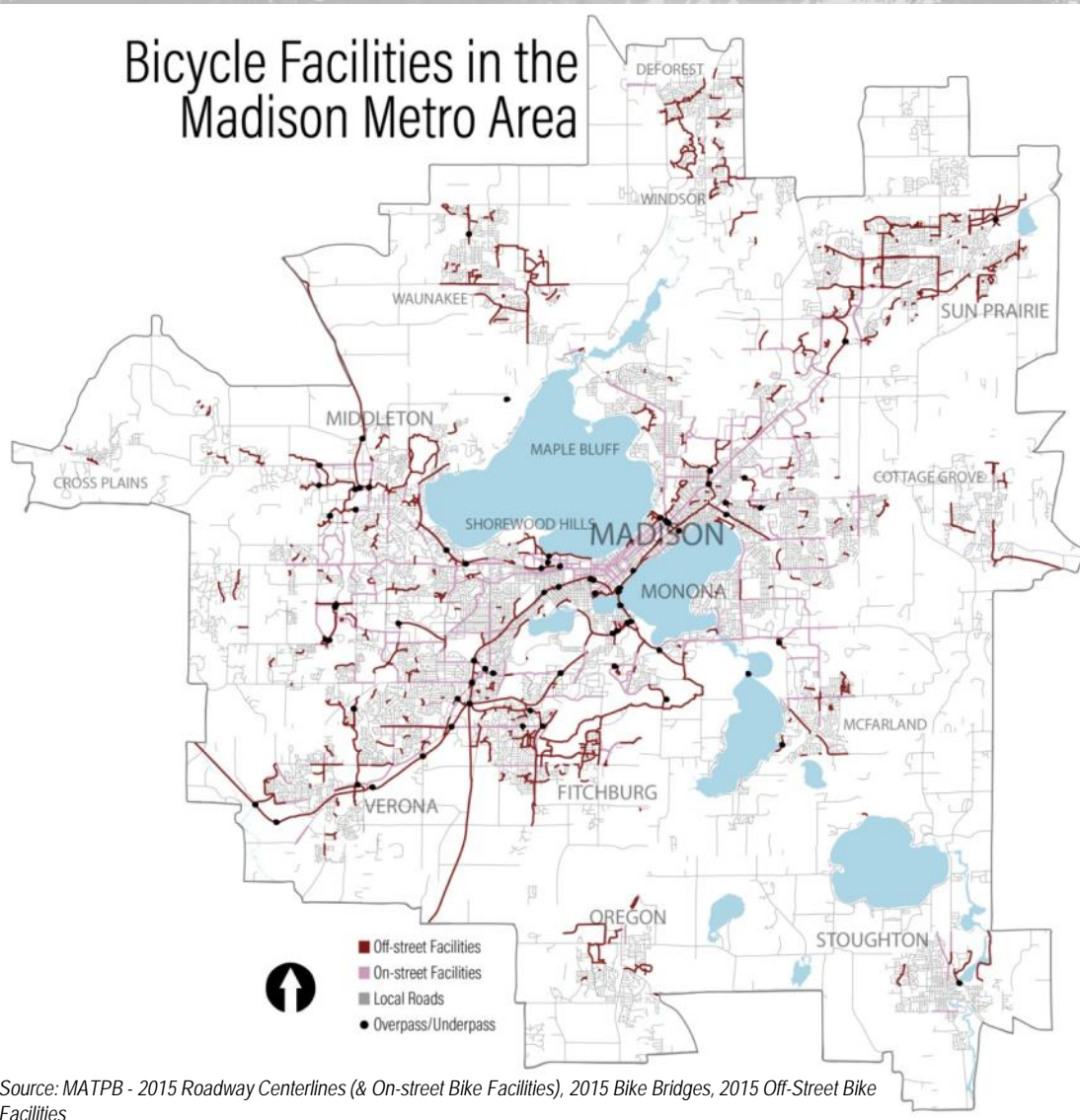*Source: MATPB, 2015 Roadway Centerlines (& Sidewalks)*

Desired: Actual:

INCREASE INCREASE

1,339 miles of pedestrian facilities in metro area, a 26 mile increase since last year.

Create Connected Livable Neighborhoods and Communities

Miles of Bicycle Facilities

Bicycle Facilities in the
Madison Metro Area

Legend:
- Off-street Facilities
- On-street Facilities
- Local Roads
- Overpass/Underpass

Source: MATPB - 2015 Roadway Centerlines (& On-street Bike Facilities), 2015 Bike Bridges, 2015 Off-Street Bike Facilities

Desired: INCREASE

Actual: ? UNKNOWN

Create Connected Livable Neighborhoods and Communities
BCycle Utilization

BCycle Station in Madison Metro Area

BCycle in the Madison Metro Area

Year	Trips	Members	Miles Biked	Avg Trip in Miles	Stations	Pop Served
2011*	18,501	475	39,618	2.14	27	39,664
2012	63,325	2,150	94,402	1.49	35	42,862
2013	81,662	1,843	173,940	2.13	35	42,862
2014	104,274	2,622	219,108	2.10	39	45,091
2015	101,339	2,789	307,241	3.03	40	45,465

*Partial year of data. Service Launched in June 2011.

Desired: INCREASE

Actual: INCREASE

Source: MATPB - 2015 Roadway Centerlines (& On-street Bike Facilities), 2015 Off-Street Bike Facilities; BCycle - 2015 Station Locations

Average trip length increased 44% from 2.1 to 3.0 miles. Ridership experienced a slight drop. Mileage Increased nearly 30%.

Active Living Index

Active Living Index Rank by Score

Rank	Community	Score	Maximum	Minimum
1	Shorewood Hills	27.1	57.3	9.2
2	Madison	20.2	75.8	1.5
3	Middleton	19.6	53.0	2.6
4	Maple Bluff	19.2	47.0	7.2
5	Fitchburg	19.2	52.2	2.5
6	Sun Prairie	18.8	42.2	3.0
7	Monona	18.7	52.8	3.3
8	Verona	17.0	55.1	2.7
9	Waunakee	16.3	38.4	5.4
10	Stoughton	15.8	52.4	4.0
11	McFarland	15.5	47.0	3.7
12	DeForest	14.5	47.1	1.5
13	Cottage Grove	14.2	33.4	6.0
14	Cross Plains	13.7	39.9	4.3
15	Oregon	13.4	46.6	1.5

New analysis tool created by MPO similar to WalkScore measuring how conducive an area is for active living.

Active Living Index

BASELINE YEAR

2015
Active Living Index
for the Madison Metro Area
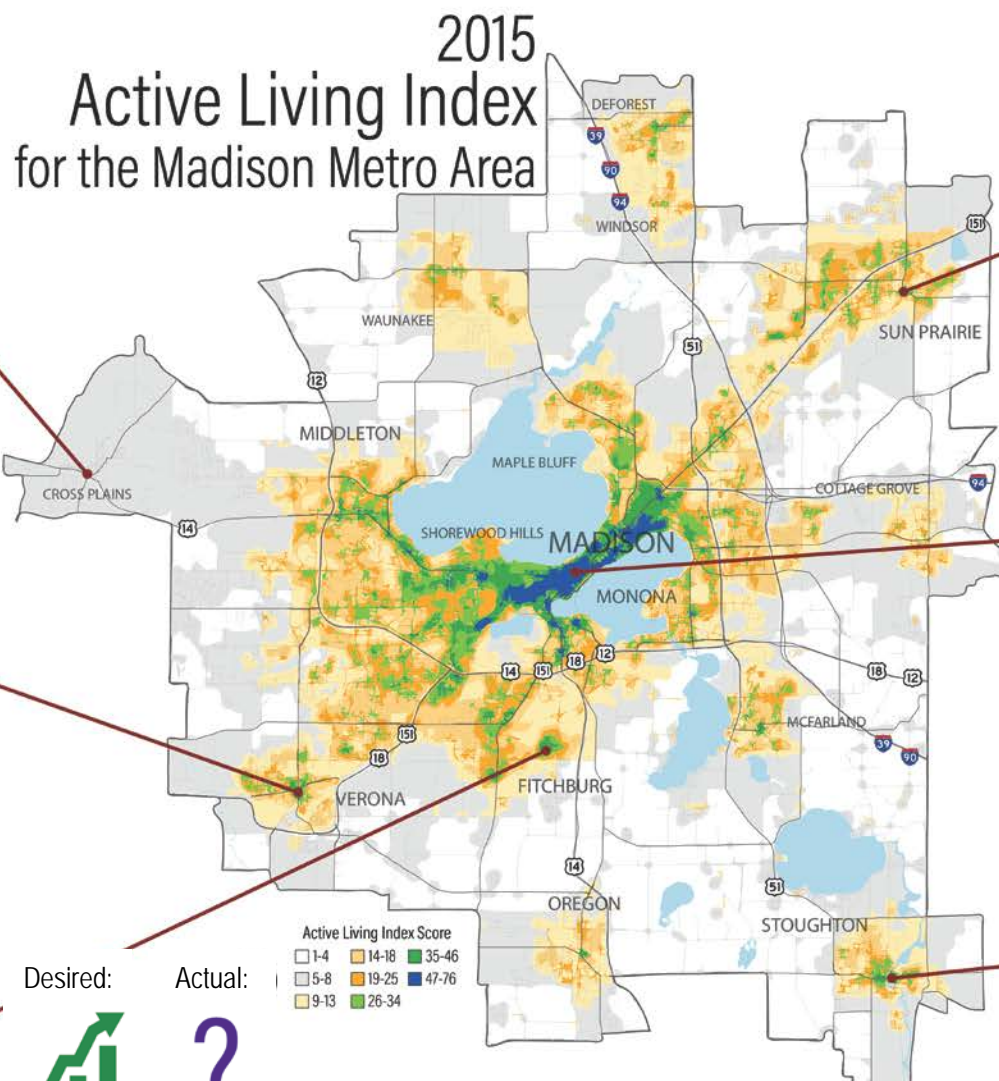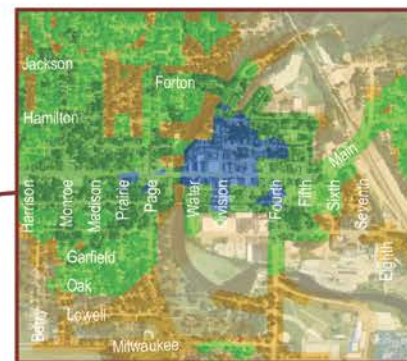
Active Living Index Score
- 1-4
- 5-8
- 9-13
- 14-18
- 19-25
- 26-34
- 35-46
- 47-76

Desired: INCREASE

Actual: UNKNOWN

Project is a Collaboration between MATPB, CARPC, and City of Madison

Regional Transportation Plan Goals

1. Create Connected Livable Neighborhoods and Communities
2. Improve Public Health, Safety, and Security
3. Support Personal Prosperity and Enhance the Regional Economy
4. Improve Equity for All that Use the Transportation System
5. Reduce the Environmental Impact of the Transportation System
6. Advance System-wide Efficiency, Reliability, and Integration Across Modes
7. Establish Financial Viability of the Transportation System
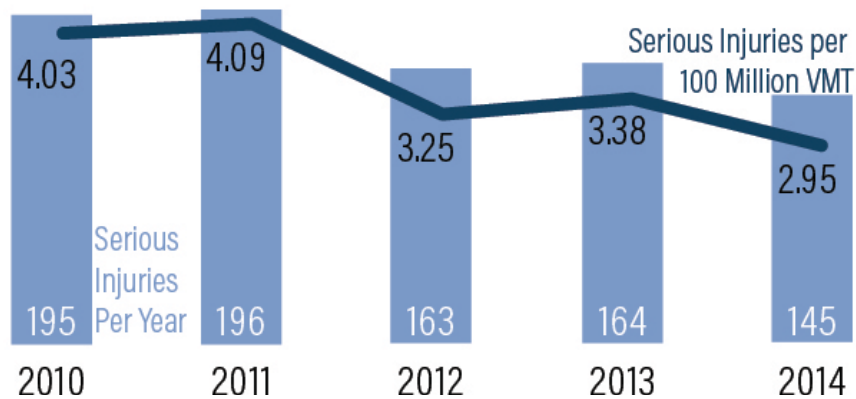
Improve Public Health, Safety, and Security

Design, build, operate, and maintain a transportation system that enables people to get where they need to go safely and that, combined with supportive land use patterns and site design, facilitates and encourages active lifestyles while improving air quality.

Performance Measures

1. Number and Rate of Motor Vehicle Crash Fatalities and Serious Injuries
2. Number of Non-Motorized Fatalities and Serious Injuries
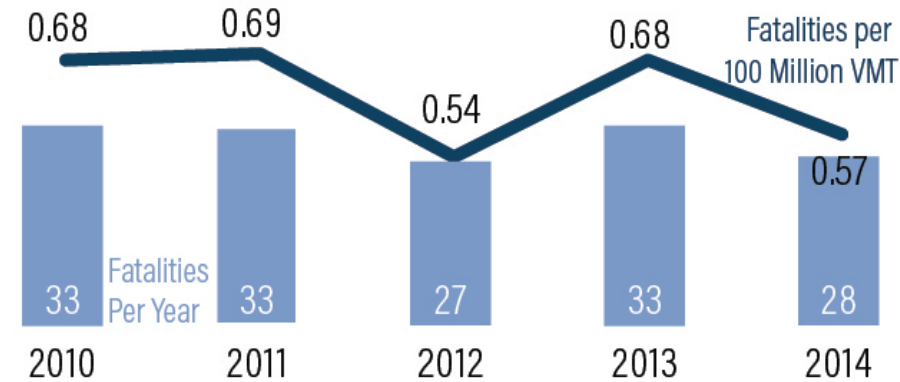3. County-wide Five-Year Rolling Averages

Number and Rate of Motor Vehicle Crash Fatalities and Serious Injuries

Dane County Motor Vehicle Serious Injuries and Rates

4.03
4.09
3.25
3.38
2.95

Serious Injuries per 100 Million VMT

Serious Injuries Per Year

195	196	163	164	145
2010	2011	2012	2013	2014

Source: WisTransPortal / UW TOPS Lab

Dane County Motor Vehicle Fatalities & Rates

0.68
0.69
0.54
0.68
0.57

Fatalities per 100 Million VMT

Fatalities Per Year

33	33	27	33	28
2010	2011	2012	2013	2014

Source: WisTransPortal / UW TOPS Lab

Desired:
DECLINE

Actual:
DECLINE

Fatalities and injuries have been falling. 2014 had 25% fewer serious injury crashes than 2010.

Improve Public Health, Safety, and Security
Number of Non-Motorized Fatalities and Serious Injuries and
County-wide Five Year Rolling Averages

Dane County Pedestrian and Bicycle Fatalities and Serious Injuries

	2010	2011	2012	2013	2014
Fatalities	6	7	4	6	3
Serious Injuries	40	30	40	27	22
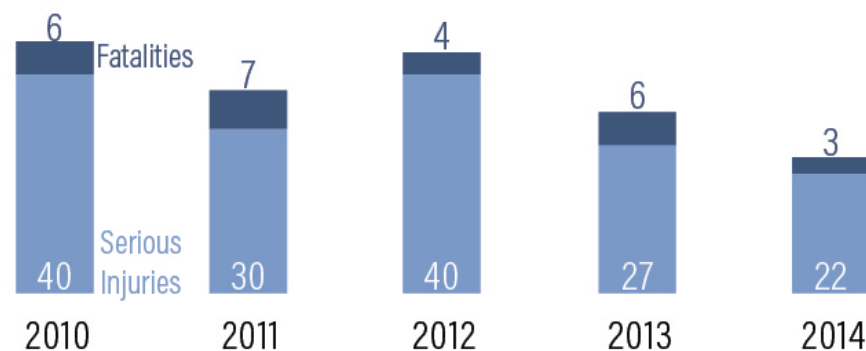
Source: WisTransPortal / UW TOPS Lab

Five-Year Rolling Averages:
Motorized and Nonmotorized Fatalities and Serious Injuries

	2006-2010	2007-2011	2008-2012	2009-2013	2010-2014
Vehicular Fatalities	36.2	34.4	31.2	31.6	30.8
Vehicular Fatality Rate	0.742	0.711	0.645	0.651	0.632
Vehicular Injuries	229.0	216.6	193.4	179.8	172.6
Vehicular Injury Rate	4.697	4.478	4.002	3.702	3.541
Nonmotorized Inj. and Fat.	46.4	45.8	44.0	41.4	37.0

Desired:
DECLINE

Actual:
DECLINE

Pedestrian injuries and fatalities have been declining; 2014 was nearly half of 2010. Rolling averages show steady improvement.

Regional Transportation Plan Goals

1. Create Connected Livable Neighborhoods and Communities
2. Improve Public Health, Safety and Security
3. **Support Personal Prosperity and Enhance the Regional Economy**
4. Improve Equity for All that Use the Transportation System
5. Reduce the Environmental Impact of the Transportation System
6. Advance System-wide Efficiency, Reliability, and Integration Across Modes
7. Establish Financial Viability of the Transportation System

Support Personal Prosperity and Enhance the Regional Economy

Build, operate, and maintain a transportation system that provides people with affordable access to jobs and enables the exchange of goods and services within the region and to/from other regions.
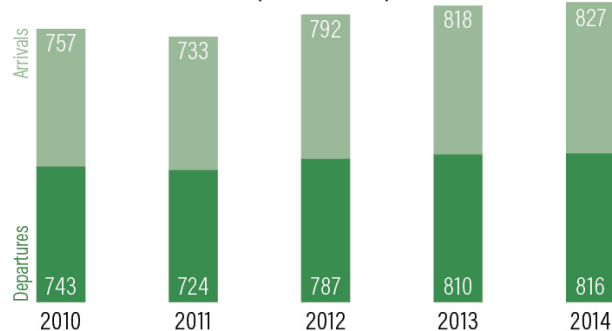
Performance Measures

1. Airline Passenger Traffic
2. Freight Imports and Exports
3. Housing + Transportation Costs
4. Transit Access to Employment

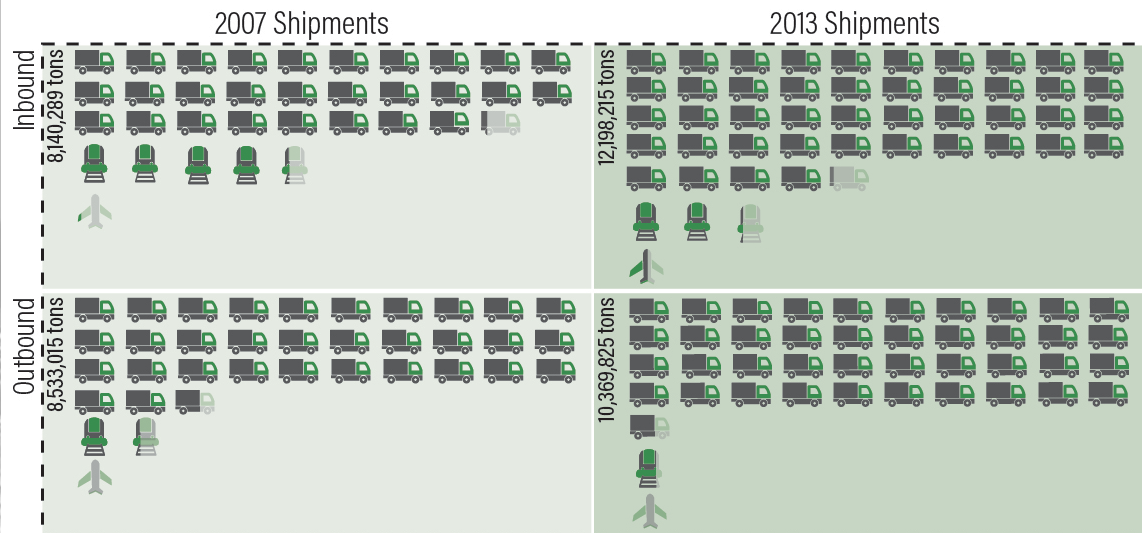# Support Personal Prosperity and Enhance the Regional Economy
Airline Passenger Traffic and Freight Imports and Exports

Dane County Regional Airport (MSN) Annual Passenger Volume
(in thousands)

	2010	2011	2012	2013	2014
Arrivals	757	733	792	818	827
Departures	743	724	787	810	816

Source: Dane County Regional Airport Monthly Record

Freight Tonnage to and From Dane County

2007 Shipments

Inbound 8,140,289 tons

Outbound 8,533,015 tons

2013 Shipments

Inbound 12,198,215 tons

Outbound 10,369,825 tons

Each symbol represents 250,000 tons of freight - the equivalent of over 83,000 full-sized pickup trucks. Airplane symbol represents air and all other modes.

Source: 2013 HIS Transsearch, 2007 Global Insight Dane County commodity flow data

Desired: INCREASE
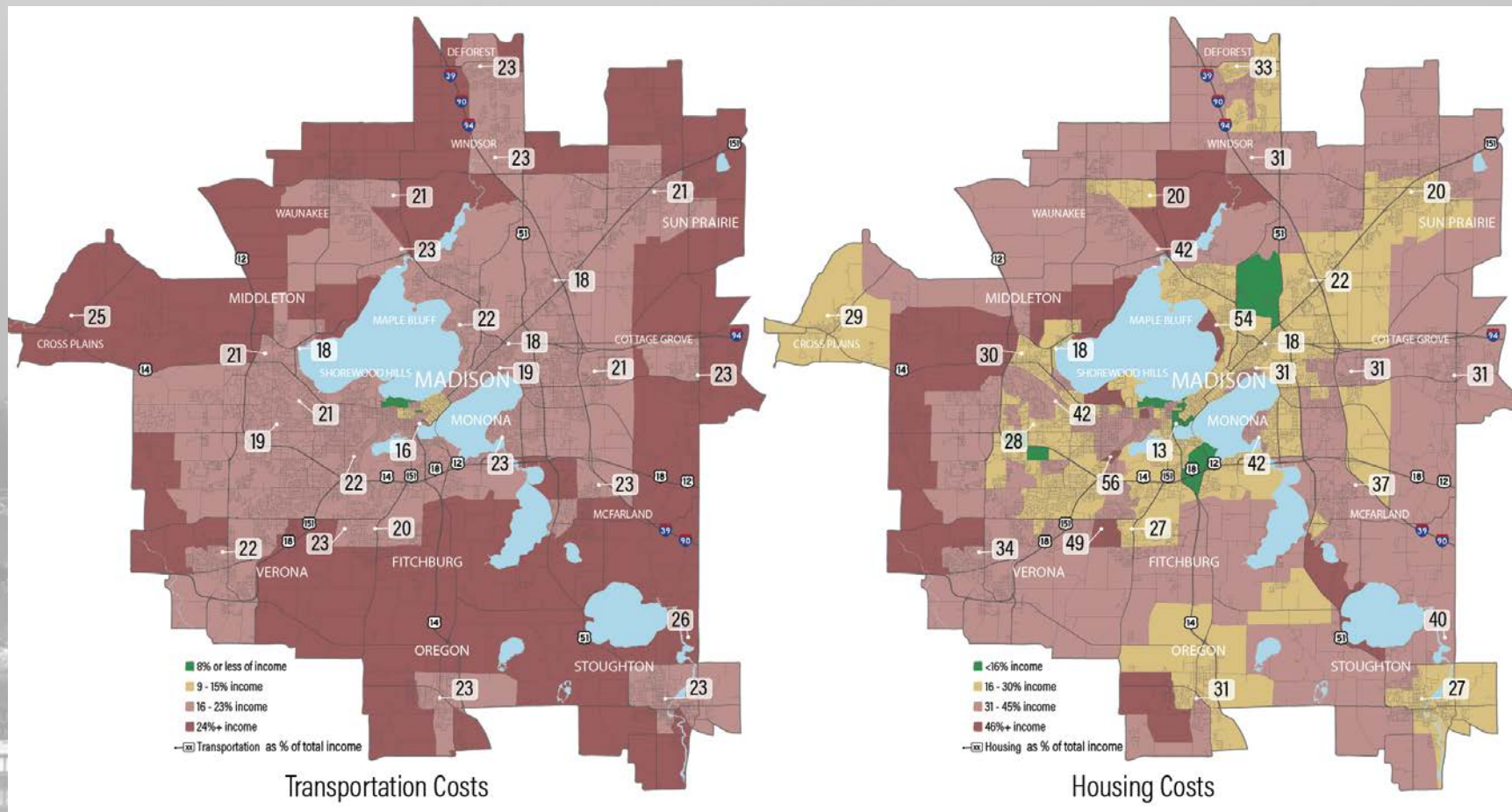
Actual: INCREASE

Airport passenger growth steady from 2010-'14. Freight originating from county has surged. Shift from rail to truck for inbound/outbound.

Housing + Transportation Costs

BASELINE YEAR

Transportation Costs legend:
- 8% or less of income
- 9 - 15% income
- 16 - 23% income
- 24%+ income
- -[xx] Transportation as % of total income

Housing Costs legend:
- <16% income
- 16 - 30% income
- 31 - 45% income
- 46%+ income
- -[xx] Housing as % of total income

Source: MATPB - 2015 Roadway Centerlines (& On-street Bike Facilities), CNT H+T Scores 2011 & 2013

Desired:
STEADY

Actual:
? UNKNOWN

Increases in housing costs between 2011 and 2013 caused many parts of metro area to become unaffordable for families on a county-typical income.
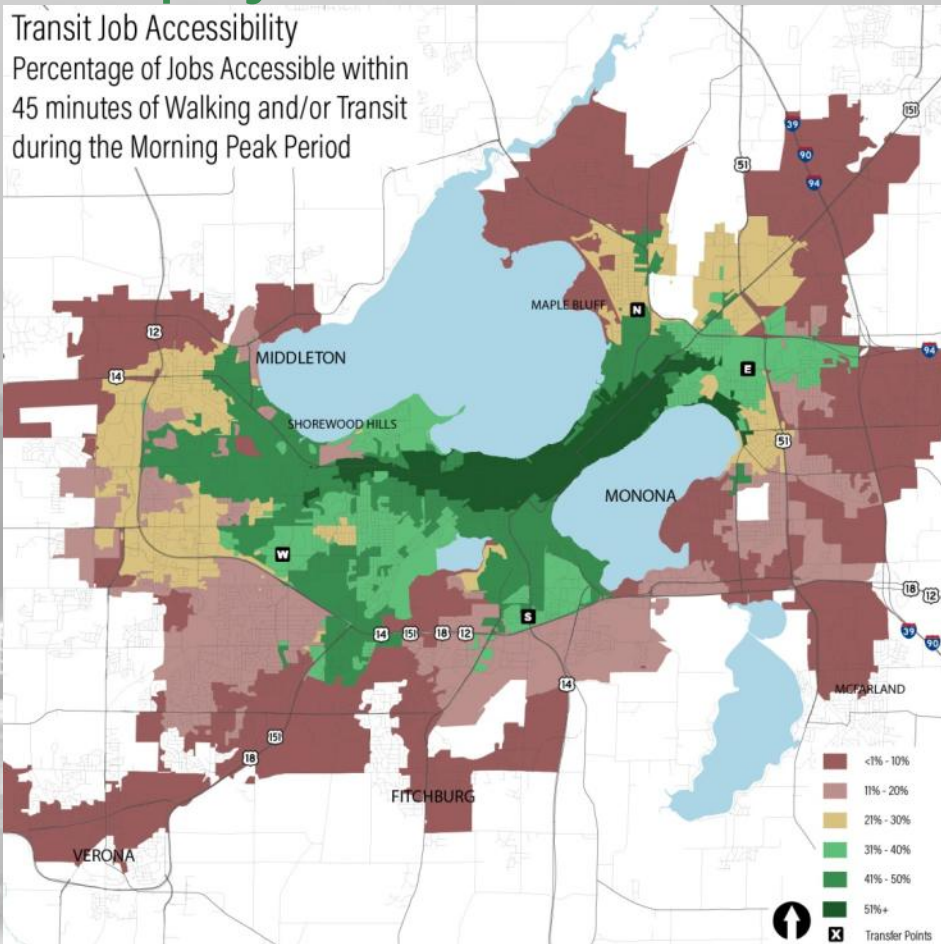
Support Personal Prosperity and Enhance the Regional Economy
Transit Access to Employment

Transit Job Accessibility
Percentage of Jobs Accessible within
30 minutes of Walking and/or Transit
during the Morning Peak Period
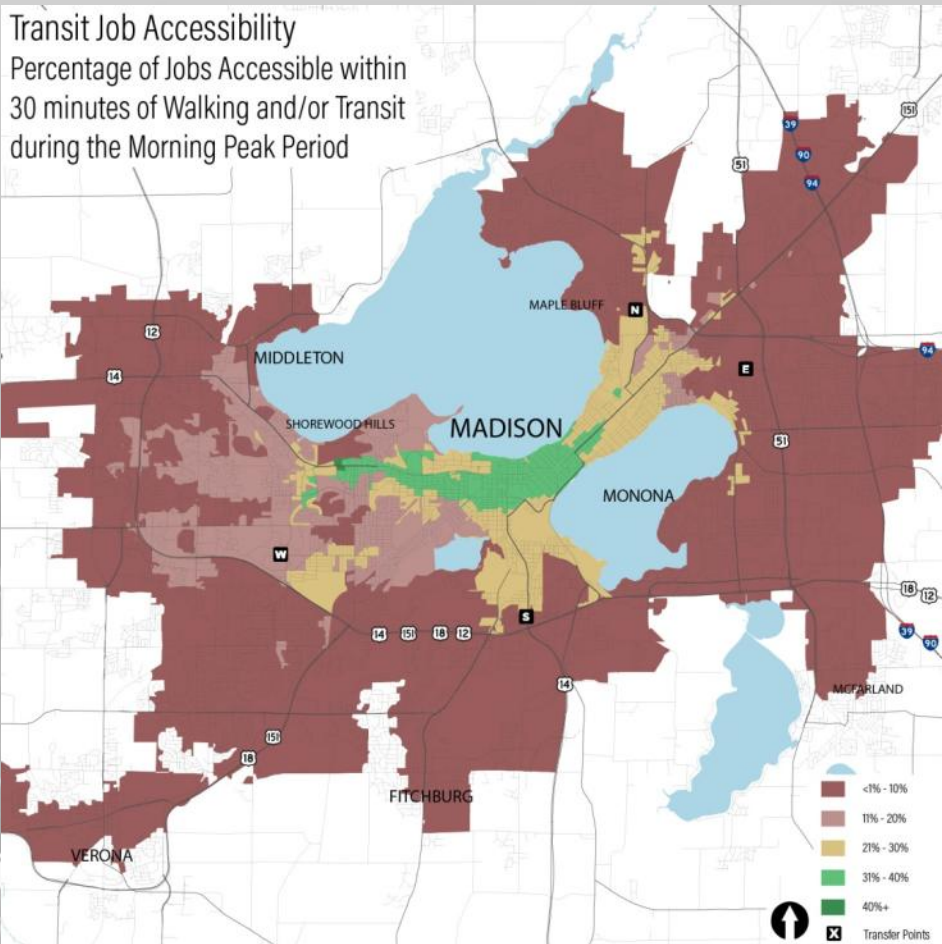
Transit Job Accessibility
Percentage of Jobs Accessible within
45 minutes of Walking and/or Transit
during the Morning Peak Period

Source: MATPB - 2015 Roadway Centerlines (& On-street Bike Facilities), Metro transit schedules, routes, and stop locations

Desired:

INCREASE

Actual:

? UNKNOWN

The average transit commuter spends about 33 minutes getting to work, compared with 20 minutes for other modes.

Regional Transportation Plan Goals

1. Create Connected Livable Neighborhoods and Communities
2. Improve Public Health, Safety, and Security
3. Support Personal Prosperity and Enhance the Regional Economy
4. Improve Equity for All that Use the Transportation System
5. Reduce the Environmental Impact of the Transportation System
6. Advance System-wide Efficiency, Reliability, and Integration Across Modes
7. Establish Financial Viability of the Transportation System

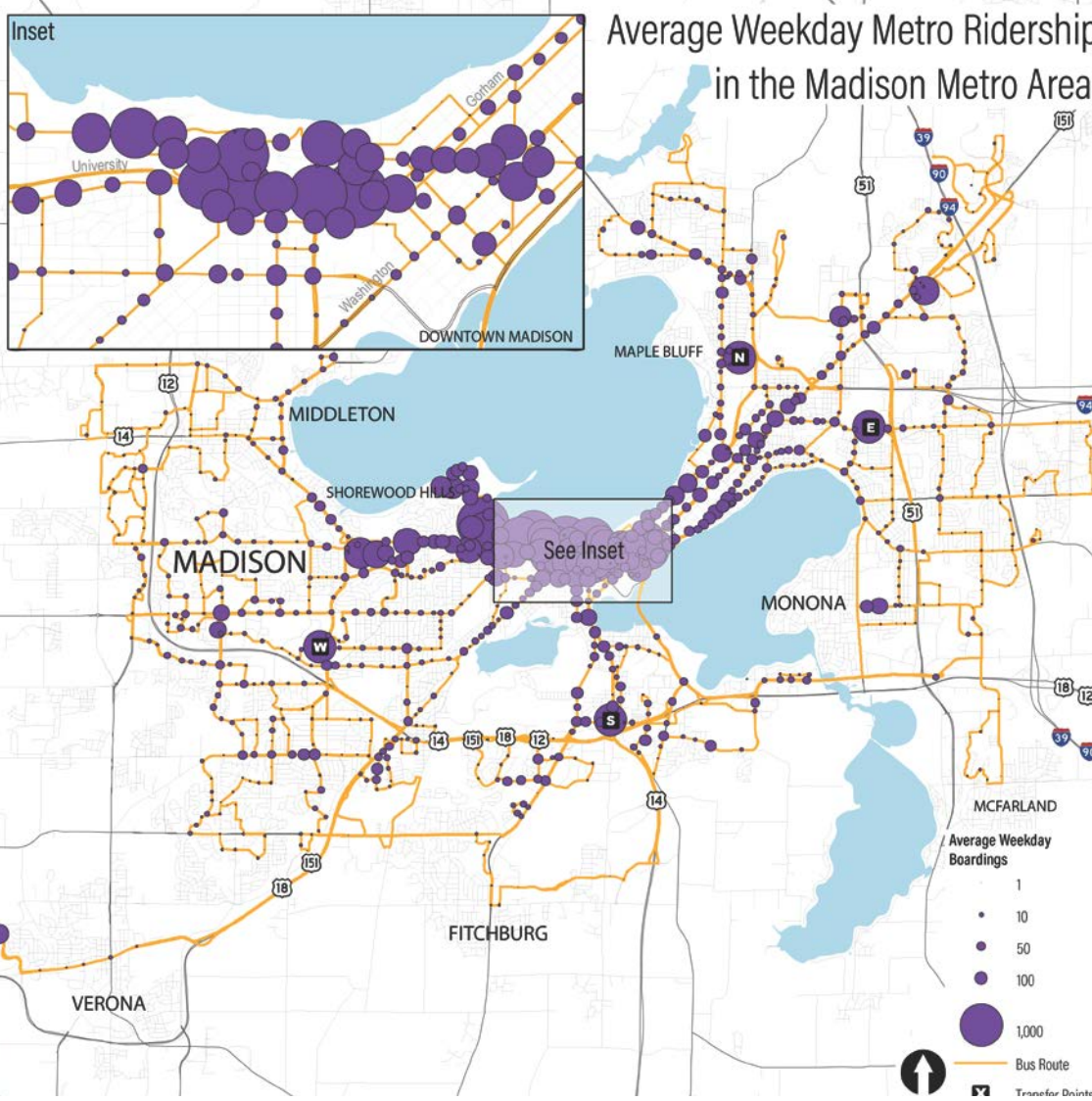# Improve Equity for All that Use the Transportation System

Provide an equitable level of transportation facilities and services for all regardless of age, ability, race, ethnicity, or income.

Performance Measures

1. Transit Ridership
2. Specialized Transportation Ridership
3. Fixed-Route Transit Service Area
4. Transit Coverage for Underrepresented Groups

Improve Equity for All that Use the Transportation System
Transit Ridership

Average Weekday Metro Ridership in the Madison Metro Area

Metro Transit Fixed-Route Ridership and Service Hours

Ridership (in Millions): 15.2 (2011), 14.9 (2012), 15.0 (2013), 15.5 (2014), 14.6 (2015)

Revenue Service Hours (in Thousands): 384, 386, 391, 404, 406

Average Weekday Boardings: 1, 10, 50, 100, 1,000

Desired: INCREASE

Actual: DECLINE

Source: MATPB - 2015 Roadway Centerlines (& On-street Bike Facilities), Metro transit schedules, routes, and stop locations
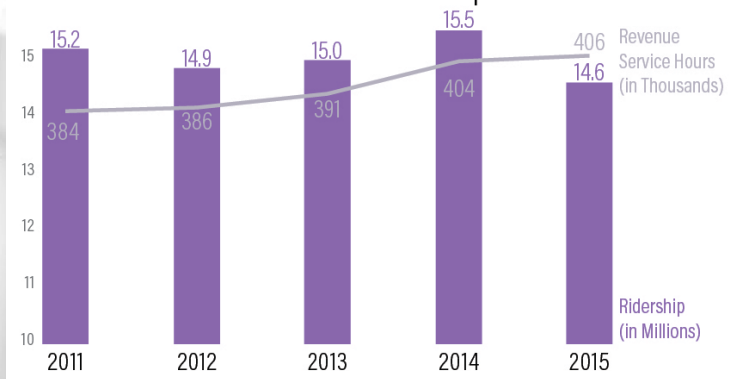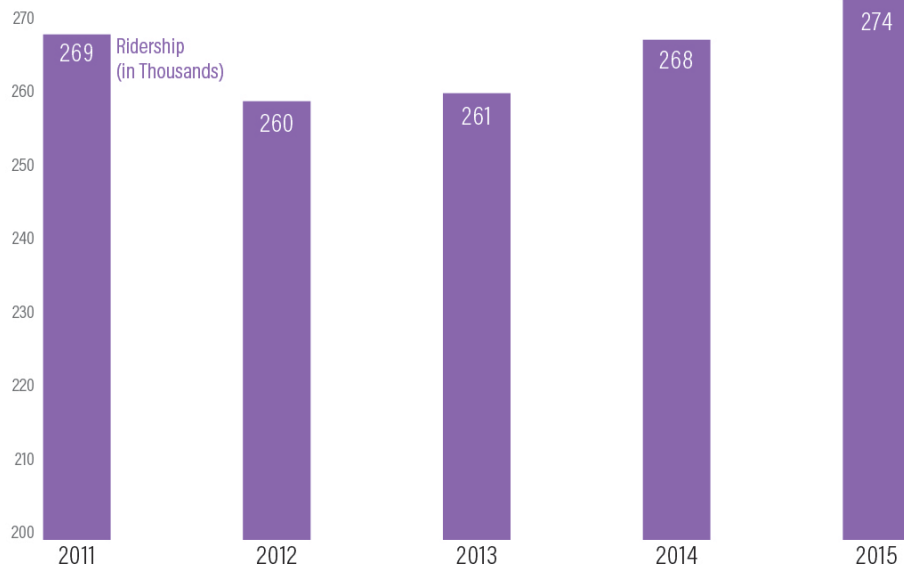
Gas prices dropped 30% between 2014 and 2015 and winter 2015 was exceptionally warm. This may have contributed to declines in ridership.

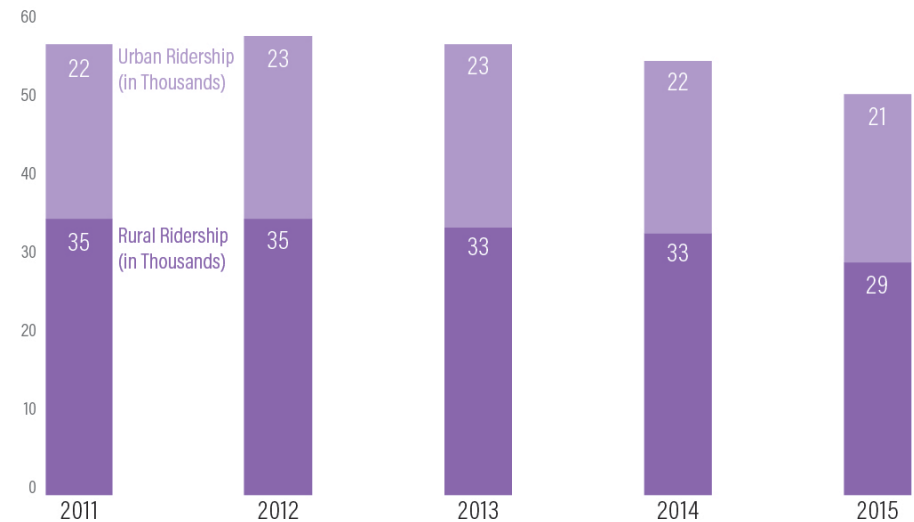Improve Equity for All that Use the Transportation System
Transit Ridership

Paratransit is urban, while GRP is suburban and rural.

Fixed-Route Transit Service Area

BASELINE YEAR

Service Areas for Metro Transit & Monona Systems
in the Madison Metro Area

Legend:
- Service Generally Throughout the Day
- Service Peak Periods Only
- Service Limited / Weekends Only
- Weekday All-Day Service*
- Weekday Peak Service Area Only*
- Transfer Points

*1/4 Mile Buffer of Bus Stops

Source: MATPB - 2015 Roadway Centerlines (& On-street Bike Facilities), Metro transit schedules, routes, and stop buffers

Desired: INCREASE
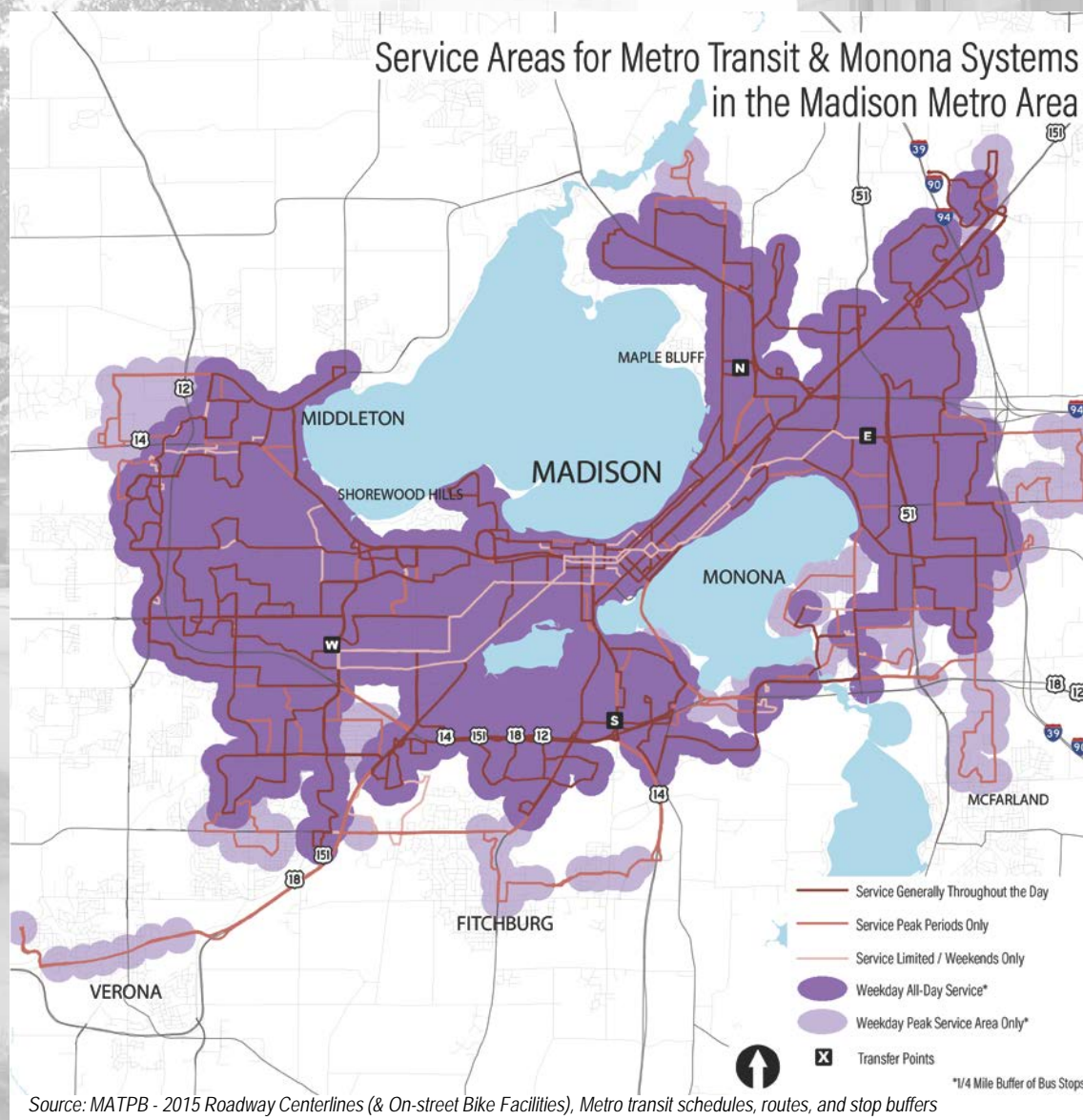
Actual: ? UNKNOWN

Peak period service covers 71% of metro area residents. All-day service covers 65% of metro area residents.

BASELINE YEAR

All Day Transit Coverage for Underrepresented Groups

Transit Coverage in Areas with Concentrations of Minority Residents in the Madison Metro Area

Legend:
- Weekday Peak and Off-Peak Service Area*
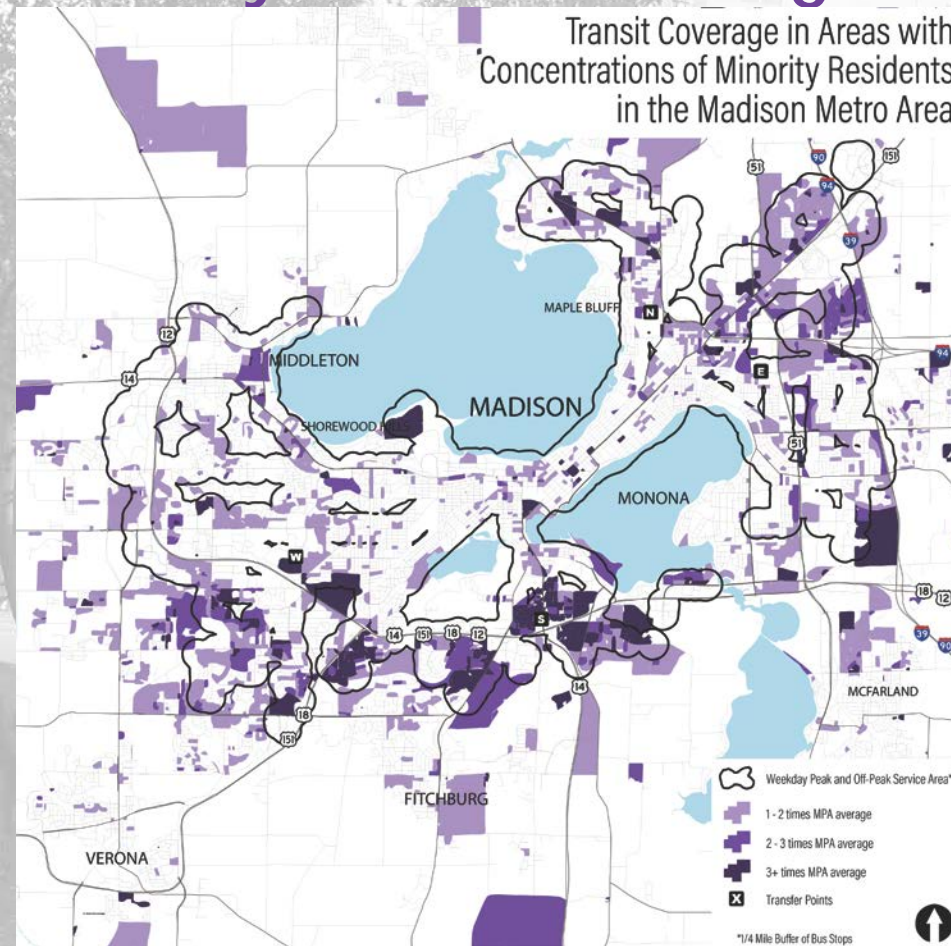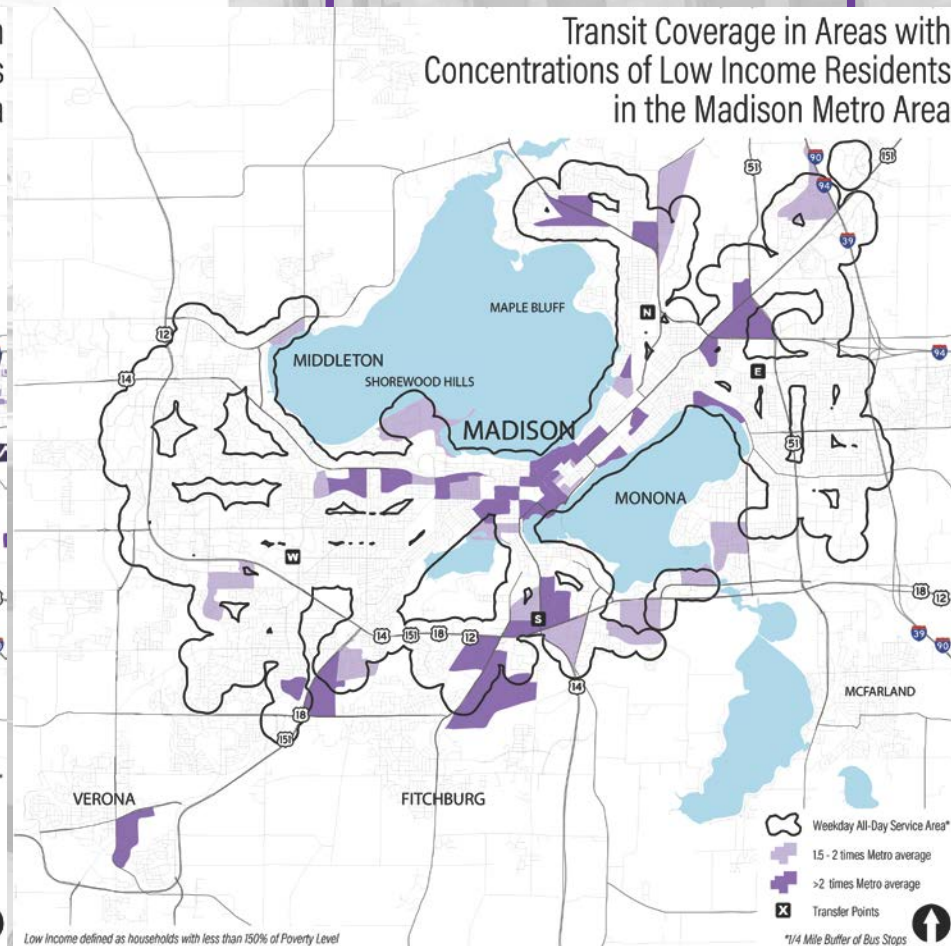- 1 - 2 times MPA average
- 2 - 3 times MPA average
- 3+ times MPA average
- Transfer Points

*1/4 Mile Buffer of Bus Stops

Source: Metro Transit routes and stops. US Census 2010 minority population by Census block.

Transit Coverage in Areas with Concentrations of Low Income Residents in the Madison Metro Area

Legend:
- Weekday All-Day Service Area*
- 1.5 - 2 times Metro average
- >2 times Metro average
- Transfer Points

*1/4 Mile Buffer of Bus Stops

Low Income defined as households with less than 150% of Poverty Level

Source: Metro Transit routes and stops. CTPP 2010 poverty level by TAZ

Desired: **INCREASE**

Actual: **? UNKNOWN**

Though minorities comprise 17% of the metro population, they constitute 27% of transit riders. 29% of all riders have incomes below $35,000.

Regional Transportation Plan Goals

1. Create Connected Livable Neighborhoods and Communities
2. Improve Public Health, Safety, and Security
3. Support Personal Prosperity and Enhance the Regional Economy
4. Improve Equity for All that Use the Transportation System
5. Reduce the Environmental Impact of the Transportation System
6. Advance System-wide Efficiency, Reliability, and Integration Across Modes
7. Establish Financial Viability of the Transportation System

Reduce the Environmental Impact of the Transportation System

Ensure that the transportation system is designed, built, operated, and maintained in a way that protects and preserves the natural environment and historic and cultural resources, and minimizes air pollutant emissions.
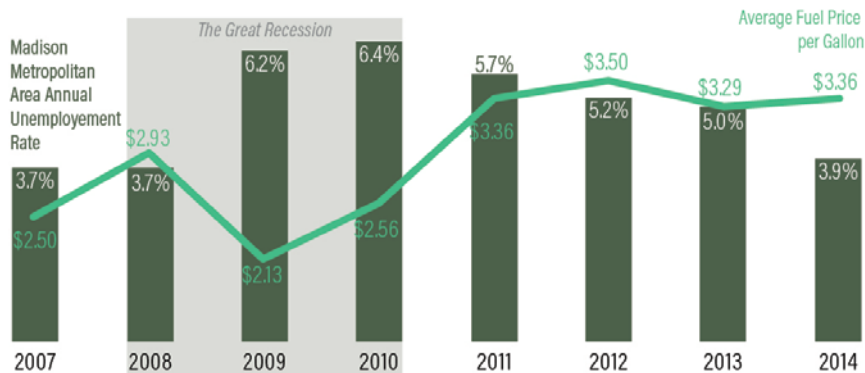
Performance Measures

1. Vehicle Miles Traveled
2. Mode of Transportation to Work
3. Air Quality

Reduce the Environmental Impact of the Transportation System
Vehicle Miles Traveled

Madison Metro Area Unemployment Rate & Average Annual per Gallon Fuel Prices
(inflation adjusted to 2014)

The Great Recession

Average Fuel Price per Gallon

Madison Metropolitan Area Annual Unemployement Rate

- 2007: 3.7%, $2.50
- 2008: 3.7%, $2.93
- 2009: 6.2%, $2.13
- 2010: 6.4%, $2.56
- 2011: 5.7%, $3.36
- 2012: 5.2%, $3.50
- 2013: 5.0%, $3.29
- 2014: 3.9%, $3.36

Average Daily Vehicle Miles Traveled (VMT) and Average Annual per Gallon Fuel Prices
(inflation adjusted to 2014)

The Great Recession

Average Fuel Price per Gallon

Estimated Daily VMT (millions)

- 2007: 13.6, $2.50
- 2008: 13.0, $2.93
- 2009: 13.2, $2.13
- 2010: 13.3, $2.56
- 2011: 13.1, $3.36
- 2012: 13.7, $3.50
- 2013: 13.3, $3.29
- 2014: 13.5, $3.36

Source: WisDOT Forecasting Section, BLS, and EIA
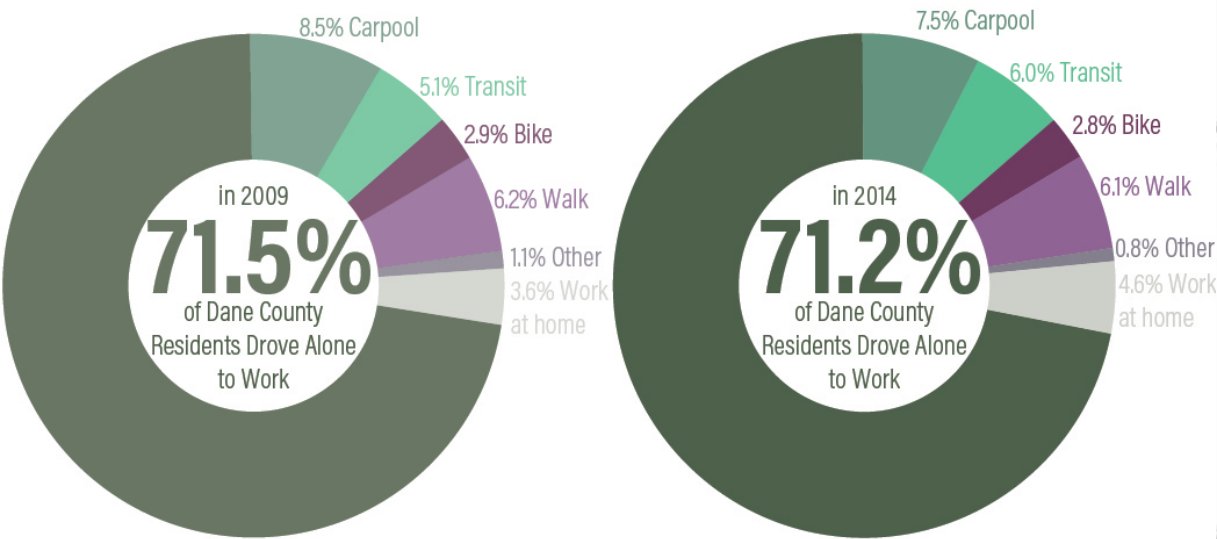
Desired: STEADY

Actual: STEADY

2015 gas price drops will have a major impact on 2015 VMT. In the future, connected/autonomous vehicle may spur VMT growth.
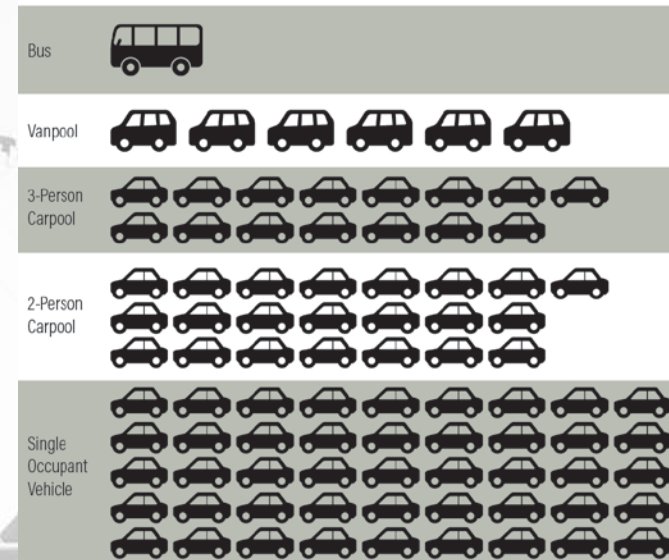
Reduce the Environmental Impact of the Transportation System
Mode of Transportation to Work

Mode of Transportation to Work in Dane County

8.5% Carpool
5.1% Transit
2.9% Bike
6.2% Walk
1.1% Other
3.6% Work at home

71.5% in 2009
of Dane County Residents Drove Alone to Work

7.5% Carpool
6.0% Transit
2.8% Bike
6.1% Walk
0.8% Other
4.6% Work at home

71.2% in 2014
of Dane County Residents Drove Alone to Work

Source: ACS

Number of Vehicles Needed to Carry 45 People

Bus

Vanpool

3-Person Carpool

2-Person Carpool

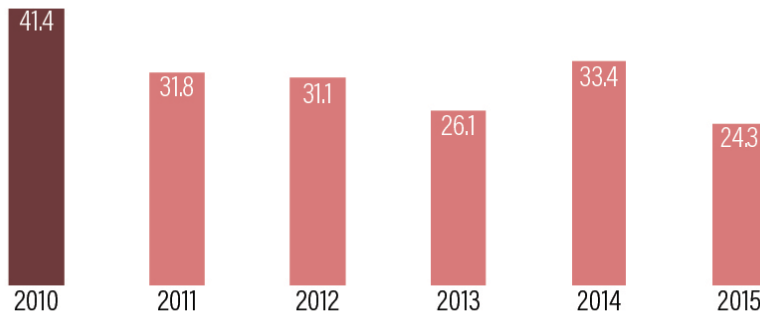Single Occupant Vehicle

Desired:
DECLINE

Actual:
STEADY

Changes in non-SOV preference are significant – less carpooling and more transit and telecommuting, resulting in fewer vehicle on the road.
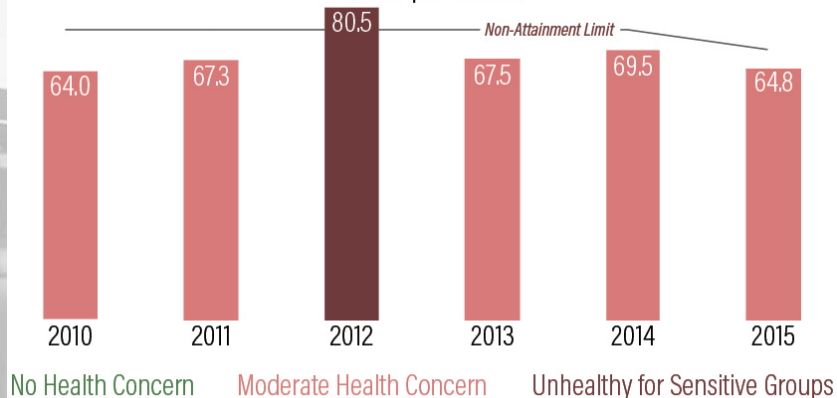
Reduce the Environmental Impact of the Transportation System
Air Quality

24-Hour PM$_{2.5}$ Levels*
in Micrograms/Cubic Meter (LC)

Year	Value
2010	41.4
2011	31.8
2012	31.1
2013	26.1
2014	33.4
2015	24.3

8 Hour Ozone Levels*
in Parts per Billion

Non-Attainment Limit

Year	Value
2010	64.0
2011	67.3
2012	80.5
2013	67.5
2014	69.5
2015	64.8

No Health Concern   Moderate Health Concern   Unhealthy for Sensitive Groups

*Average of four highest reading days in the year.

Source: EPA (left), CNT (right)
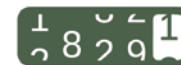
Dane County Vehicular Pollution Facts 2015

$12,847 Annual Transportation Costs

1.75 Autos Per Household

21,865 Vehicle Miles Traveled per Household

CO$_2$ **10.01** Annual Tons of Greenhouse Gas Emissions per Household

Desired: **DECLINE**

Actual: **STEADY**

Particulate matter in the region is low; however, ozone averages are of moderate concern and have been for some time.

Regional Transportation Plan Goals

1. Create Connected Livable Neighborhoods and Communities
2. Improve Public Health, Safety, and Security
3. Support Personal Prosperity and Enhance the Regional Economy
4. Improve Equity for All that Use the Transportation System
5. Reduce the Environmental Impact of the Transportation System
6. Advance System-wide Efficiency, Reliability, and Integration Across Modes
7. Establish Financial Viability of the Transportation System

Advance System-wide Efficiency, Reliability, and Integration Across Modes

Design, build, operate, and maintain an efficient transportation system with supportive land use patterns that maximizes mobility, minimizes unexpected delays, and provides seamless transfers between all modes.
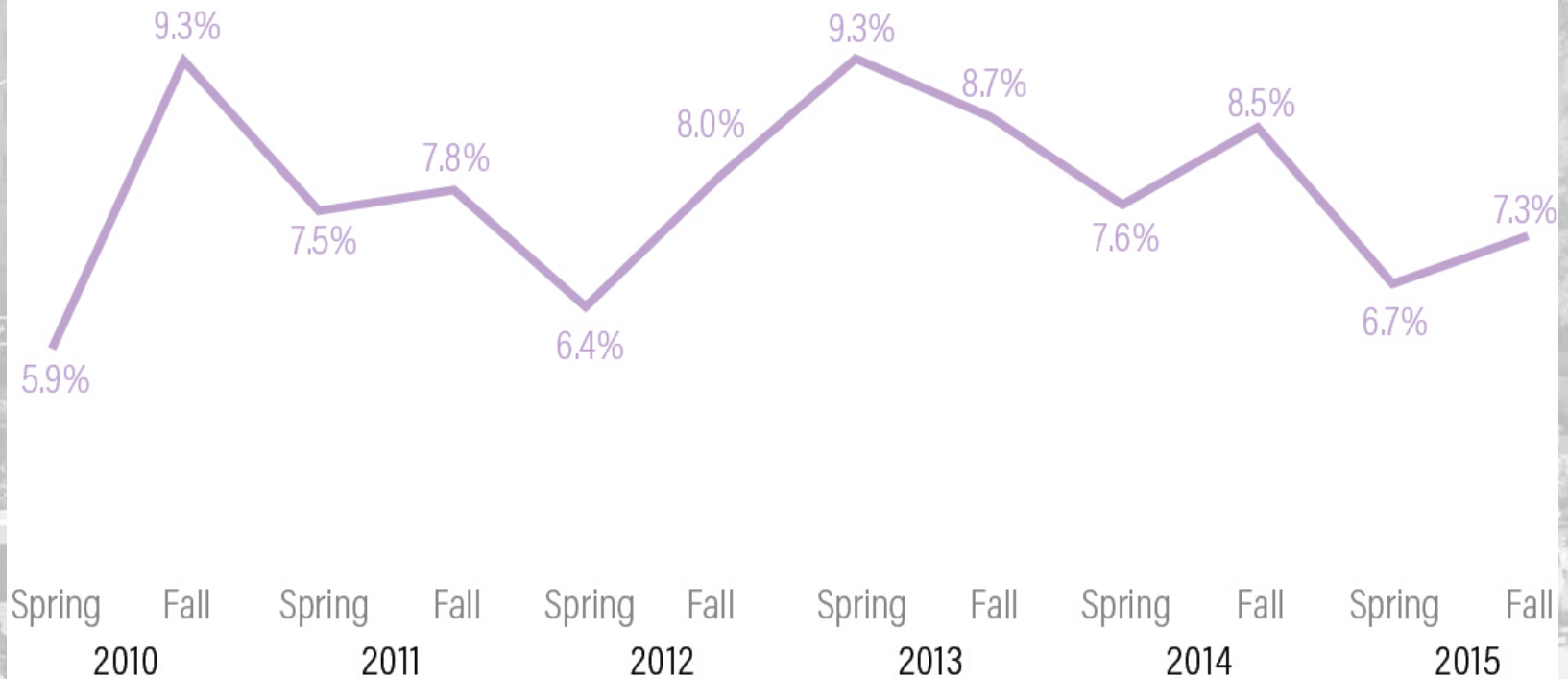
Performance Measures

1. Transit On-time Performance
2. Percent of Key Destinations Served by Transit
3. Roadway Congestion
4. Roadway Reliability

Advance System-wide Efficiency, Reliability and Integration Across Modes
Transit On-time Performance

Madison Metro Transit On-Time Performance
Buses Arriving 5 or More Minutes Late to Time Points

9.3%
9.3%
8.7%
8.5%
8.0%
7.8%
7.5%
7.6%
7.3%
6.7%
6.4%
5.9%

Spring | Fall | Spring | Fall | Spring | Fall | Spring | Fall | Spring | Fall | Spring | Fall
2010 | 2011 | 2012 | 2013 | 2014 | 2015

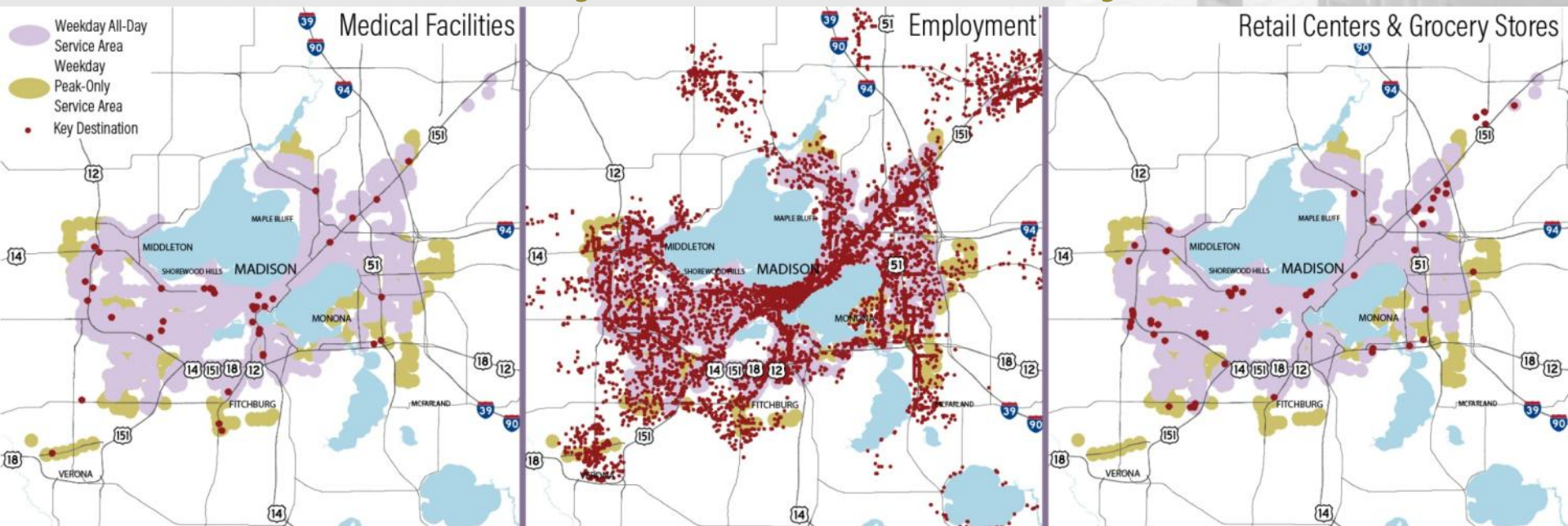*Source: EPA (left), CNT (right)*

Desired:
DECLINE

Actual:
DECLINE

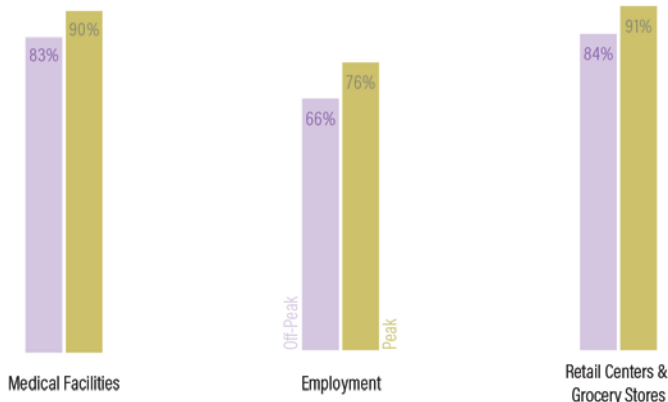Metro's time-transfer system requires a very high level of on-time performance. Performance has improved since 2013.

Advance System-wide Efficiency, Reliability and Integration Across Modes
Percent of Key Destinations Served by Transit

Medical Facilities

Weekday All-Day Service Area
Weekday Peak-Only Service Area
Key Destination

Employment

Retail Centers & Grocery Stores

Source: MATPB - 2015 Roadway Centerlines, Metro Transit Station Buffers, InfoUSA POIs

Percent of Destinations Served by Transit
within Metropolitan Planning Area Boundary, 2015

Medical Facilities: 83% Off-Peak, 90% Peak
Employment: 66% Off-Peak, 76% Peak
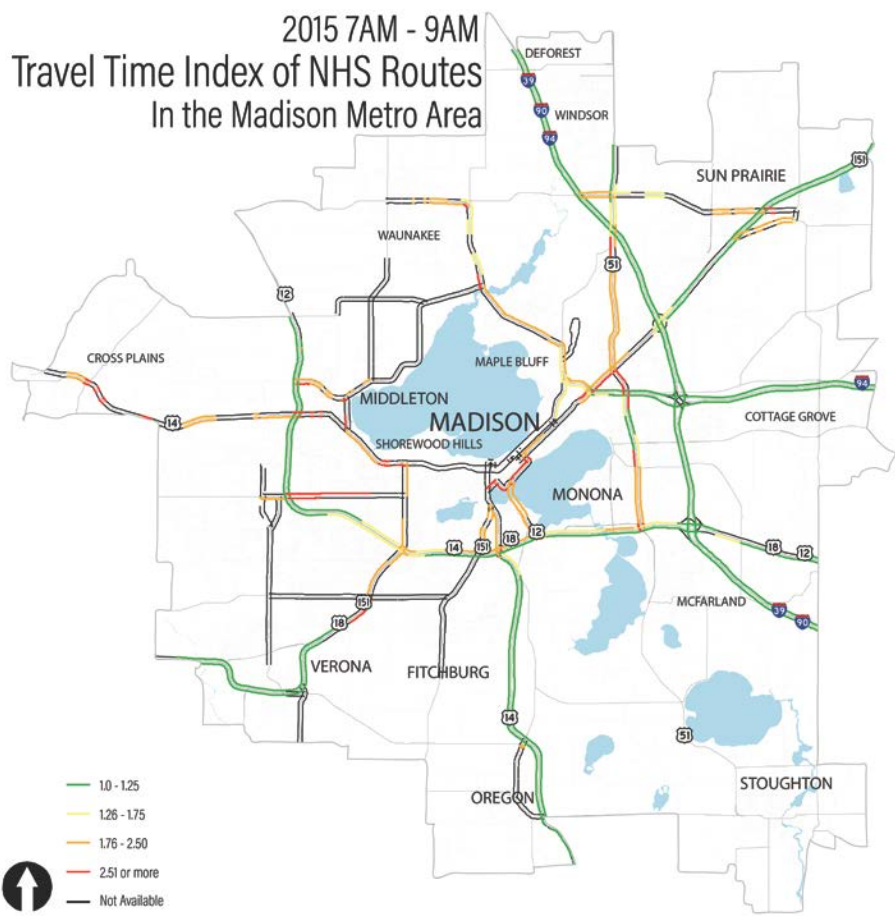Retail Centers & Grocery Stores: 84% Off-Peak, 91% Peak

Desired: INCREASE

Actual: ? UNKNOWN

The difference in accessibility is not dramatic – no more than 10% between peak and off-peak for any destination type.

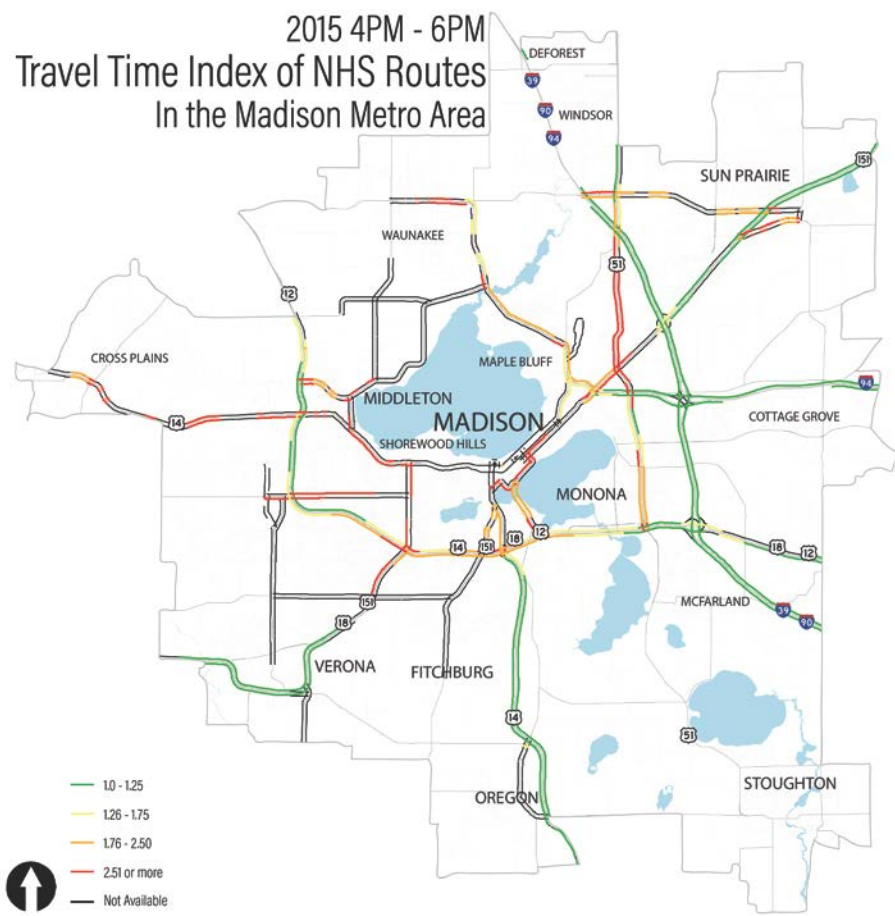# Roadway Congestion

Source: MATPB - 2015 Roadway Centerlines, NPMRDS via RITIS

Desired: DECLINE

Actual: UNKNOWN

System-wide TTI during morning rush hour is 1.49, during afternoon rush hour is 1.60.

Roadway Reliability

BASELINE YEAR

2015 7AM - 9AM
Planning Time Index of NHS Routes
In the Madison Metro Area

Legend:
- 1.0 - 1.25
- 1.26 - 1.75
- 1.76 - 2.50
- 2.51 or more
- Not Available

2015 4PM - 6PM
Planning Time Index of NHS Routes
In the Madison Metro Area

Legend:
- 1.0 - 1.25
- 1.26 - 1.75
- 1.76 - 2.50
- 2.51 or more
- Not Available

Source: MATPB - 2015 Roadway Centerlines, NPMRDS via RITIS

Desired:

INCREASE

Actual:

? UNKNOWN
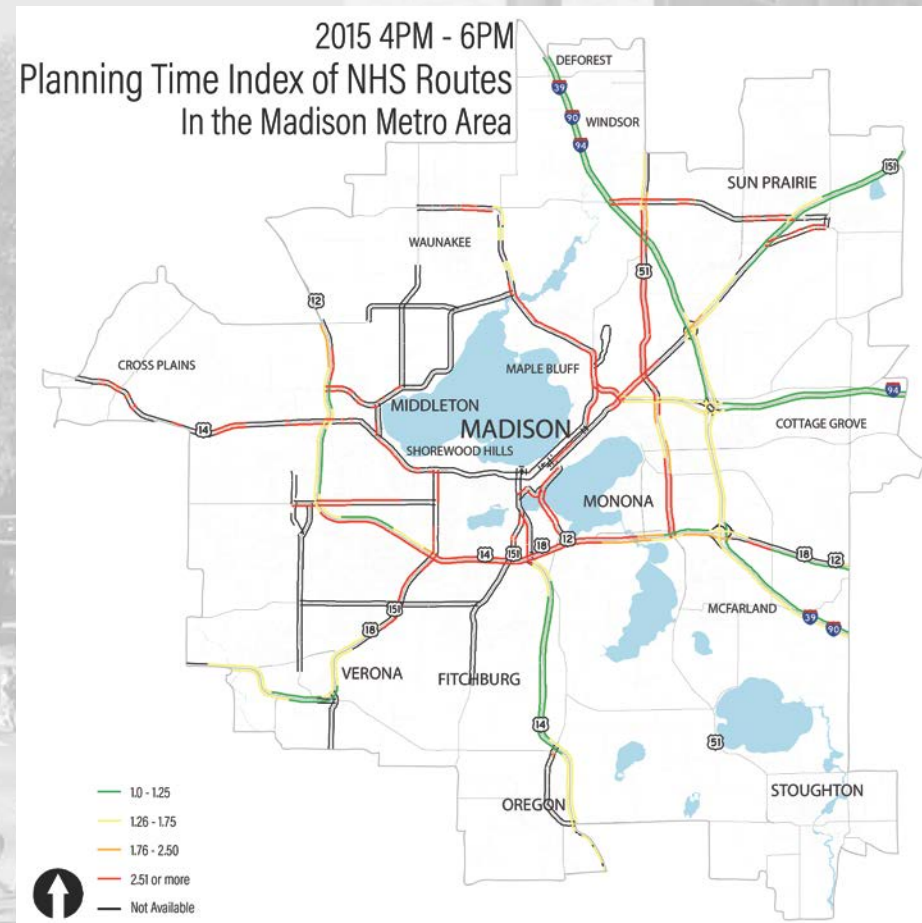
System-wide PTI during morning rush hour is 2.63, during afternoon rush hour it is 3.12.

Regional Transportation Plan Goals

1. Create Connected Livable Neighborhoods and Communities
2. Improve Public Health, Safety, and Security
3. Support Personal Prosperity and Enhance the Regional Economy
4. Improve Equity for All that Use the Transportation System
5. Reduce the Environmental Impact of the Transportation System
6. Advance System-wide Efficiency, Reliability, and Integration Across Modes
7. Establish Financial Viability of the Transportation System

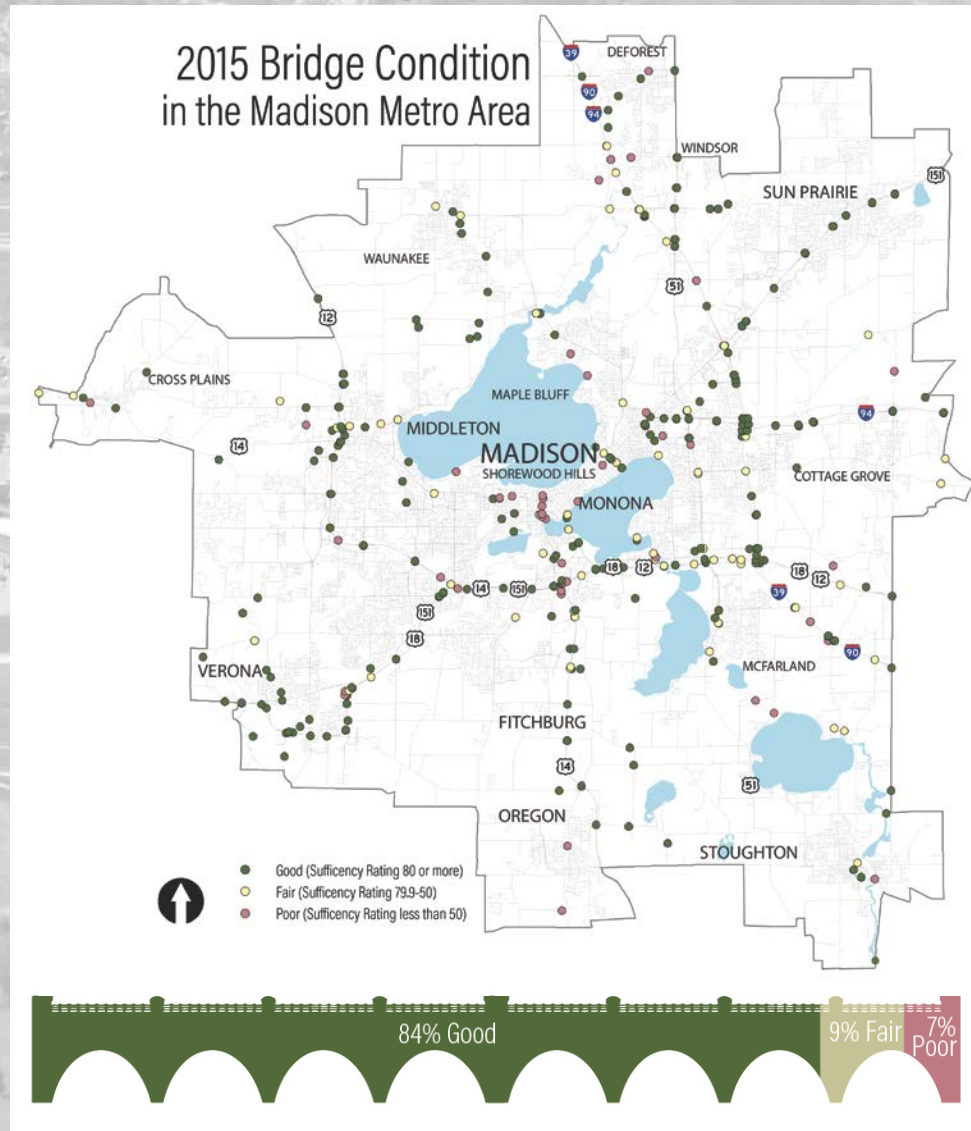# Establish Financial Viability of the Transportation System

Achieve and maintain a state of good repair for the existing transportation system, invest in cost-effective projects, and ensure adequate, reliable funding to meet current and future needs.

Performance Measures

1. Bridge Condition
2. Roadway Pavement Condition
3. Metro Buses At or Past Replacement Age

Bridge Condition

2015 Bridge Condition in the Madison Metro Area

DEFOREST

WINDSOR

SUN PRAIRIE

WAUNAKEE

CROSS PLAINS

MAPLE BLUFF

MIDDLETON

MADISON
SHOREWOOD HILLS

COTTAGE GROVE

MONONA

VERONA

MCFARLAND

FITCHBURG

OREGON

STOUGHTON

- Good (Sufficency Rating 80 or more)
- Fair (Sufficency Rating 79.9-50)
- Poor (Sufficency Rating less than 50)

84% Good   9% Fair   7% Poor

Source: MATPB - 2015 Roadway Centerlines, WisDOT Bridge Condition via HSI

Desired:
STEADY

Actual:
STEADY

More than 90% of all bridges are in good or fair condition. This trend has held for more than 5 years.

Desired: STEADY

Actual: STEADY

2015 Pavement Condition in the Madison Metro Area

Legend:
- Very Good to Excellent
- Good
- Fair
- Poor
- Very Poor
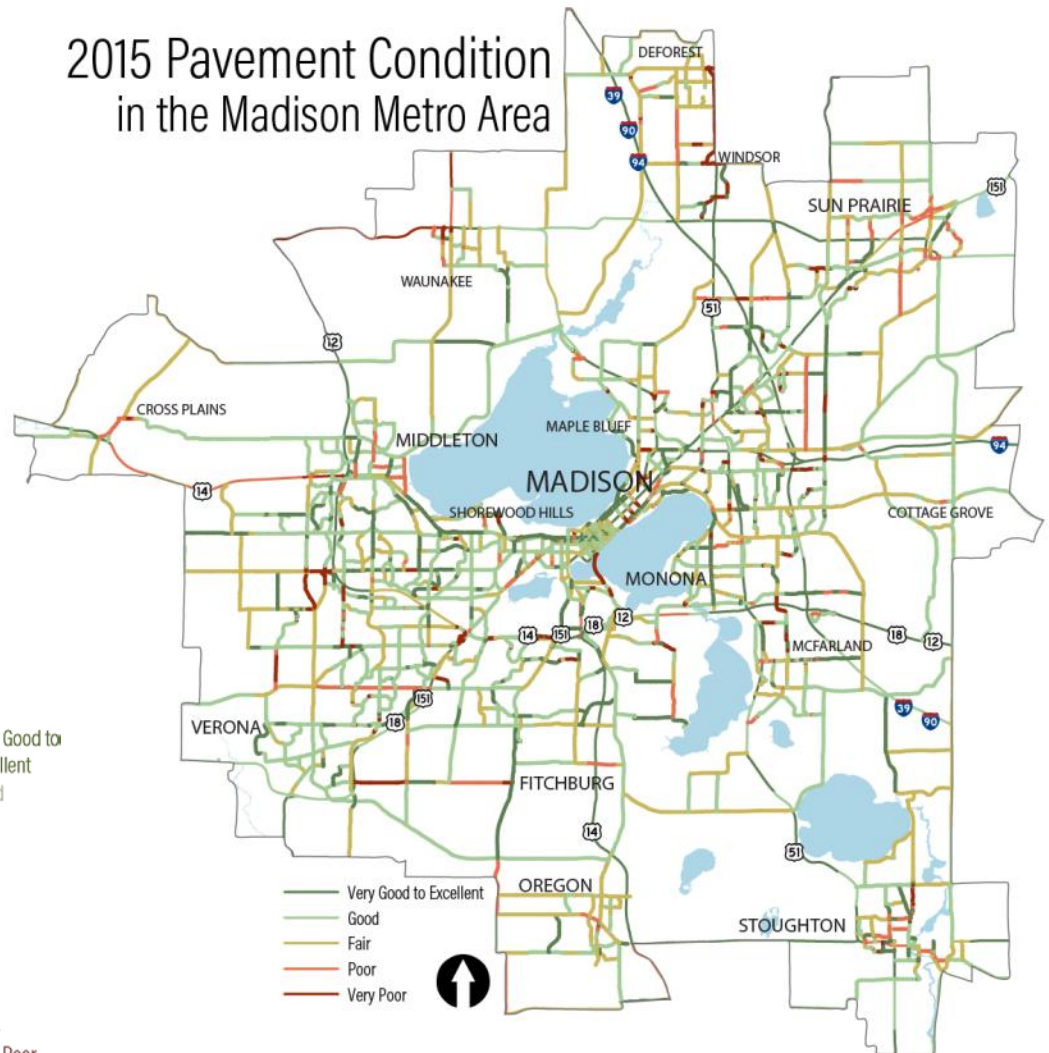
2015 Pavement Condition by Roadway Type
within Metropolitan Planning Area Boundary

Roadway Type	Very Good to Excellent	Good	Fair	Poor	Very Poor	Miles
Interstate Highway	77%	23%				32 miles
US Highway	59%	19%	8%	12%		100 miles
State Highway	50%	29%	6%	6%	10%	45 miles
Arterials	15%	47%	32%	6%		277 miles
Collectors	15%	46%	32%	7%		413 miles
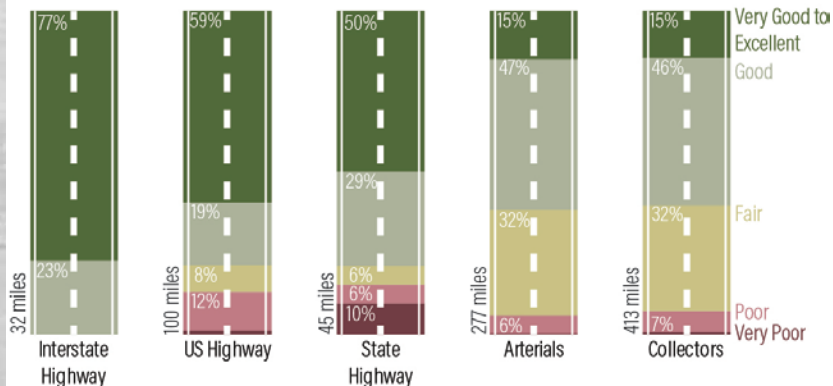
Source: MATPB - 2015 Roadway Centerlines, PASER, WisDOT PCI

65% of all high-volume, regional mobility roadways (collector or higher) are in good or excellent condition, 27% fair, 8% poor or very poor.

Establish Financial Viability of the Transportation System
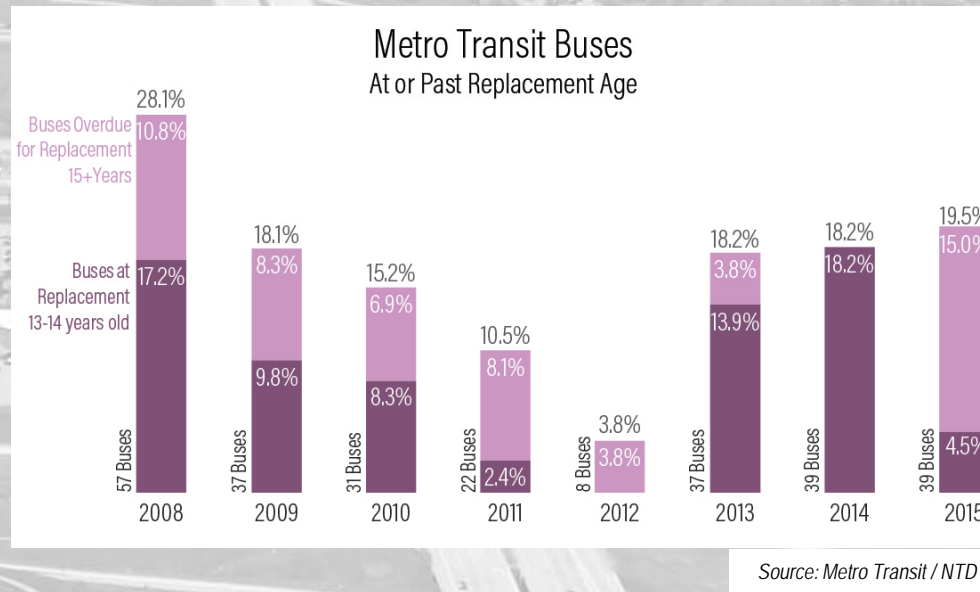Buses At or Past Replacement Age

Metro Transit Buses
At or Past Replacement Age

Buses Overdue for Replacement 15+Years

Buses at Replacement 13-14 years old

28.1%
10.8%
17.2%
57 Buses
2008

18.1%
8.3%
9.8%
37 Buses
2009

15.2%
6.9%
8.3%
31 Buses
2010

10.5%
8.1%
2.4%
22 Buses
2011

3.8%
3.8%
8 Buses
2012

18.2%
3.8%
13.9%
37 Buses
2013

18.2%
18.2%
39 Buses
2014

19.5%
15.0%
4.5%
39 Buses
2015

Source: Metro Transit / NTD

Desired:
STEADY

Actual:
INCREASE

Average bus ages have returned to pre-ARRA levels.

Performance Measures Overview

Measure	Desired Trend	Actual Trend	Analysis
Miles of Pedestrian Facilities	Increase in miles of facilities	Increase in miles of facilities	26 miles of pedestrian facilities were completed in 2015.
Miles of Bicycle Facilities	Increase in miles of facilities	Unknown	This is the first year comprehensive data has been collected using this methodology.
BCycle Utilization	Increase in utilization	Increase in utilization	BCycle miles biked increased by nearly 1/3 and trip lengths increase by 44%.
Active Living Index Score	Increase in community scores	Unknown	This is the first year comprehensive data has been collected using this methodology.
Injuries and Fatalities	Decline in injuries and fatalities	Decline in injuries and fatalities	Using five-year rolling averages, motorized and non-motorized fatalities and serious injuries have declined nearly every year.
Airline Passenger Traffic	Increase in passengers	Increase in passengers	Passenger volume has been increasing, rising nearly 9% since 2010.
Freight Exports and Imports	Increase in total freight tonnage	Increase in total freight tonnage	Inbound and outbound freight volumes have increased and shifted to on-road options.
Housing + Transportation Costs	Steady Housing + Transportation Costs	Steady Housing + Transportation Costs	Combined housing and transportation costs have increased due to a sharp rise in the costs of housing metro-wide.
Transit Access to Jobs	Increase in job accessibility percentages	Unknown	This is the first year comprehensive data has been collected using this methodology.
Transit Ridership	Increase in ridership	Decline in ridership	A 30% drop in gas prices, strong economy, and mild winter may have contributed to the drop in ridership.
Specialized Transit Ridership	Steady ridership	Steady ridership	Metro Paratransit ridership has returned to 2011 levels, while Dane County Group Ride Program ridership has leveled off.
Fixed Route Transit Service	Increase in coverage and population served	Increase in coverage and population served	Metro Transit continues to add routes that increase peak and all-day coverage and population served.
Transit Service for Minorities and Low Income Persons	Increase in coverage and population served	Unknown	This is the first year comprehensive data has been collected using this methodology.
Vehicle Miles Traveled	Steady total VMT	Steady total VMT	VMT data is only available through 2014, meaning gas price drops are not accounted for with this dataset. 2015 may see sharp increased in VMT.
Mode of Transportation to Work	Decline in # of residents driving to work alone	Steady # of residents driving to work alone	A little more than 71% of work-related trips are single occupant vehicles and have been for the past five years.
Air Quality	Decline in air pollution levels	Steady air pollution levels	Air pollution levels are tied to SOV utilization and VMT - both of which have remained steady over the last five years.
Transit On-time Performance	Decline in percentage of late buses	Decline in percentage of late buses	A transfer point-based system relies on strong on-time performance. The system will continue to perform well as routine route modifications take place.
Percent of Key Destinations Served by Transit	Increase in number of destinations covered	Unknown	This is the first year comprehensive data has been collected using this methodology.
Roadway Congestion	Decline in congestion	Unknown	This is the first year comprehensive data has been collected using this methodology.
Roadway Reliability	increase in reliability	Unknown	This is the first year comprehensive data has been collected using this methodology.
Bridge Condition	Steady bridge sufficiency ratings	Steady bridge sufficiency ratings	Federal, State, Regional, and Local agencies have demonstrated a strong commitment to maintaining bridge condition. More than 90% are "good."
Roadway Pavement Condition	Steady average pavement condition	Steady average pavement condition	65% of all roads are in "good" or "excellent condition and all Interstate highways in the area have a PCI of at least "good."
Buses at or Past Replacement Age	Steady percentage of old buses	Increase in percentage of old buses	The end of ARRA funding has meant the return of fleet age to pre-2008 levels.

Questions?

Bill Schaefer

Transportation Planning Manager, MATPB

wschaefer@cityofmadison.com or 608-266-9115

or

Philip Gritzmacher, Jr.

Transportation Planner, MATPB

pgritzmacher@cityofmadison.com or 608-266-4193