2019 PERFORMANCE MEASURE UPDATE
Our regional road network should make it possible to move between key locations in a reasonable amount of time. This measure identifies those key locations, then calculates the average vehicle travel time during the morning peak travel period.

Access to a bikeway allows more people to bike safely for commuting or recreation. Connected bikeway networks allow people to travel further by bike. Access is defined as residents that live within a 1/2 mile of a connected bikeway.

How is it Measured?

Regional Vehicle Connectivity

- Objective 1A
  - PM1
  - Regional Vehicle Connectivity
  - Our regional road network should make it possible to move between key locations in a reasonable amount of time. This measure identifies those key locations, then calculates the average vehicle travel time during the morning peak travel period.

- Objective 1B
  - PM1
  - Percentage of People in the Region with Access to a Connected Bikeway
  - Access to a bikeway allows more people to bike safely for commuting or recreation. Connected bikeway networks allow people to travel further by bike. Access is defined as residents that live within a 1/2 mile of a connected bikeway.

Data

- Regional Vehicle Connectivity
  - 25.4
  - Average minutes of travel time during peak morning traffic between activity centers

- Percentage of People in the Region with Access to a Connected Bikeway
  - 48%
  - Of the regional population has access to a connected bikeway

How is it Measured?

- Step 1
  - Identify regional centers
- Step 2
  - For each center, measure travel time to all others
- Step 3
  - Repeat for all centers; average all times

Connected bikeways are those where two or more bikeways cross, creating connections. This measure divides the number of people who live within 1/2 mile of the most-connected bikeways by the number of people in the Metropolitan Planning Area.
Sidewalks help people move around neighborhoods, access transit, and stay healthy. They are important for people with disabilities, older residents, and children to be comfortable and safe walking. Access is defined as living within 200 feet of a sidewalk.

Transit systems are one of many transportation choices. The higher the number of transit trips per person in a population, the better the access and convenience of the transit system. This measure includes unlinked transit trips taken on IndyGo’s and Access Johnson County’s fixed-route and paratransit (demand response) services.

**Percentage of People in the Region with Access to a Sidewalk**

49% of the regional population have access to a sidewalk.

**Transit Ridership Per Capita**

5.2 transit trips per person (2017)

How is it Measured?

This measure divides the number of people who live within 200 feet of a sidewalk by the number of people in the Metropolitan Planning Area.

How is it Measured?

Step 1

Transit providers count every passenger that boards a vehicle.

Step 2

The rider counts are divided by population estimates for the 8-county region (from ESRI Community Analyst).
Scheduled, fixed-route transit provides a transportation option for people who can access it. Transit service (frequency/hours/etc.) may improve as the number of people who can access them and use them increases. Ten minutes is considered the maximum time people are willing to walk to a transit stop (~1/2 mile).

Frequent transit routes are those with buses coming every 15 minutes or less. These routes often have higher ridership than others because riders do not need a schedule to know that the next bus will come “soon”.

Data

**31.4%**

OF THE REGIONAL POPULATION HAS ACCESS TO FIXED-ROUTE TRANSIT

**15.3**

TRANSIT TRIPS PER PERSON ALONG FREQUENT TRANSIT ROUTES (2017)

**How is it Measured?**

**Step 1**

Transit providers count every passenger that boards a bus on the high frequency routes.

**Step 2**

A 1/2 mile buffer is drawn around fixed-route transit lines.

**Step 3**

The rider counts are divided by population estimates for the buffer (from ESRI Community Analyst).
Transportation costs as a percent of median income

Transportation costs are the second largest expense in a household and where a person chooses to live, along with the transportation options available at that location, are important determinants for transportation costs. Transportation costs are considered affordable when they are less than 15 percent of a household’s income. By tracking transportation costs, we understand the burden the existing transportation system places on individual households.

Equity accessibility gap

Accessibility to jobs is one of the key functions of the transportation system. In the region more than 90% of the population has access to a vehicle, including the equity population. In measuring the gap in accessibility to jobs between the equity population (low income and non-white and/or Hispanic) and the white, non-Hispanic population we considered access to jobs within a 30 minute drive between zones. Documenting the gap in access will allow the MPO to determine, over time, if transportation investments are improving access to jobs for the equity population relative to the non-equity population. The measure uses the Environmental Justice areas identified by the MPO aligned to Traffic Analysis Zone (TAZ) for determining the accessibility gap.

How is it measured?

<table>
<thead>
<tr>
<th>Auto Ownership</th>
<th>Auto Use</th>
<th>Transit Use</th>
</tr>
</thead>
</table>

The Housing and Transportation (H+T) Affordability Index uses three elements in their transportation costs model. The estimate of transportation costs is divided by the median household income within the MPO’s metropolitan planning area.
Objective 3C

Percent of Environmental Justice Population Near Frequent Transit

This is a measure of the percentage of the environmental justice population that can access frequent transit routes. “Frequent transit” is a fixed-route transit line where the bus comes every 15 minutes or less. “Environmental Justice Population” includes all non-white or Hispanic people and people (by household) living in poverty. “Access” means within walking distance of a stop on a frequent transit route, which is defined as a 10 minute walk (1/2 mile).

Objective 4A

Number of People in Central Indiana with Access to Higher Education Facilities by Fixed-Route Transit

Higher education is a means to opportunity and generally higher wages. Transportation can be a factor that limits access to higher education for people. Central Indiana is defined as the 9-county Central Indiana region, fixed-route transit is service from IndyGo and Access Johnson County, and higher education facilities are junior colleges, colleges, and universities.

How is it measured?

Step 1
ESRI Community Analyst counts households in poverty and the non-white or Hispanic individuals within a 1/2 mile walk of stops on bus routes that run at least every 15 minutes.

Step 2
ESRI Community Analyst counts the same population in the MPO’s metropolitan planning area.

Step 3
The regional population is divided by the EJ population from Step 1.

How is it measured?

A half-mile buffer is drawn around all road links with transit. This is overlaid with Transportation Analysis Zone demographic data to calculate the population within the buffer. This data is overlaid with InfoUSA data, which displays all higher education facilities within the MPO counties (including Madison County).
### Automabile Accessibility Index

The Automobile Accessibility Index is the percentage of households in Central Indiana (9-county region) that can reach a job within a 30-minute car trip during peak morning travel.

### Transit Job Accessibility Index

The Transit Job Accessibility Index is the percentage of households in Central Indiana (9-county region) that can reach a job within a 60-minute transit trip during peak morning travel.

#### Data

**99.5%**

OF CENTRAL INDIANA’S HOUSEHOLDS CAN REACH A JOB BY AUTOMOBILE IN 30 MINUTES

#### How is it measured?

The **Dark zone** can access the **light zones** in 30 minutes by car. Total the jobs in **light zones** and average by population in the **dark zone**.

**42%**

OF CENTRAL INDIANA’S HOUSEHOLDS CAN REACH A JOB BY TRANSIT IN 60 MINUTES

#### How is it measured?

The **Dark zone** can access **light zones** in 60 minutes by bus. Total the jobs in **light zones** and average by population in the **dark zone**.
Measurement of major regional roadways' pavement condition is an important performance measure that affects safety and efficiency of surface transportation facilities.

The City of Indianapolis uses the Pavement Condition Index (PCI), which rates pavement condition on a 0 to 100 point scale. Other local governments in the MPO’s metropolitan planning area use the Pavement Surface Evaluation and Rating (PASER) measure, which rates condition on a 0 to 10 point scale. A breakdown of how the scores were distributed between the categories is listed below:

<table>
<thead>
<tr>
<th>Category</th>
<th>PCI Range</th>
<th>PASER Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>Good</td>
<td>56 or greater</td>
<td>6 or greater</td>
</tr>
<tr>
<td>Fair</td>
<td>41 to 55</td>
<td>4 to 5</td>
</tr>
<tr>
<td>Poor</td>
<td>1 to 40</td>
<td>1 to 3</td>
</tr>
<tr>
<td>No Score</td>
<td>Does not apply</td>
<td>No score</td>
</tr>
</tbody>
</table>

60.47% of road pavement is in Good condition. 25.49% of road pavement is in Fair condition. 13.87% of road pavement is in Poor condition. 0.17% of road pavement has no score.

46.48% of all non-NHS bridge surface area in Central Indiana is in good condition. 48.33% of all non-NHS bridge surface area in Central Indiana is in fair condition. 5.20% of all non-NHS bridge surface area in Central Indiana is in poor condition.

Counts regularly inspect and rate bridges. They report that data to the National Bridge Inventory. For this measure, the MPO compares the square meter area of non-NHS bridges in poor condition to the total area of all non-NHS bridges.
This measure allows us to track the expansion of the urbanized area and monitor how quickly greenfield development is converting open land into developed land.

Access to healthy foods for people who don’t have access to a car is an important quality of life indicator and social determinant of health. Grocery stores provide better access to healthy food choices than convenience or specialty food stores. Access means a half-mile walk (10 minute), 2.5 mile bike (15 minute), or half-mile (10 minute walk) to transit and from transit to a grocery store.

How is it Measured?

For each mode (bike, walking, transit)...

Map the infrastructure (bike path, sidewalk, transit route) and the grocery stores. Select those stores that are near the infrastructure.

Draw a buffer around those stores, representing how far you might travel by each mode to get there.

People inside the purple buffer, above, are close enough to access the sidewalk, bike path, or bus route, and they are close enough to get to the grocery store.

How is it Measured?

Property class codes for parcels in the MPO’s metropolitan planning area from the Indiana Department of Local Government Finance (DLGF) are used to identify vacant and developed parcels. The area of vacant parcels is then subtracted from the total land area.

For this measure agricultural (non-homestead) parcels are considered vacant.