

2021 REGIONAL PERFORMANCE MEASURE UPDATE



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.

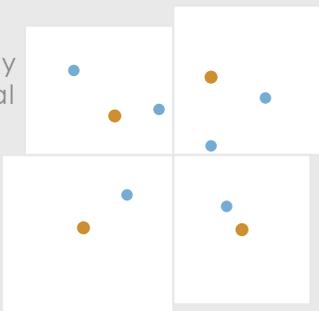
Data

25

AVERAGE MINUTES OF TRAVEL TIME DURING PEAK MORNING TRAVEL BETWEEN REGIONAL ACTIVITY CENTERS

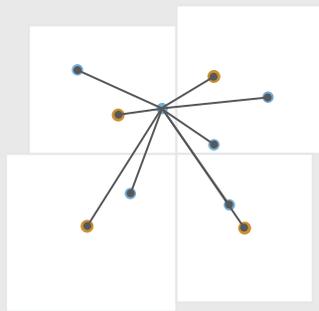
How is it Measured?

Step 1
Identify regional centers



Step 2

For each center, measure travel time to all others using the Travel Demand Model



Step 3. Repeat for all centers; average all times

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 bikeway that is most connected for bikeway network activity.

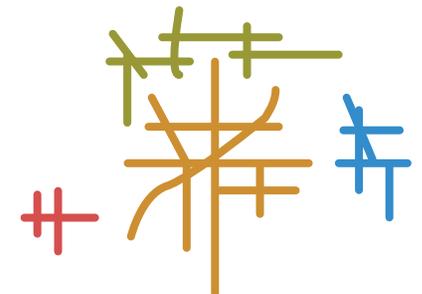
Data

51%

OF THE REGIONAL POPULATION HAS ACCESS TO A CONNECTED BIKEWAY

How is it Measured?

Connected bikeways are those where two or more bikeways cross, creating connections. This measure divides the number of people in the MPA who live within 1/2 mile of a bikeway that is in the top half of the region for miles on the connected bike network.



Objective 1B

PM2

Percentage of People within the Region with Access to a Sidewalk

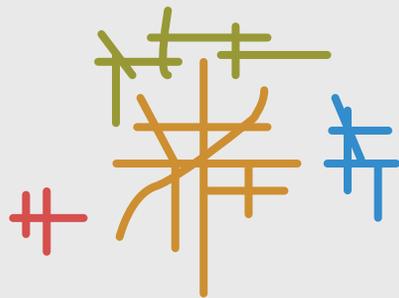
Sidewalks help people move around neighborhoods, access transit, and stay healthy. They are important for people with disabilities, older residents, and children to be comfortable and safe walking. Access is defined as living within 200 feet of an existing sidewalk.

Data

52%
**OF THE REGIONAL POPULATION
HAVE ACCESS TO A SIDEWALK**

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. Only sidewalks adjacent to roads that can be funded by the MPO are documented (excludes local and interstate facilities)



Objective 1C

PM1

Transit Ridership Per Capita

Transit systems are one of many transportation choices. The higher the number of transit trips per person in a population, the more people are using the system. Using a per person measure allows comparison with other transit systems serving different size populations. This measure includes unlinked transit trips taken on IndyGo, CIRT, Hendricks County LINK, and Access Johnson County's fixed-route and paratransit (demand response) services.

Data

3.11
TRANSIT TRIPS PER PERSON (2020*)

*2020 was down from 2019 due to COVID-19 related stay-at-home orders and continued working from home for a significant portion of the region's population and perceived safety of riding transit.

How is it Measured?

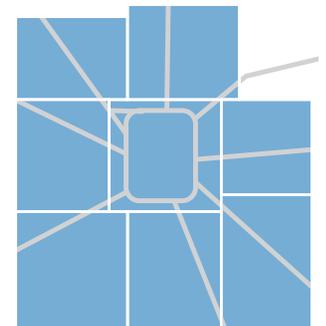
Step 1

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).



Objective 1C

PM2

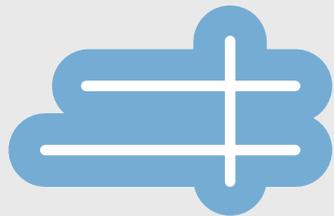
Percentage of People within the Region with Access to Fixed-Route Transit

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). This measurement includes IndyGo, and Access Johnson County.

Data

27.8%
OF THE REGIONAL POPULATION HAS ACCESS TO FIXED-ROUTE TRANSIT

How is it Measured?



Step 1

A 1/2 mile buffer is drawn around fixed-route transit lines. People in the buffer have access to transit. ESRI Community Analyst estimates the population within the bus stop buffer.



Step 2

The number of people within the buffer is divided by population estimates for the MPA (from ESRI Community Analyst).

Objective 1C

PM3

Transit Ridership Per Capita along Frequent Transit Routes

Frequent transit route 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

13.9

TRANSIT TRIPS PER PERSON ALONG FREQUENT TRANSIT ROUTES (2020*)

*2020 ridership was down from 2019 due to COVID-19 related stay-at-home orders and continued working from home for a significant portion of the region's population and perceived safety of riding transit.

How is it Measured?

Step 1

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



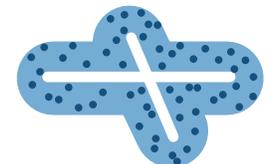
Step 2

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



Step 3

The rider counts are divided by population estimates for the buffer (from ESRI Community Analyst).



Objective 3A

PM1

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.

Data

24%
OF HOUSEHOLD INCOME GOES TO
TRANSPORTATION COSTS

How is it measured?

**Auto
Ownership**

**Auto
Use**

**Transit
Use**

The Housing and Transportation (H+T) Affordability Index uses three elements in their transportation costs model.

The estimate of transportation costs as a percentage of median household income comes from the Center for Neighborhood Technology Housing + Transportation Index and uses the MPA boundary for the analysis.

Objective 3B

PM1

Equity Accessibility Gap

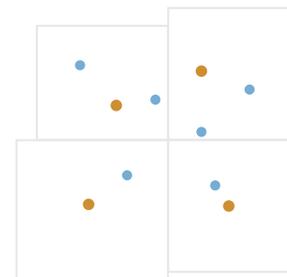
Accessibility to jobs is one of the key functions of the transportation system. The Equity Accessibility Gap measures the difference in access to jobs within 30 minutes of equity and non-equity populations. Ideally the measure should be 0%; a 100% means twice as much job accessibility for non-equity populations in 30 minutes compared to equity populations. Moving the measure requires more jobs in equity areas or better integration of lower income housing in the region. It does not consider skill level for jobs. Locations for equity populations are based on a 2016 equity analysis, identifying zones where the low income or non-white populations existed at a rate that exceeded the region's overall rate for those populations.

Data

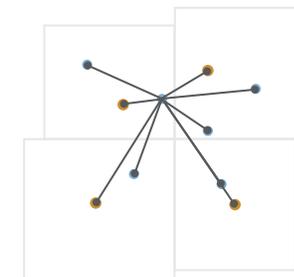
51%
GAP BETWEEN EQUITY ZONE ACCESS TO
EMPLOYMENT AND NON-EQUITY ZONE ACCESS
TO EMPLOYMENT

How is it measured?

Step 1
Identify equity zones and non-equity zones. Identify zones with jobs



Step 3. Separate equity zones from non-equity zones



Step 2
Measure travel time between zones, selecting travel times under 30 min

Objective 3B

PM2

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 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).

Data

**ENVIRONMENTAL JUSTICE
POPULATION WITH
FREQUENT TRANSIT ACCESS**

22%

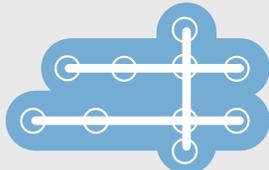
**HOUSEHOLDS IN
POVERTY WITH FREQUENT
TRANSIT ACCESS**

16%

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 determines the population and number of households in the MPA.

Step 3

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



Objective 3C

PM1

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 8-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. This performance measure was updated in 2021 to include CIRT Workforce Connectors.

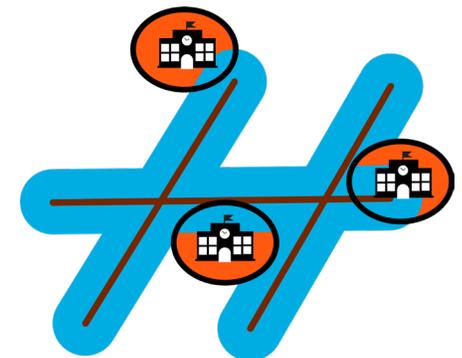
Data

64.8K

**PEOPLE HAVE ACCESS TO HIGHER
EDUCATION FACILITIES AND
TRAINING CENTERS BY TRANSIT**

How is it measured?

A half-mile buffer is drawn around all fixed-route transit lines. 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.



Objective 4A

PM1

Automobile Accessibility Index

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

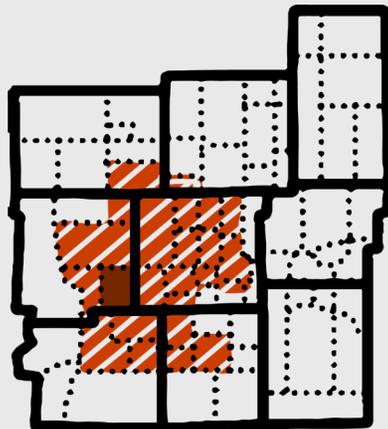
Data

100%

OF CENTRAL INDIANA'S HOUSEHOLDS ARE ACCESSIBLE TO A JOB BY AUTOMOBILE IN 30 MINUTES

How is it measured?

The **DARK ZONE** is a zone that has a job and the **STRIPED ORANGE** zones are zones with households that can access the job within 30 minutes of driving during morning peak traffic.



Objective 4A

PM2

Transit Job Accessibility Index

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

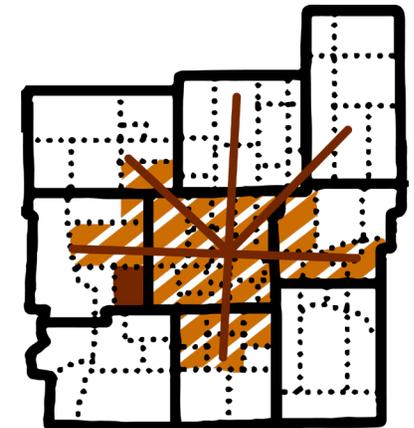
Data

41%

OF CENTRAL INDIANA'S HOUSEHOLDS ARE ACCESSIBLE TO A JOB BY TRANSIT IN 60 MINUTES

How is it measured?

The **DARK ZONE** is a zone that has a job and the **STRIPED ORANGE** zones are zones with households that can access the job within a 60 minute transit ride during morning peak traffic. The brown lines represent conceptual transit lines.



Objective 7A

PM3

Percentage of Non-NHS Bridges in Poor Condition

This performance measure examines bridges off* the National Highway System, providing a comprehensive overview of bridges in Central Indiana (8-county region). "Poor condition" is defined by the federal rule governing this performance measure.

* Condition of bridges on the National Highway System are measured by INDOT.

Data

GOOD
45.97%

of all non-NHS bridge surface area in Central Indiana is in good condition.

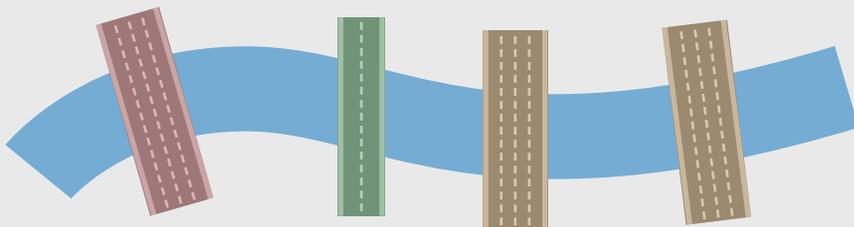
FAIR
50.4%

of all non-NHS bridge surface area in Central Indiana is in fair condition.

POOR
3.62%

of all non-NHS bridge surface area in Central Indiana are in poor condition.

How is it Measured?



Counties 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 bad condition to the total area of all non-NHS bridges.

Objective 7C

PM4

Percentage of Pavement on Non-NHS Roads in the Region in Poor Condition

Measurement of major non-NHS roadways' pavement condition is an important performance measure that affects safety and efficiency of surface transportation facilities.

Data

	PCI Rating	PASER Rating
GOOD	29.36%	32.53%
FAIR	35.87%	51.58%
POOR	36.49%	15.74%

How is it Measured?

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:

- Good: A PCI of 71 or greater; A PASER of 8 or greater
- Fair: A PCI between 55 to 70; A PASER of 5 to 7
- Poor: A PCI between 1 to 54; A PASER of 1 to 4

Objective 8A

PM1

Land Consumption

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. Conversion of vacant urban land into development is also included in this measure.

Data

203.5K*

**OF DEVELOPED LAND (ACRES) IN THE
MPO'S METROPOLITAN PLANNING AREA**

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.

* This measure was recalculated for prior years based on some data discrepancies. In 2018 the corrected developed land was 195.8K acres. The data from the DLGF does not have a consistent land area for the MPA from year to year.

Objective 8B

PM1

Number of Residents that can Access Grocery Stores by Bike, Sidewalk, or Transit

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 1/2 mile (10 minute) walk to transit followed by a 1/2 mile walk to a grocery store, or a 2.5 mile (15 minute) bike ride or 1/2 mile (10 minute) walk to a grocery store.

Data

TRANSIT

269K

residents can access a grocery store by fixed-route transit.

BICYCLE

362K

residents can access a grocery store by bicycle.

WALKING

179K

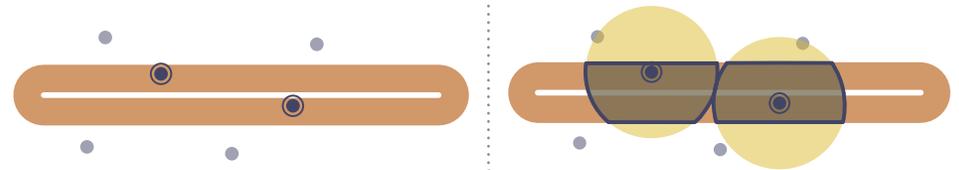
residents can access a grocery store by walking.

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.

