

# Regional Performance Measures 2022 Report

Analysis of 2021 Data



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### Terminology:

**Low income:** poverty (for the use of EJ analysis by IMPO)

**Minoritized:** describes the collection of individuals who have reported themselves as part of any of the following races and ethnicities within the data sources used: Black or African American; Asian; American Indian or Alaska Native; and Native Hawaiian or Other Pacific Islander; Other Race; people of Two or More Races; and any race also identifying as Hispanic or Latino (which includes people of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin)

## 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

# 24.7

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

### How is it Measured?

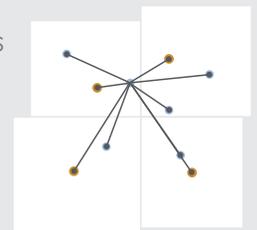
#### Step 1

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 within the Metropolitan Area who have Access to a Connected Bikeway

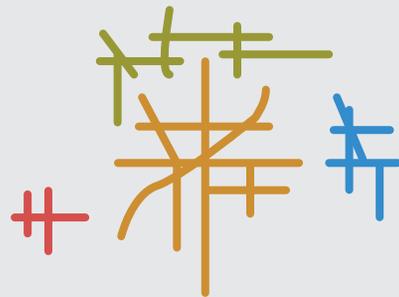
Access to a bikeway allows more people to bike safely for commuting or recreation. Connected bikeway networks allow people to travel further by bike. Access is defined as living within 1/2 mile of a connected bikeway.

Data

**52%**  
OF THE MPA 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 total population within the MPA by the population living within 1/2 mile of a bikeway which has a total connected length in the top 50% of the region's total bikeways.



Objective 1B, PM2

### Percentage of People within the Metropolitan Area who have Access to a Connected Sidewalk

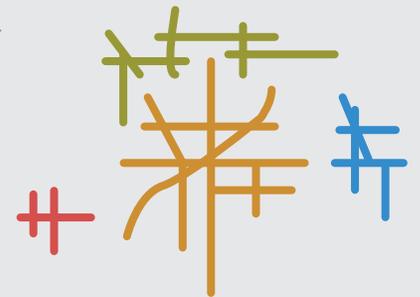
Sidewalks help people move around neighborhoods, access transit, and stay healthy. They are important for people with disabilities, older residents, and children to be comfortable and safe walking. Access is defined as living within 200 feet of a connected sidewalk.

Data

**53%**  
OF THE MPA POPULATION HAS  
ACCESS TO A CONNECTED SIDEWALK

#### How is it Measured?

This measure divides the number of people who live within 200 feet of a connected sidewalks by the number of people in the Metropolitan Planning Area. Connected sidewalks are defined as the top 25% of sidewalks by area served.



Objective 1C, PM1

**Percent of Regional Population 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, Access Johnson County, and CIRT Workforce Connectors.

Data

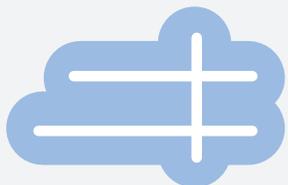
**33%**

**OF THE REGIONAL POPULATION HAS ACCESS TO FIXED-ROUTE TRANSIT**

How is it Measured?

**Step 1**

A 1/2 mile walk service area is generated around fixed-route transit stops. People in the service area have access to transit. Esri Community Analyst estimates the population within the service area.



**Step 2**

The number of people within the service area is divided by population estimates for the MPA from Esri Community Analyst.



Objective 1C, PM2

**Transit Ridership Per Capita along Frequent Transit Routes**

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".

\*2021 ridership improved from 2020 but remained down from 2019 due to pandemic-related impacts, including an increase in working from home for a significant portion of the region's population.

Data

**15.0**

**TRANSIT TRIPS PER PERSON ALONG FREQUENT TRANSIT ROUTES**

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 walk service area is generated around frequent service fixed-route transit stops.



**Step 3**

The rider counts are divided by population estimates for the service from Esri Community Analyst.



Objective 3A, PM1

**Transportation Costs as a Percentage 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?

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

**Percent of the Environmental Justice population within 1/2 Mile of a Connected Bikeway**

This is a measure of the percentage of the environmental justice population that can access a connected bikeway. "Environmental Justice Population" includes minoritized and low-income population. "Access" is defined as residents that live within 1/2 mile of a bikeway which has a total connected length in the top 50% of the region's total bikeways.

Data

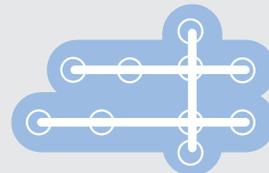
**49.0%** MINORITIZED POPULATION WITH CONNECTED BIKEWAY ACCESS

**49.9%** HOUSEHOLDS IN POVERTY WITH CONNECTED BIKEWAY ACCESS

How is it Measured?

Step 1

Esri Community Analyst counts the population for households in poverty and minoritized individuals within 1/2 mile of a connected bikeway, as well as within the entire MPA.



Step 2

The population and household numbers within 1/2 mile of a connected bikeway are divided from the MPA-wide totals to get the percentage.



Objective 3B, PM2

**Percent of the Environmental Justice Population within 1/2 Mile of Frequent Transit Routes**

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 minoritized and low-income population. "Access" means within 1/2 mile (walking distance) of a stop on a frequent transit route.

Data

**14.2%**

**MINORITIZED POPULATION WITH FREQUENT TRANSIT ACCESS**

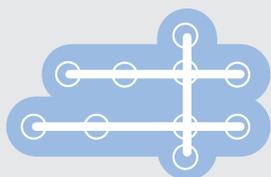
**18.7%**

**HOUSEHOLDS IN POVERTY WITH FREQUENT TRANSIT ACCESS**

How is it Measured?

**Step 1**

Esri Community Analyst counts households in poverty and minoritized 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 4A, PM1

**Job Accessibility for Transit Users**

This is a measure of the percentage of regional jobs accessible from fixed-route transit. "Accessible" means a job within 1/2 mile (walking distance) from a fixed-route transit stop. "Regional" means a job within the MPA.

Data

**55.8%**

**OF REGIONAL JOBS ARE ACCESSIBLE FROM FIXED-ROUTE TRANSIT**

How is it Measured?

**Step 1**

Job location data from Data Axle is clipped to include only those within the MPA boundary. A sum of total job numbers is calculated.

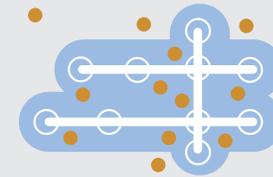
**Step 2**

Job locations and totals are further clipped to the transit stops accessibility area.



**Step 3**

The number of jobs within the transit stops accessibility area is divided by the number of jobs within the MPA.



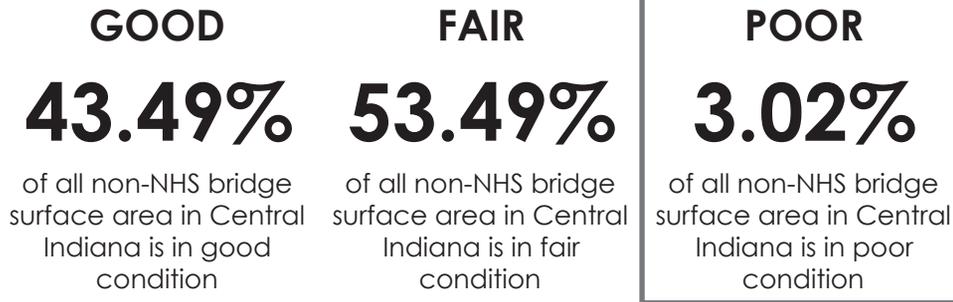
Objective 7A, PM3

**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.

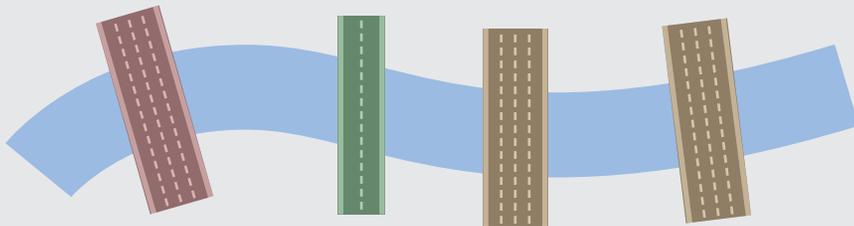
\* Condition of bridges on the National Highway System are measured by INDOT.

Data



**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	<b>26.67%</b>	<b>32.94%</b>
FAIR	<b>33.72%</b>	<b>52.74%</b>
<b>POOR</b>	<b>39.60%</b>	<b>14.32%</b>

**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

**440,738 acres**

**LAND DEVELOPED WITHIN MPA**

**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 developed and undeveloped/vacant parcels. The area of undeveloped/vacant parcels is then subtracted from the total land area of all parcels. For this measure, agricultural (non-homestead) parcels are considered undeveloped.

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 population living within a 1/2 mile walk to a grocery store, or, within 1/2 mile of a transit stop or connected bikeway which provides access to a grocery store within 1/2 mile of another transit stop or point along the connected bikeway.

Data

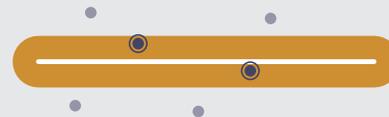


**How is it Measured?**

For each mode (bike, walking, transit)

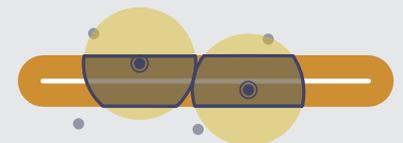
**Step 1**

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



**Step 2**

Calculate a 1/2 mile 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.