



## Draft WATS Performance Measures/Data Dashboard

<b>Protect and enhance the environment</b>			
<b>Indicator</b>	<b>Description</b>	<b>Value</b>	<b>2020 Target</b>
<b>Alternative Transportation Mode Share</b>	The percentage of countywide commuters using non single occupancy vehicle modes for their commute. This is a good indicator of the effectiveness of the mix of alternatives that the county affords.	20.7%	22%
<b>Per Capita Non Commercial VMT</b>	The per person driving miles of Washtenaw County residents. MDOT produces this number annually for every county. It is comparable across jurisdictions, and is based in part on actual counts. Vehicle emissions are proportional to VMT, vehicle/engine type, and vehicle speed.	10,210.84	10,400
<b>Air Quality Attainment</b>	A federally required process implemented by SEMCOG. This measures and models total levels of Ozone, Carbon Monoxide, Sulfur Dioxide, and Fine Particulate Matter.	In attainment/ maintenance for all measures	In attainment/ maintenance for all measures
<b>Per Capita Transit ridership</b>	The average annual transit trips per Washtenaw County resident. This measure isolates transit ridership growth from population growth as an indicator of total propensity to use fixed route transit over time.	38.9 trips per capita	Upward Trend
<b>Engage the public in the transportation decision making process</b>			
<b>Indicator</b>	<b>Description</b>	<b>Value</b>	<b>Annual Target</b>
<b>Online Active Engagement (retweets, shares, mentions, likes, comments)</b>	Measures online engagement where users actively participated or commented on WATS activities	975	Growth
<b>Online Passive Engagement (website users, facebook engagements, twitter clicks)</b>	Measures the 'reach' of WATS online activities, counting the number of views across platforms	4684	Growth
<b>Offline Engagement at standing WATS meetings</b>	Measures public (non-committee member) attendance at WATS Policy and Tech meetings	10	N/A
<b>Offline engagement at special WATS meetings and events</b>	Measures public attendance and interactions at special WATS meetings (drop in sessions, targeted public meetings, Green Fair, etc)	160	Growth
<b>Link transportation planning and improvements to land use</b>			
<b>Indicator</b>	<b>Description</b>	<b>Value</b>	<b>2020 Target</b>
<b>Percent of Households within 15 minutes of Medical Facilities by mode</b>	This indicator will build off of work by SEMCOG to quantify the accessibility of medical facilities in Washtenaw County.	Waiting on Data	Waiting on Data
<b>Percent of Households within 30 minutes of healthy food by mode</b>	This indicator will build off of work by SEMCOG to quantify the accessibility of healthy food in Washtenaw County.	Waiting on Data	Waiting on Data
<b>Percent of Households within 30 minutes of parks by mode</b>	This indicator will build off of work by SEMCOG to quantify the accessibility of parks in Washtenaw County.	Waiting on Data	Waiting on Data
<b>Percent of Households within 30 minutes of Schools by mode</b>	This indicator will build off of work by SEMCOG to quantify the accessibility of schools in Washtenaw County.	Waiting on Data	Waiting on Data
<b>Percent of Work Trips accessible within 30 minutes by mode</b>	The percent of work trips accessible within 30 minutes by mode	69.40%	68%



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#### Promote a safer and secure transportation system

Indicator	Description	Value	2020 Target
Number of Serious Car Crashes	5 year rolling average of the total number of Fatal and Incapacitating Injuries	151.6	145
Severe Car Crash Rate	5 year rolling average of the total number of Fatal and Incapacitating per 100 million miles of Vehicle Miles Travelled	4	4.1
Number of Serious Nonmotorized Crashes	5 year rolling average of the total number of fatal or incapacitating bicycle and pedestrian crashes	23.8	22
Pedestrian Crashes to Commute Volume Index	Relative measure of the safety of the transportation system for pedestrians. This benchmark allows comparison with other communities, and has been used by Transportation for America in their Dangerous by Design Reports.	2.5	Decline
Bike Crashes to Commute Volume Index	This is relative measure of the safety of the transportation system for cyclists. This benchmark allows comparison with other communities, and has been used by Transportation for America in their Dangerous by Design Reports.	7.65	Decline

#### Provide Accessibility and Mobility

Indicator	Description	Value	2020 Target
Average Work Trip Travel Time	The average commute time for those living in Washtenaw County. 5 year average	23.4 minutes	24.5
Percentage of Washtenaw County residents within walking distance of transit	Percentage of Washtenaw County residents within walking distance of fixed route transit. Updated with changes to fixed route transit systems	63.20%	Growth
Percent of Jobs within Walking Distance of Transit	Percentage of Washtenaw County jobs within walking distance of fixed route transit. Updated with changes to fixed route transit systems	67.73%	Growth
% of population covered by Paratransit services in Washtenaw County	Indicates the level of coverage of door-to-door service that connects seniors and those with disabilities to critical destination	89.02%	Growth
Daily per vehicle travel delay	Transportation model derived number that measures the additional travel time of county residents. Will be updated alongside the model	7.62 minutes	N/A
Nonmotorized network coverage	Measures the percentage of federally eligible roads with appropriate non-motorized facilities.	40.8% pedestrian, 29.9% bike	Growth in both

#### Invest strategically in transportation infrastructure enhancing communities livability and sustainability

Indicator	Description	Value	2020 Target
Percent of roads in good condition	Uses PASER ratings (state required) to determine the amount of roads in good condition. This data is collected and reported biannually, and is a good measure of the condition of roads.	46.6%	50%
Fixed Route Operating Expense per Unlinked Passenger Trip	Measure used by AAATA to indicate the per-passenger cost effectiveness of their service	\$4.38	N/A
Number of closed Bridges/Culvert	Count of the number of bridges/culverts in poor enough condition to be closed. Closed bridges require substantial detours, and are increasingly common due outdated bridge funding mechanisms	11 Closed, 54 Weight Restricted	N/A
Percent of funds invested in Active Transportation	Combined measure of non-motorized and transit targeted investment as prioritized by the	20.70%	20%