

### INTRODUCTION

This chapter establishes the performance measures for evaluating the region's transportation systems and projects under existing data constraints and discusses the process for evaluating the transportation plan.

### PERFORMANCE TRACKING

The 2005 metropolitan transportation plan (MTP) discussed in detail the operational performance of each transportation mode in its chapter on existing conditions and provided a list of potential performance measures in its chapter on performance measures. That list has been refined to a defined set of measures that best track the performance of the transportation systems and ultimately the effectiveness of the transportation plan under existing data constraints.

The performance measures (or trends for economic vitality) are categorized under six of the eight planning factor areas of concern (economic vitality, the environment, safety, security, accessibility and mobility, integration and connectivity, efficient management and operations, and system preservation). The two factors for which measures have not been specifically assigned at this time involve the environment and security.

As an attainment area for air quality, we will not track data for air quality—a measure for the environmental planning factor. A better measure would be to track carbon dioxide (CO<sub>2</sub>) as a means of assessing the region's contribution to greenhouse gas emissions. However, we do not have access to these data. If these data are not made available to us in the future, we could use vehicle miles traveled as a proxy.

The factor emphasizing security can be measured by the safety measure, transit incidents per 100,000 miles. (Transit incidents up till now have involved traffic incidences, not security incidences.)

Adopted performance measures include:

- Economic vitality:
  - Population
  - Households
  - Employment
  - Building permits
  - Freight tonnage by mode

- Safety:
  - Total crashes by mode
  - Fatal crashes by mode
  - Severe injury crashes by mode
  - Transit incidents/100,000 miles
- Accessibility and mobility:
  - Miles of functionally classified roads
  - Level of service (LOS) on the National Highway System (NHS)
  - Percent urbanized area served by public transit
  - Transit passenger miles
  - Transit revenue hours of service
  - Miles of dedicated bicycle facilities by type
- Integration and connectivity:
  - Park-and-ride facilities and capacities
  - Amtrak ridership
  - Airline passenger volumes
- Efficient management and operations:
  - Transit passengers per revenue hour
  - Hours of congested travel
- System preservation:
  - Average age of bus fleet
  - Average miles per road failure

### ECONOMIC VITALITY

The four indicators for monitoring the economic vitality of the planning area are provided as trends only. We have not set objectives or targets for, for example, the number of households we would like to see in the planning area in 2035. These indicators are illustrative only and are meant to provide an overall feel of how well the region is doing as a whole.

The geography of the planning area is somewhat problematic in that it covers 2/3 of La Crosse County and only small portions of Houston and Winona Counties. Unless data are available at a metropolitan statistical area level to describe the urban area or at a municipal geography or smaller for aggregation to describe the planning area, the best data found to describe the planning area come from La Crosse County. Data for La Crosse County tend to reflect the planning area quite well and are readily available. Data for Houston and Winona Counties are often unavailable or are

represented at the county level only, which are not necessarily representative of the towns of Dresbach and La Crescent, and the city of La Crescent. Although the geographies for the economic indicators vary because of the aforementioned reasons, they do, however, represent the most up-to-date and complete information available as of this writing.

### Population<sup>1</sup>

**Geography:** Metropolitan planning area (MPA).

**Data source(s):** 1990 and 2000 decennial censuses; 2009 state estimates.

**Summary:** As of January 1, 2009, the population of the planning area was estimated to have increased 5.5% from 107,131 in 2000 to 113,834. This period of relatively slow growth contrasted with the previous decade where population in the planning area grew 11.9% between the two decennial censuses from 95,737 in 1990 to 107,131 in 2000. The average annual increase between 2000 and 2009 was only 0.6%, while the average annual increase between 1990 and 2000 was 1.2%.

### Households<sup>2</sup>

**Geography:** La Crosse County.

**Data source(s):** 2000 decennial census and 2005-2007 American Community Survey (ACS) as compared in the Census Transportation Planning Package (CTPP).

**Summary:** Data from the CTPP show a significant change in the number of households in La Crosse County, increasing from 41,644 (+/- 170) as reported in 2000 for the Census to 44,452 (+/- 529) as calculated for the 2005-2007 ACS.

### Employment

**Geography:** La Crosse WI-MN metropolitan statistical area (MSA).

**Data source(s):** Local Area Unemployment Statistics (LAUS), WORKnet, Wisconsin Department of Workforce Development. Data are seasonally unadjusted.

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<sup>1</sup> Sources: U.S. Decennial Census; Wisconsin Department of Administration (estimates), and Minnesota Department of Administration State Demographic Center (estimates).

<sup>2</sup> Data are not available for Houston County. Data are available for Winona County, but the numbers are not used because the planning area covers such a small portion of the county. Household estimates are available in Minnesota, but unavailable in Wisconsin.

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**Summary:** In 2009, the La Crosse WI-MN MSA experienced the highest unemployment rate (percent of the labor force that is unemployed) in the last 20 years. The 2009 rate of 6.8 increased 47.8% over the 5-year average for 2005-2009 and increased 65.9% from both 2005 and 2008 (both years experienced unemployment rates of 4.1).

### Building Permits

**Geography:** MPA.

**Data source(s):** La Crosse County; Winona County; cities of La Crosse, Onalaska, and La Crescent; villages of Holmen and West Salem.

**Summary:** The planning area has been experiencing a steady decrease in new residential and business construction since 2005. Only permits issued for mobile homes, lodges/recreational buildings, and public buildings (schools, hospitals, churches, and other public buildings) showed increases from the five-year average. With the exception of permits issued for the construction of duplexes from 2008 to 2009 (increased by 16%), the number of building permits issued for residential and business construction experienced double-digit decreases for all time comparisons.

#### BUILDING PERMITS FOR NEW CONSTRUCTION<sup>1</sup>

Permit Type	2005	2006	2007	2008	2009	5-yr average	Percent Change		
							2009 from 5-yr ave.	2008 to 2009	2005 to 2009
<i>Residential</i>	420	365	300	231	173	307	-43.6%	-25.1%	-58.8%
Single-family	344	302	243	179	127	249	-49.0%	-29.1%	-63.1%
Duplex	59	44	36	25	29	36	-19.0%	16.0%	-50.8%
Multifamily	10	17	18	13	9	15	-40.0%	-30.8%	-10.0%
Mobile home	7	2	3	14	8	7	14.3%	-42.9%	14.3%
<i>Lodges &amp; Recreational</i>	2	1	1	2	2	1	42.9%	0.0%	0.0%
<i>Public buildings</i>	4	6	6	7	9	6	40.6%	28.6%	125.0%
<i>Business</i>	116	63	42	41	39	64	-39.4%	-4.9%	-66.4%
Commercial	102	49	40	38	35	56	-37.9%	-7.9%	-65.7%
Industrial	14	14	2	3	4	8	-50.0%	33.3%	-71.4%
<b>Total</b>	<b>542</b>	<b>435</b>	<b>349</b>	<b>281</b>	<b>223</b>	<b>379</b>	<b>-41.1%</b>	<b>-20.6%</b>	<b>-58.9%</b>

<sup>1</sup>Totals do not include La Crescent township. We were unable to obtain these data.

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### Freight Volumes<sup>3</sup>

**Geography:** La Crosse County.

**Data source(s):** 2003 and 2007 Commodity Flow Surveys as provided by WisDOT.

**Summary:** Total freight movement in La Crosse County decreased 16.4% from 10,085,630 tons in 2003 to 8,430,066 tons in 2007. The truck mode dominated mode share for freight originating and terminating in the county for both years. Over 80% of all freight terminating in the county in 2007 was delivered by truck, roughly the same share as in 2003. The largest shift in mode share is seen in the transport of commodities by rail originating in La Crosse County. The rail share dropped nearly 3.5 percentage points between 2003 and 2007. (Note: The “unknown” category was not provided in 2003.)

#### FREIGHT ORIGINATING IN LA CROSSE COUNTY, 2003 AND 2007

Mode	2003		2007	
	Tons	% of Total	Tons	% of Total
Truck	3,279,210	59.59%	3,337,574	62.2%
Rail	261,316	4.75%	70,920	1.3%
Water	1,960,811	35.63%	1,957,883	36.5%
Air	1,644	0.03%	3,291	0.1%
Unknown	-----	-----	203	0.0%
<b>TOTAL</b>	<b>5,502,981</b>	<b>100.00%</b>	<b>5,369,871</b>	<b>100.0%</b>

#### FREIGHT TERMINATING IN LA CROSSE COUNTY, 2003 AND 2007

Mode	2003		2007	
	Tons	% of Total	Tons	% of Total
Truck	3,660,047	79.87%	2,471,649	80.8%
Rail	408,156	8.91%	249,120	8.1%
Water	514,194	11.22%	324,363	10.6%
Air	252	0.01%	9	0.0%
Unknown	-----	-----	15,054	0.5%
<b>TOTAL</b>	<b>4,582,649</b>	<b>100.00%</b>	<b>3,060,195</b>	<b>100.0%</b>

<sup>3</sup> Because commodity flows are provided for counties and the planning area covers so little of Houston and Winona Counties, only data for La Crosse County are provided.

### SAFETY

Safety is measured by analyzing roadway crashes and their locations, railroad accidents, plane crashes, barge/waterway accidents, and transit accidents. The measures for roadway crashes include total roadway crashes and total roadway crashes by mode (truck, bicycle, and pedestrian). Roadway crashes are also measured in terms of fatalities and severe injury crashes by mode. Other crash/accident measures include railroad accidents, plane crashes, barge/waterway accidents, and transit accidents. Performance targets consistent with Minnesota and Wisconsin targets are provided when applicable.

### Crashes & Accidents

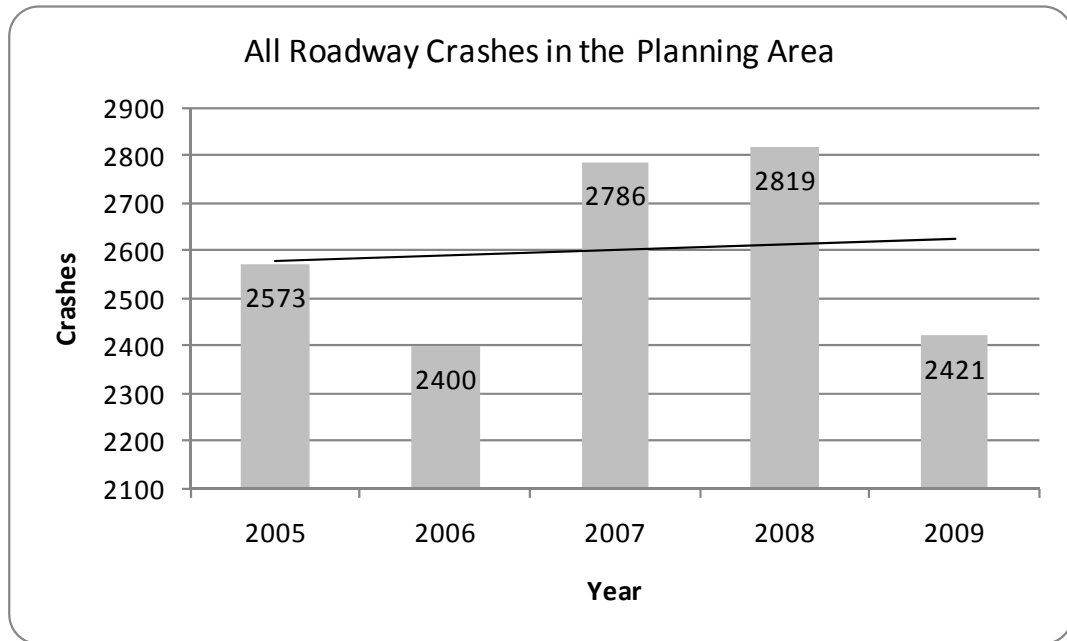
#### ROADWAY CRASHES

**Geography:** MPA.

**Data sources:** 2005-2009 roadway crash files, Minnesota Department of Transportation (Mn/DOT) and the Wisconsin Traffic Operations and Safety (TOPS) Laboratory, University of Wisconsin–Madison.

#### *All Roadway Crashes*

**Summary:** Although roadway crashes in the planning area in 2009 were down 6.9% compared to the 5-year average, down 14.1% from 2008, and down 5.9% from 2005, the high numbers of crashes in 2007 and 2008 negatively influence the linear trend in crashes with an increasing trend in crashes.



**Performance target:**

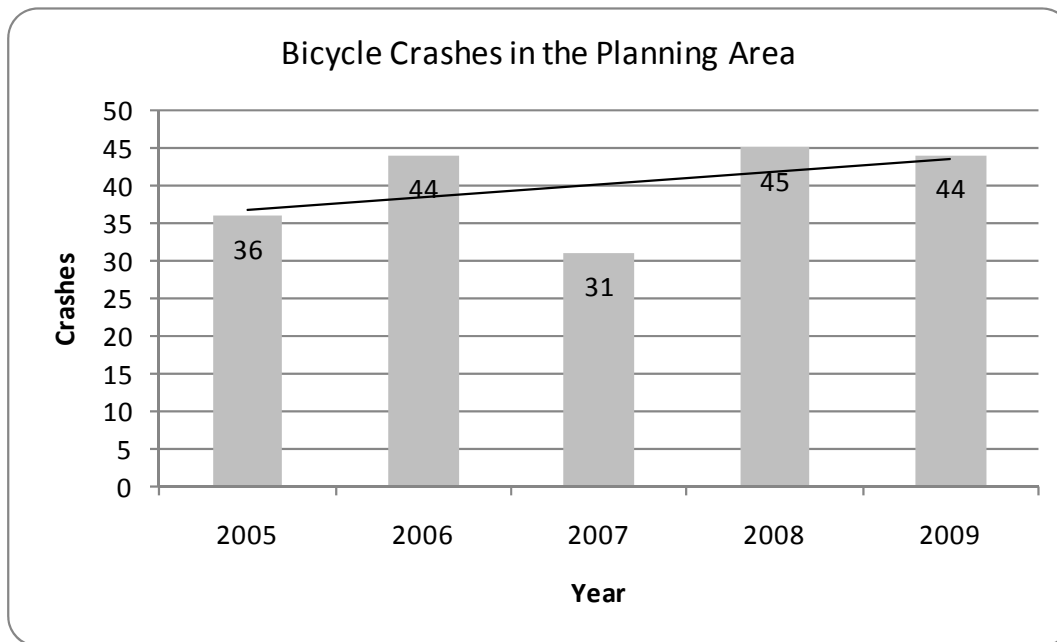
- Reverse the increasing trend in roadway crashes to a decreasing trend in crashes by 2015.

**Action:**

- Use the TIP prioritization process to secure funding for safety-related projects.

### *Bicycle Crashes*

**Summary:** The trend over the 2005-2009 time period shows an increase in the number of bicycle-motor vehicle crashes. Although 2009 experienced a slight decrease from 2008, the year also experienced a 10.0% increase over the 5-year average and a 22.2% increase over 2005.



**Performance target:**

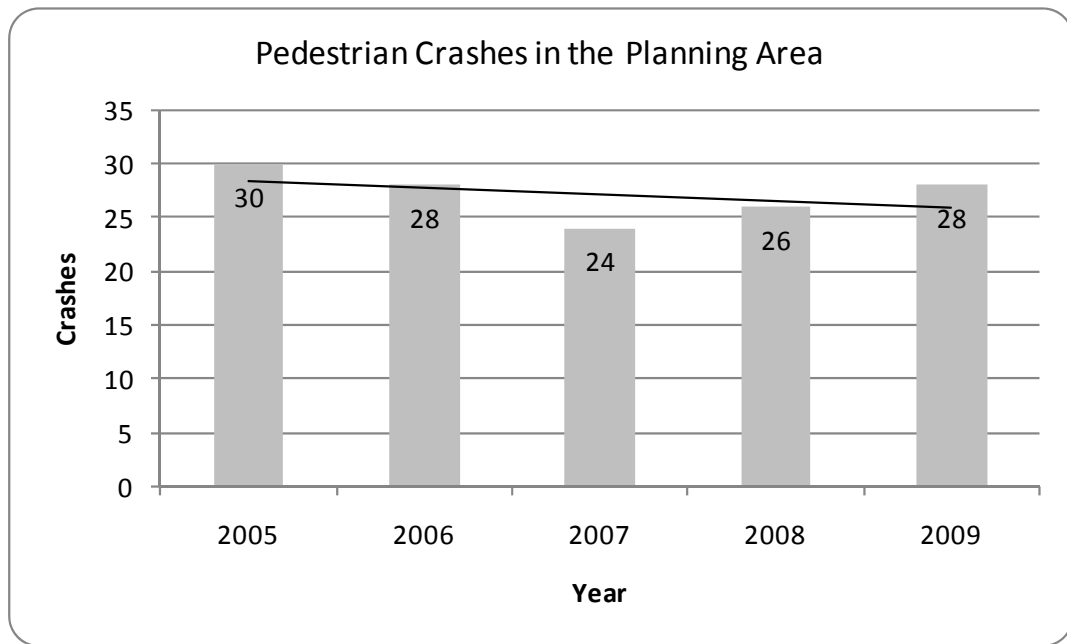
- Reverse the trend in bicycle-motor vehicle crashes over a five-year moving average from increasing to decreasing by 2015.

**Actions:**

- Use the TIP prioritization process to secure funding for projects that will increase the safety of bicyclists.
- Educate motorists and bicyclists about the laws governing the operation of motor vehicles and bicycles.
- Encourage local police to enforce laws for infractions committed by and against bicyclists.

### *Pedestrian Crashes*

**Summary:** Although the trend over the 2005-2009 time period shows a decrease in the number of pedestrian-motor vehicle crashes, the 2.9% increase over the five-year average and the 7.7% increase from 2008 warrants closer monitoring and implementation of pedestrian safety measures.



**Performance target:**

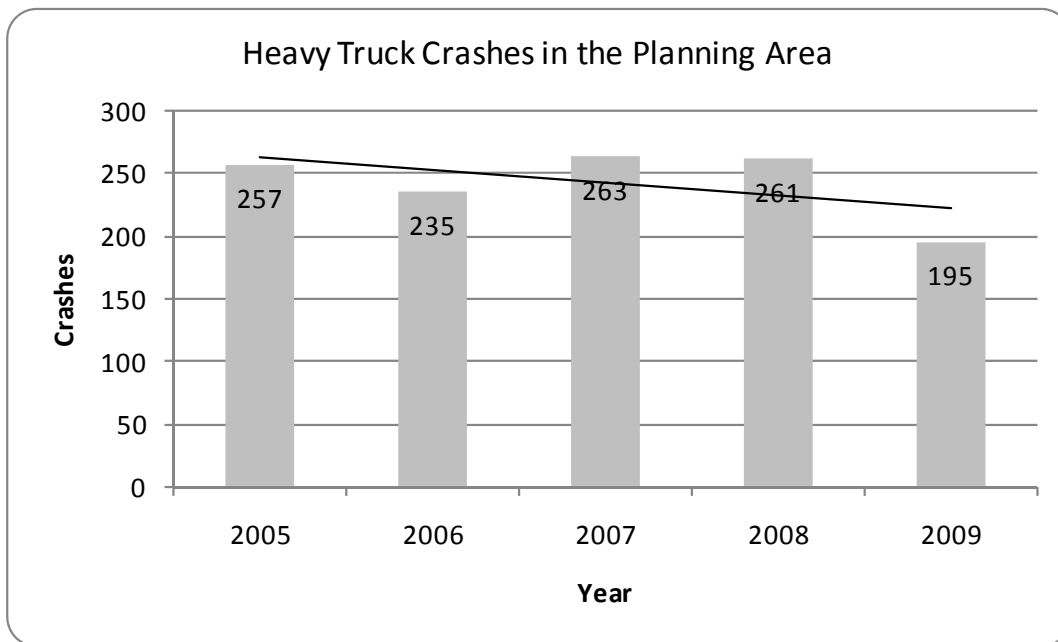
- Maintain the decreasing trend in pedestrian-motor vehicle crashes.

**Actions:**

- Use the TIP prioritization process to secure funding for projects that will increase the safety of pedestrians.
- Educate motorists and pedestrians about the rules of the road.
- Encourage local police to enforce laws for infractions committed by and against pedestrians.

### *Heavy Truck Crashes*

**Summary:** The 2005-2009 time period reveals a downward trend in roadway crashes involving heavy trucks. Heavy truck crashes decreased 19.5% from the 5-year average and 25.3% from 2008.



**Performance target:**

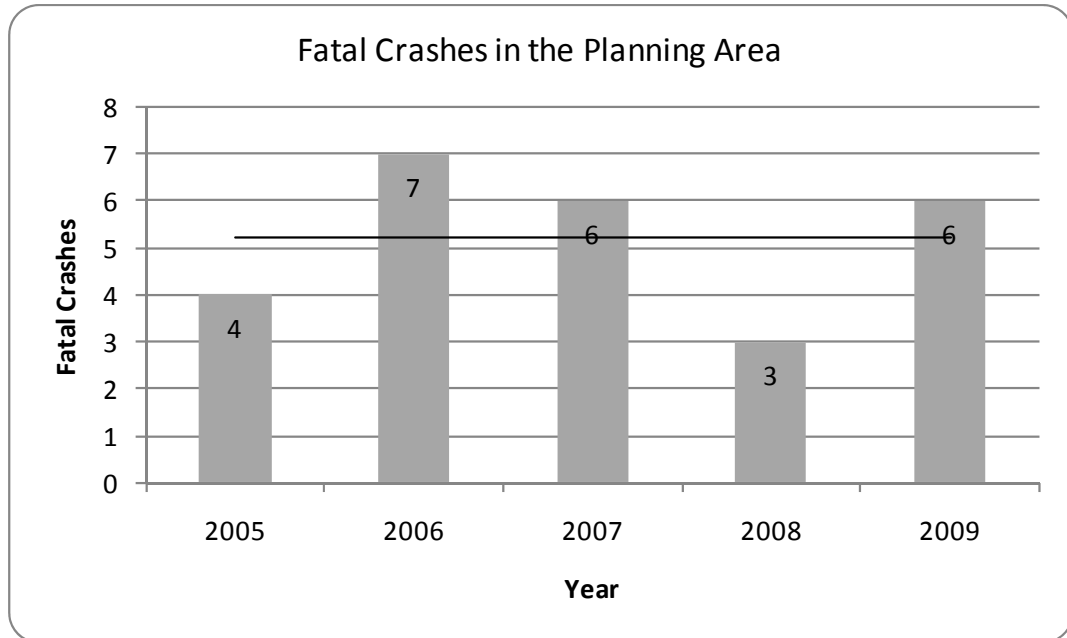
- Maintain the downward trend in roadway crashes involving heavy trucks.

**Actions:**

- Monitor heavy truck crashes in the planning area.

### *Fatal Roadway Crashes*

**Summary:** Although the trend in fatal roadway crashes is flat for the 2005-2009 time period, the 15.4% increase in 2009 over the 5-year average of 5.2 and the doubling of fatalities from 2008 are flags that the trend could begin to rise. Of the 31 fatal crashes occurring from 2005-2009, 19.4% (6) involved heavy trucks, 12.9% (4) were pedestrians, and one was a bicyclist.



#### **Performance targets:**

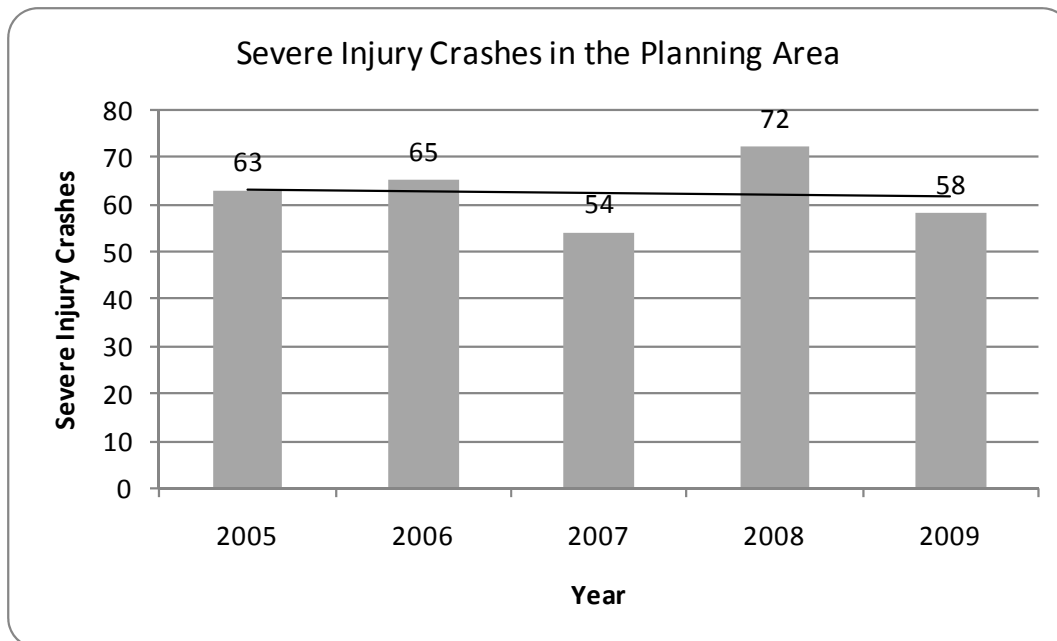
- Create a trend of decreasing fatal roadway crashes by 2015.
- Reduce the five-year moving average for the number of fatal bicycle and pedestrian crashes to zero by 2015.

#### **Actions:**

- Support initiatives by the state DOTs to decrease fatal crashes.
- Use the TIP prioritization process to secure funding for projects that will increase the safety of roadway users.
- Educate users about the rules of the road.
- Support mandatory helmet laws for motorcyclists and bicyclists.

### *Severe Injury Roadway Crashes*

**Summary:** The trend in severe injury (type “A”) roadway crashes decreased ever so slightly over the 2005-2009 time period. Although all severe injury crashes in 2009 decreased 7.1% from the 5-year average, severe injury crashes involving bicyclists increased 36.4% (from a 5-year average of 4.4 to 6 in 2009) and severe injury crashes involving heavy trucks increased 17.6% (from a 5-year average of 6.8 to 8 in 2009). Only severe injury crashes involving pedestrian-motor vehicle conflicts decreased (nearly 17%).



#### **Performance targets:**

- Continue the downward trend in total severe injury crashes.
- Decrease the number of severe injury crashes involving heavy trucks by 5% from the 5-year moving average by 2015.
- Decrease the number of severe injury crashes involving bicyclists by 5% from the 5-year moving average by 2015.

#### **Actions:**

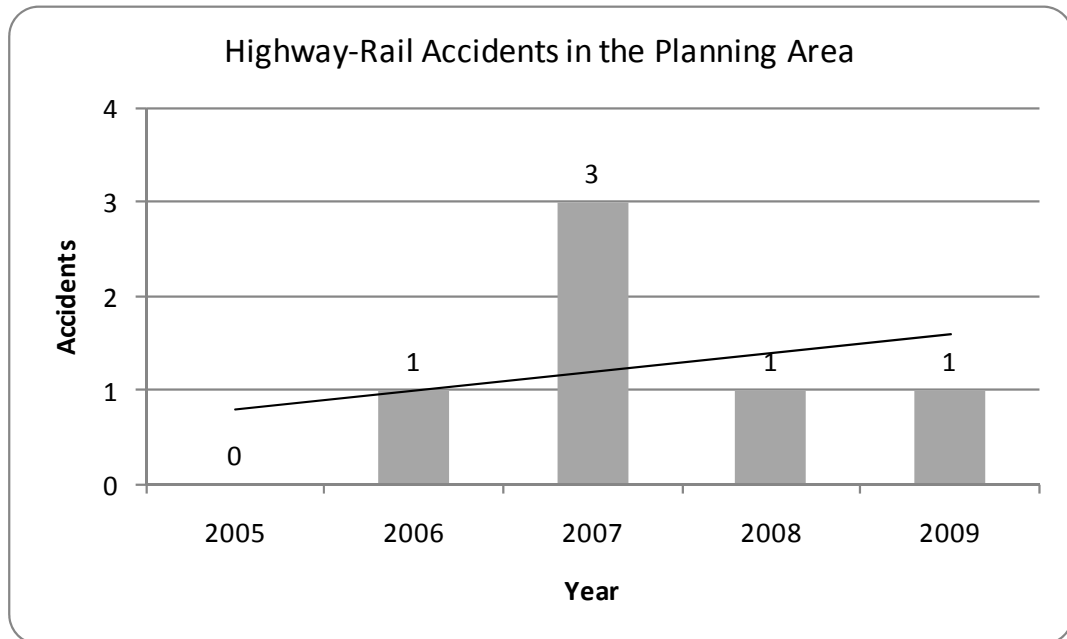
- Support initiatives by the state DOTs to decrease severe injury crashes.
- Support mandatory helmet laws for motorcyclists and bicyclists.

### HIGHWAY-RAIL ACCIDENTS

**Geography:** MPA.

**Data source:** Office of Safety Analysis, Federal Railroad Administration (FRA).

**Summary:** Despite the safety measures implemented during the latter part of the 2005-2009 time period (i.e. road closures, gates), the trend in highway-rail accidents appears to be rising. The number of accidents in the planning area during the previous five years (2000-2004) totaled one.



**Performance targets:**

- None.

**Actions:**

- Support FRA initiatives to improve safety at grade crossings.
- Monitor highway-rail accidents.

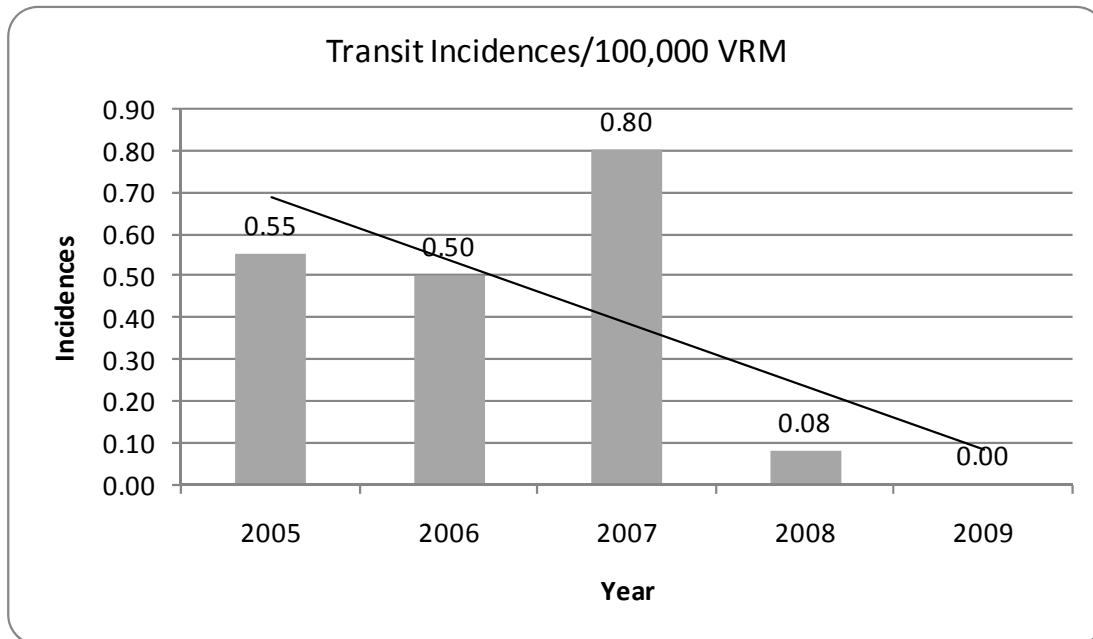
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### TRANSIT INCIDENTS

**Geography:** La Crosse-La Crescent urbanized area (UZA).

**Data source:** National Transit Database (NTD), Federal Transit Administration (FTA).

**Summary:** La Crosse Municipal Transit Utility (MTU) experienced 23 incidences—all of which were collisions—between 2005 and 2009. (According to the NTD, Onalaska/Holmen/West Salem Public Transit (OHWSPT) experienced no incidences.) Vehicle revenue miles (VRM) ranged from a low of 1.1 million miles in 2005 to 1.3 million miles in 2009. As the number of incidences decreased and VRM increased over time, the number of transit incidences per 100,000 VRM dropped drastically.



**Performance targets:**

- Maintain less than one transit incident per 100,000 miles.

**Actions:**

- Support MTU and OHWSPT safety and security initiatives.
- Monitor transit incidences.

### ACCESSIBILITY & MOBILITY

Accessibility and mobility are described by measures that illustrate the ability for people to travel around the area and access destinations. Classified roads, roadway congestion, and level of service are all indicators of how our roads function. The transit measures indicate how and to what degree the population accesses transit. The bicycle facilities measure, like the transit service area measure, illustrates to what degree travelers have a transportation alternative to driving.

#### Classified Roads

**Geography:** La Crosse WI-MN urbanized area.

**Data source:** Mn/DOT; WisDOT.

**Summary:** Although the percentages of total centerline mileage for principal arterials and collectors in the urbanized area fall slightly outside and above the desired ranges for those classifications, they are still within acceptable limits.

La Crosse WI-MN	Miles	% of total mileage
Principal arterial	72.35	10.8%
Minor arterial	65.48	9.8%
Collector	79.28	11.8%
Local	452.07	67.6%
All roads	669.18	100.0%

**Performance target:**

- Stay within the desirable ranges for classified roads as established by the Federal Highway Administration (FHWA) (principal arterial: 5%-10% of system; minor arterial: 10%-15%; collector: 5%-10%; local: 65%-80%).

**Action:**

- Work with Mn/DOT and WisDOT to update the functional classification of roads in the MPA when needed.

### Deficiency Rating on the National Highway System (NHS)

**Geography:** MPA.

**Data source:** Travel model using current network with 2007 traffic counts.

**Summary:** Of 365 lane miles on the NHS, only 18.7 miles or slightly more than 5% rate above the threshold for level of service (LOS). Nearly 86% of the system is rated sufficient.

<b>Deficiency Rating</b>	<b>Rating Definition</b>	<b>Lane Miles</b>	<b>% of NHS</b>
Sufficient	>25% under threshold	312.5	85.6%
Approaching	10-25% under threshold	15.7	4.3%
Potential	0-10% under threshold	18.1	5.0%
Deficient	0-10% over threshold	16.9	4.6%
Severely deficient	>10% over threshold	1.8	0.5%
<b>Total NHS</b>		<b>365.0</b>	<b>100.0%</b>

**Performance target:**

- Eliminate severely deficient roads on the NHS.
- Reduce by 50% percent the lane miles of roads on the NHS rated as deficient.

**Action:**

- Work with the DOT to improve LOS on the NHS.

### Transit Service Area

**Geography:** Urbanized area.

**Data source:** Metropolitan planning organization (MPO).

**Summary:** MTU, as the public fixed-route transit provider, serves approximately 50 sq mi or 43.5% of the urbanized area. OHWSPT, as the public shared-ride provider, serves about 21.5 sq mi or 18.7% of the urbanized area. OHWSPT has expanded significantly into the more rural parts of the planning area, outside of the urbanized area. [Please note that these values do not exclude water.]

**Performance target:**

- Increase the percent of the urbanized area served by fixed route transit to 50% by 2015.

**Action:**

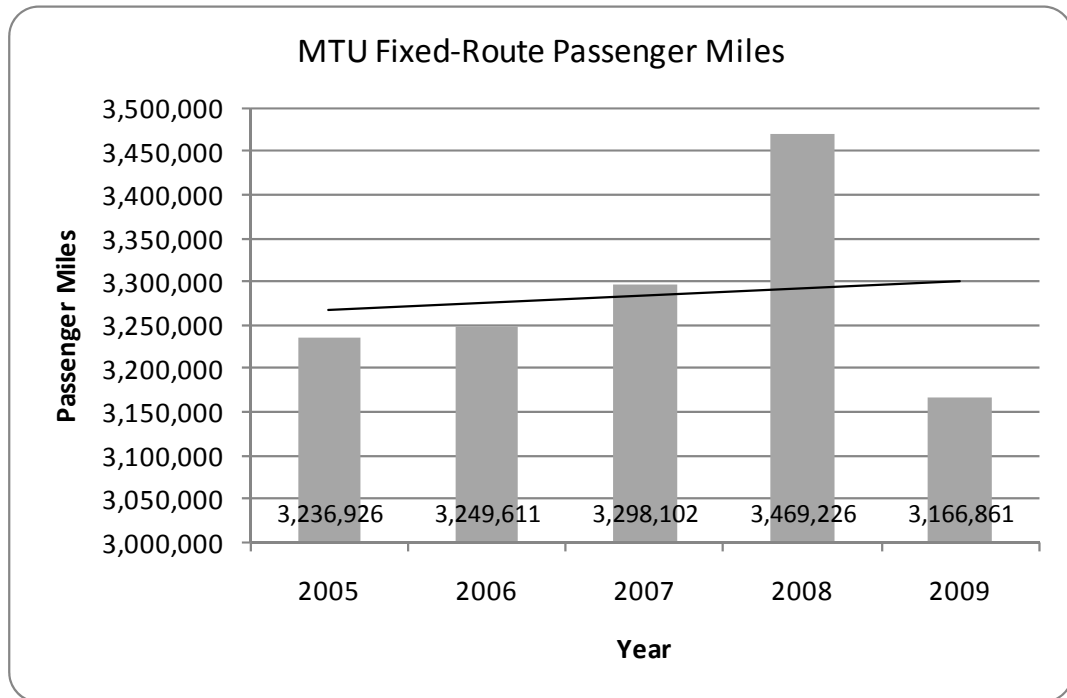
- Continue to work with MTU to implement system expansions and improvements.

### Transit Passenger Miles

**Geography:** MTU service area.

**Data source:** NTD, FTA; MTU.

**Summary:** Although the five-year trend shows a moderate increase in passenger miles, passenger miles decreased 3.6% from the 5-year average, 2.2% from 2005, and 8.7% from 2008. The years 2005-2007 are more characteristic of system passenger miles. A survey conducted for the NTD in 2008 skewed 2008 passenger miles to the high end. The combination of lower gas prices and reduced Valley View Mall service contributed to the lower 2009 miles.



**Performance targets:**

- Maintain the upward trend in passenger miles.
- Increase passenger miles by 5% by 2015.

**Action:**

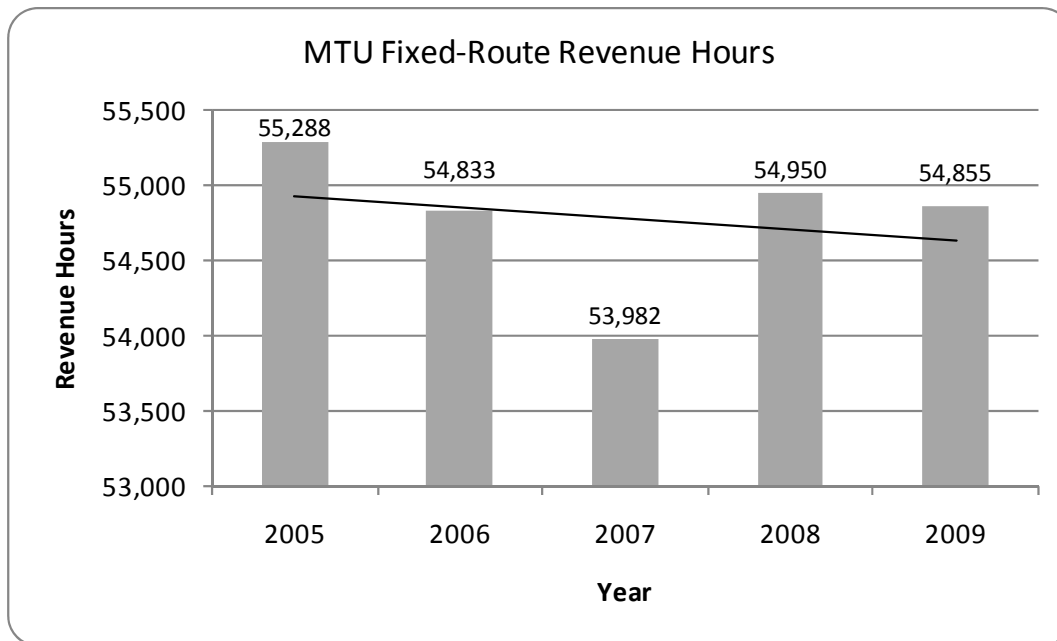
- Continue to work with MTU to implement system expansions and improvements.

### Transit Revenue Hours of Service

**Geography:** MTU service area.

**Data source:** NTD, FTA; MTU.

**Summary:** Although the decrease in revenue hours AND the corresponding increase in passengers per revenue hour over time represent improved operational efficiency, the decrease in hours also represents reduced access to the fixed-route service. Revenue hours in 2009 increased 0.1% from the 5-year average of 54,782, and decreased 0.2% and 0.8% from 2008 and 2005, respectively. [Please note: The relatively low value for 2007 cannot be explained and may well be a typographical error.]



**Performance target:**

- Decrease revenue hours to the level where the ratio of passengers to revenue hours does not fall below the 5-year moving average for passengers per revenue hour. (See the measure “transit passengers per revenue hour.”)

**Action:**

- Continue to work with MTU to implement system expansions and improvements.

### **Bicycle Facilities**

**Geography:** MPA.

**Data source:** MPO.

**Summary:** The MPO has recently inventoried dedicated bicycle facilities in the planning area. Currently the planning area has 63.1 miles of trails (state and local) and sidepaths and 12.1 miles of dedicated bicycle facilities in the form of bicycle lanes.

**Performance targets:**

- Increase the total miles of off-road trails by 10 miles by 2015 and 20 miles by 2035.
- Increase the total miles of bike lanes by 10 miles by 2015 and 30 miles by 2035.
- Increase the total miles of shared bike/parking lanes by 2 miles by 2015 and 10 miles by 2035.
- Increase the total miles of shared lane markings (“sharrows”) by 5 miles by 2015 and 20 miles by 2035.

**Actions:**

- Work with the DOTs and municipalities to include bicycle facilities in roadway project design.
- Work with local municipalities to obtain enhancement and other funds to fund bicycle projects.
- Develop a model subdivision ordinance for the provision of bicycle and pedestrian facilities in new development.

### INTEGRATION & CONNECTIVITY

Integration and connectivity are described by measures that illustrate the ability of travelers to move between modes and between regional centers by passenger services.

#### Park-and-Rides

**Geography:** MPA.

**Data source:** MPO.

**Summary:** The planning area has three official park-and-rides. The West Salem I-90 park-and-ride was increased in size in 2009 from 24 to 64 parking spaces to accommodate the high volume of car poolers at this location. The Valley View Mall park-and-ride in La Crosse has 144 spaces and is used by car poolers and transfers to the MTU. The third park-and-ride was constructed in La Crescent at the Ice Arena in 2007 and it provides 65 parking spaces to accommodate car poolers and transfers to the MTU. Usage at the La Crescent and La Crosse lots reflects that the capacities are more than adequate.

**Performance target:**

- Maintain the existing number of park-and-rides and parking spaces.

**Actions:**

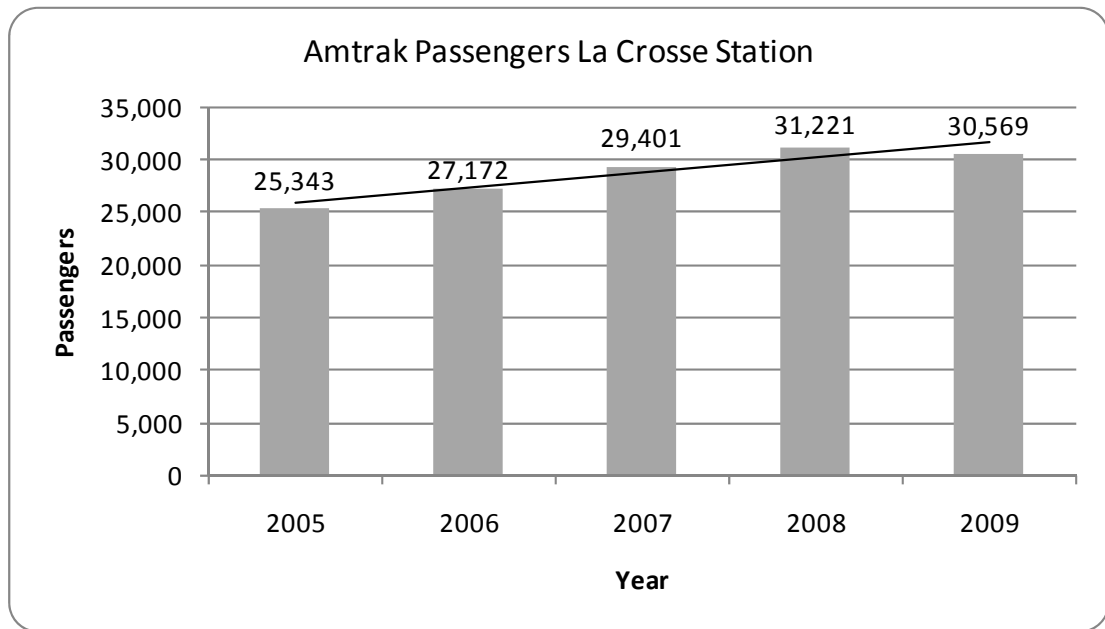
- Monitor activity at the existing park-and-rides.
- Assess the need for additional park-and-rides at locations along regional transit routes.

### Amtrak Ridership

**Geography:** La Crosse Amtrak Station.

**Data source:** La Crosse County EconoWatch.

**Summary:** Although the number of Amtrak passengers passing through the La Crosse Amtrak station decreased a slight 2.1% from 2008 to 2009, a substantial increase of 20.6% (more than 5,000 passengers) occurred over the five-year time period between 2005 and 2009.



**Performance targets:**

- Maintain the upward trend in Amtrak passengers through the La Crosse station through 2015.
- Double 2009 passenger numbers by 2020.

**Action:**

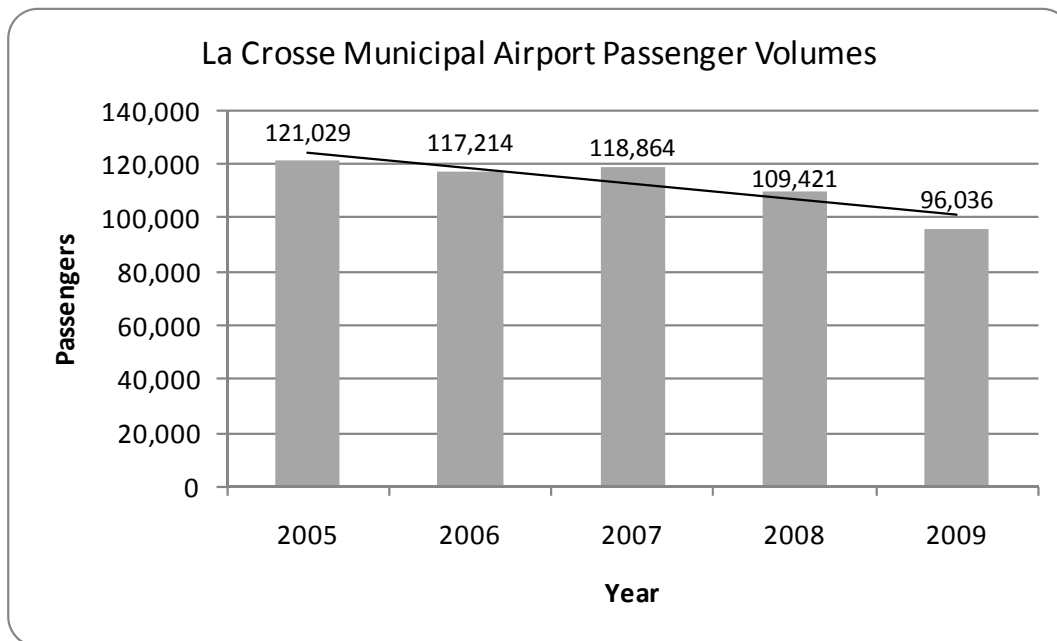
- Coordinate with local and state agencies to secure the Midwest Regional Rail route through La Crosse.

### Airport Passenger Volumes

**Geography:** La Crosse Municipal Airport.

**Data source:** TranStats, Bureau of Transportation Statistics (BTS).

**Summary:** Other than a moderate increase in volume in 2007, the La Crosse Municipal Airport has experienced annual decreases in passenger volumes. In 2009, passenger volumes decreased 14.6% from the five-year average and 20.7% from 2005.



**Performance target:**

- Reverse the downward trend in passenger volumes at the airport.

**Action:**

- Support the City of La Crosse and the La Crosse Municipal Airport in its efforts to improve passenger use of the airport.

### EFFICIENT MANAGEMENT & OPERATIONS

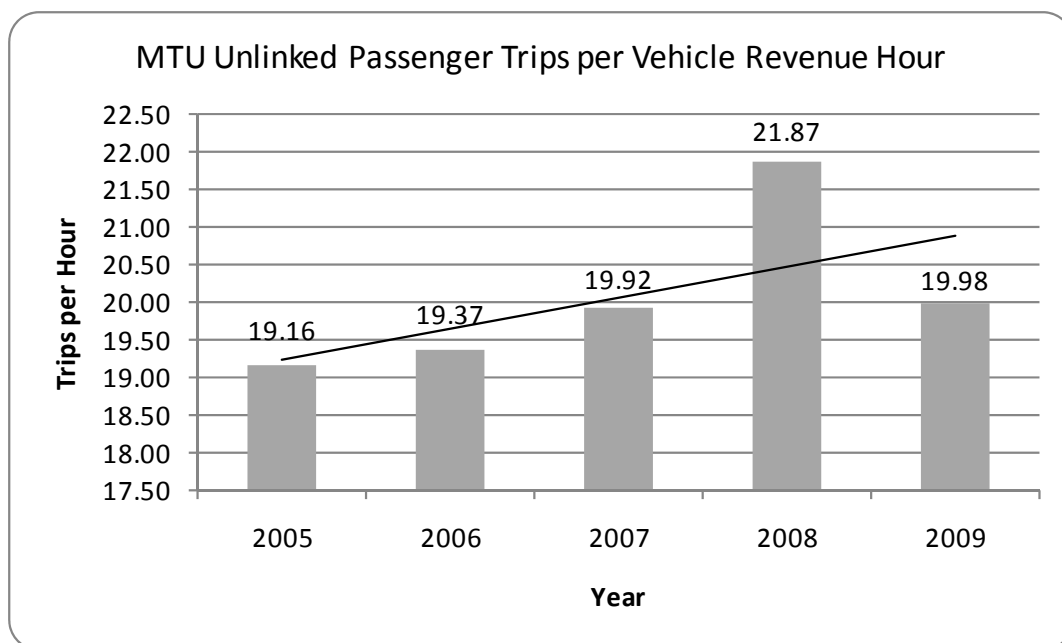
The planning factor addressing efficient management and operations is described by measures that illustrate how well our roadway and transit systems operate.

#### Transit Passenger Trips per Vehicle Revenue Hour (VRH)

**Geography:** MTU service area.

**Data source:** NTD, FTA; MTU.

**Summary:** Because of a survey conducted for the NTD, the year 2008 proved to be an anomalous year. The very high number of trips per VRH skewed the average such that 2009 experienced a 0.4% decrease from the 5-yr average despite it exceeding the years 2005, 2006, and 2007. The positive change of 4.2% in 2009 from 2005 is more characteristic of a moderate, consistent improvement in trips per hour.



**Performance target:**

- Maintain the upward trend in passenger trips per vehicle revenue hour without exceeding an average load factor of 1.0.

**Action:**

- Continue to work with MTU to implement system expansions and improvements.

### Hours of Congested Travel

**Geography:** MPA.

**Data source:** Travel model using current network with 2007 traffic counts.

**Summary:** The planning area experienced a total of 498.5 hours of congested travel per day.

**Performance target:**

- None. We need to establish a trend over time.

**Action:**

- Monitor the hours of congested travel.

### SYSTEM PRESERVATION

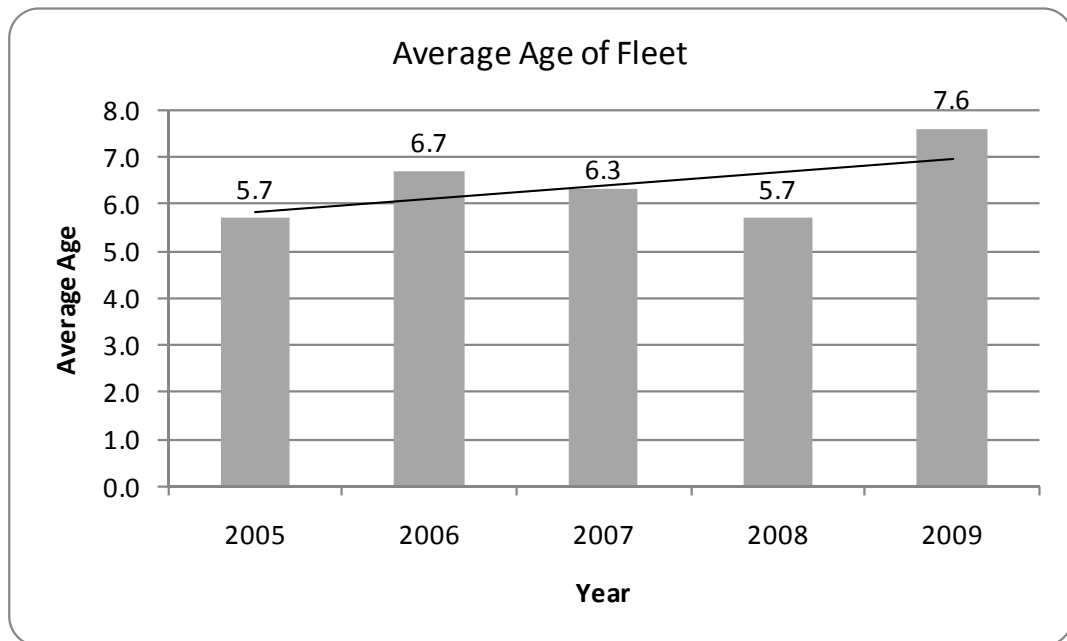
Measures for system preservation describe how well we are taking care of our existing transportation assets.

#### Bus Fleet

**Geography:** MTU service area.

**Data source:** NTD, FTA; MTU.

**Summary:** With more than three-quarters of the fleet in 2009 eight years or older, the average age of the fleet increased nearly 19% from the 5-year average.



**Performance target:**

- Reverse the increasing trend in the average age of MTU's bus fleet by 2014.

**Action:**

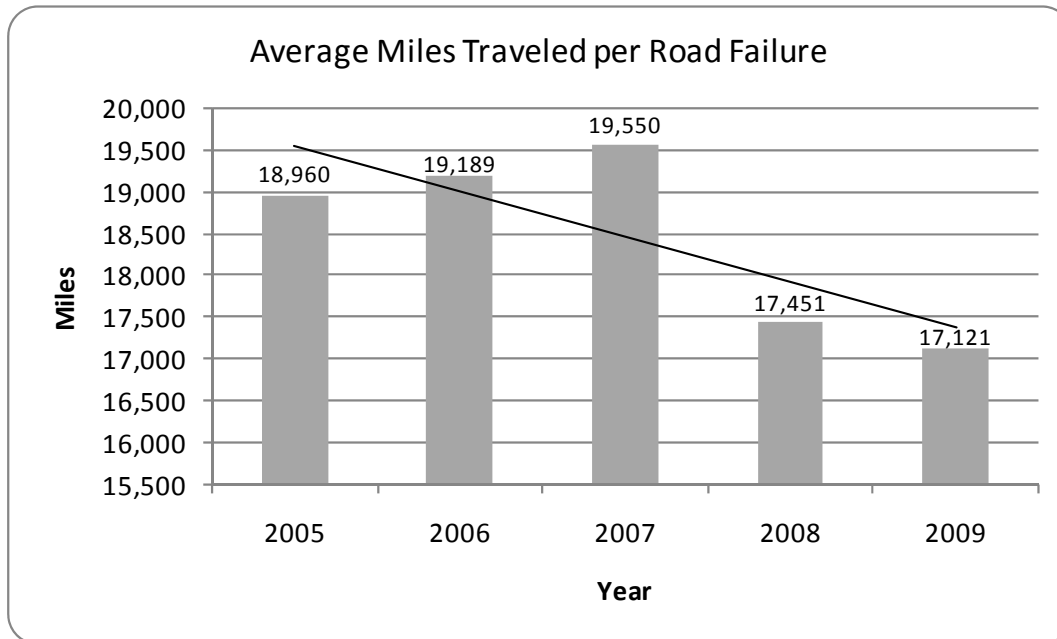
- Ensure bus replacement projects are included in the transportation improvement program (TIP).
- Monitor the average age of the MTU bus fleet.

### Transit Miles to Road Failure

**Geography:** MTU service area.

**Data source:** NTD, FTA; MTU.

**Summary:** Despite putting into service five 2007 buses, the continued use of older buses has decreased the average number of miles traveled before a road failure occurs. Miles traveled in 2009 decreased 7.2% from the 5-year average, 1.9% from 2008, and 9.7% from 2005.



**Performance target:**

- Reverse the decreasing trend in average miles traveled per road failure by 2014.

**Action:**

- Ensure bus replacement projects are included in the transportation improvement program (TIP).
- Monitor the average miles traveled per road failure for the MTU bus fleet.

While LAPC staff is making important steps toward developing a set of performance measures for the MTP, Mn/DOT and WisDOT will continue to work with staff to ensure DOT and LAPC measures are consistent and to prepare the LAPC for potential upcoming changes in federal law that may require metropolitan planning organizations to use performance measures to track progress in meeting planned objectives.

## PLAN EVALUATION

The effectiveness of the MTP will be evaluated by interpreting the data for the performance measures independently and in relation to recommended actions from the previous MTP.