

<u>Plan Success Measures</u>	<u>What is Success?</u>	<u>Status</u>	<u>Grade</u>
Environment: Protect and sustain community and natural environments			B
1 Reduce congestion (<i>Safety & Efficiency</i>)	1 Show reduced congestion via traffic forecasting model.	<i>Will run forecasting model every 4 years to coincide with Plan updates. Model will be ready to run June 2010</i>	n/a
2 Improve air quality	2 Stay in compliance. Develop strategies to stay in compliance.	In AQ compliance Strategies: support of green fleets and diesel retrofit grants; ozone action season campaign; Share-A-Ride program	A
3 Support increased density in urban core (dollars spent and project miles in urban core) (<i>System Preservation</i>)	3 Support redevelopment of urban areas (especially Environmental Justice areas): dollars spent and project miles should be equal or greater than non-EJ areas.	Investing in urban areas (<i>table; EJ map</i>) 2007-2008 TIP projects: EJ: 7.8 miles -- \$67 m Non EJ: 10.3 miles -- \$47 m	B
4 Increase per capita miles of bikeways (<i>Passenger</i>)	4 Increase in # miles of bikeway. Also, % of population within 1/2 mile of a bikeway.	Increase in bikeways (<i>table; map</i>) 2007-2009: 6 new miles (up 6.3%) for total of 94 miles. 17% of population within .5 miles of bikeway	C
5 Increase public transit ridership and rail ridership (<i>Passenger</i>)	5 Yearly ridership increases (Amtrak, TARTA, BG Transit, Bedford Dial-A-Ride).	Transit ridership increased (<i>table</i>) Rail station use: up 1,300 (2.6%) Transit rides: up 29,900 (.3%)	B
Freight: Be a world-class multi-modal freight transportation hub			B
1 Increase intermodal freight capacity in region (greater capacity at existing facilities; add new facilities)	1 Implement plan projects and initiatives related to freight hubs; add / expand other freight hubs.	Freight hubs added / expanded (<i>map</i>) Underway: CSX & NS intermodal yards; Port and Airport improvements	B+
2 Add rail grade separations (<i>Safety & Efficiency</i>)	2 Complete priority overpass projects, plus others to support freight hubs.	Grade separations progressing (<i>table, map</i>) Total for region: 3 of 12 built Since 2007: 1 built; 5 funded or in process.	B
3 Improved miles of roadway connecting to major freight facilities	3 Improved NHS connector roads and others connecting to major facilities (# lane miles)	Some investment in freight routes (<i>table, map</i>) 14 lane miles improved (2.9% of major freight connector lane miles)	C
4 Reduce number and rate of truck crashes (<i>Safety & Efficiency</i>)	4 Reduce truck crash rates and totals on state system, esp. fatal and injury crashes	Truck crashes and rate are down 9% (<i>table</i>) 2007: 1,540 crashes (.252/mVMT) 2008: 1,400 crashes (.236/mVMT)	A

* See data table and/or map for more information

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Passenger: Be a top quality multi-modal passenger transportation hub C			
1 Increase total and per capita miles of bikeways (<i>Environment</i>)	1 Increase in # miles of bikeway. Also, % of population within 1/2 mile of a bikeway.	Increase in bikeways (<i>table; map</i>) 2007-2009: 6 new miles (up 6.4%) for total of 94 miles. 17% of population within .5 miles of bikeway	C
2 Decrease pedestrian and bike crashes/injuries	2 Success is a multi-year downward trend for pedestrian and bike crashes, injuries and deaths per capita [OR per transportation mile?].	Ped/bike crashes increased -- but this may reflect increased usage (<i>table</i>) 2007: 311 fatal or injury crashes 2008: 315 " Increase: 1.6%	C
3 Increase public transit and rail ridership (<i>Environment</i>)	3 Yearly ridership increases (Amtrak, TARTA, BG Transit, Bedford Dial-A-Ride).	Transit ridership increased (<i>table</i>) 2008 Rail station use: up 1,300 (2.6%) 2008 Transit rides: up 29,900 (.3%)	B
4 Increase geographic area served by transit	4 Add service to all areas that can support traditional bus service (3 residents/acre or 4 jobs/acre). Provide regional transit to at least 20% of area (rather than current 10%).	No increase in area served (<i>table</i>) Regional expansion discussed at transit forums; under consideration	C-
Safety & Efficiency: Designed and operated to promote safe and efficient travel across all modes B			
1 Reduce congestion (<i>Environment</i>)	1 Show reduced congestion via traffic forecasting model.	<i>Will run forecasting model every 4 years to coincide with Plan updates. Model will be ready to run June 2010</i>	n/a
2 Reduce number and rate of crashes (all modes)	2 Success is a multi-year downward trend (number and rate) for each category of crashes.	Overall number of crashes down 10% (<i>table</i>) 2007: 35,540 total crashes 2008: 34,510	B+
3 Reduce number and rate of injuries and deaths (all modes)	3 Maintain rate of not more than 1 fatality/100 million vehicle miles traveled (mVMT) in Lucas/Wood counties.	Fatalities down and met goal in 2008 (<i>table</i>) 2007: 87 fatalities, 1.43 per 100 mVMT 2008: 54 fatalities, .91 per 100 mVMT	A
4 Encourage area jurisdictions to adopt and enforce access management plans.	4 Success = access management plans in all major jurisdictions (counties, cities)	Some have access management (<i>table</i>) Ohio and Michigan have state procedures. 4 out of 12 local counties & cities have own AM regs; 4 use state or site plan rules.	C
5 Implement ITS plan (number of miles and number of projects implemented)	5 Success = implementation of ITS projects and initiatives in 2035 Plan	Some ITS progress (<i>table</i>) 9% completion; 3 active projects including the freeway management system	B
6 Add rail grade separations (<i>Freight</i>)	6 Complete priority separation projects, plus any additional ones needed to support priority freight hubs in plan.	Grade separations progressing (<i>table, map</i>) Total for region: 3 of 12 built Since 2007: 1 built; 5 funded or in process.	B

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Research: Be a center of transportation research and innovation			A
1 Maintain transportation research programs at area universities	1 Maintain UT Intermodal Transportation Institute (UT ITI) and the designation and funding of area universities as University Transportation Centers (UTC)**. Maintain university affiliation with Great Lakes Maritime Research Institute.	Transportation Research going strong (see www.utoledo.edu/research/ututc) UT ITI / UTC** doing 24 research projects; includes work in support of area economic development projects	A
2 Initiate innovations (Number of innovative projects and research applied at local level)	2 Poll area universities for annual list of transportation research efforts and resulting application of the research	<i>not available</i>	
** The University Transportation Center (UTC) at The University of Toledo is a partnership of UT, the lead institution; Bowling Green State University (BGSU) in Ohio; and Wayne State University (WSU) in Detroit, Michigan. Note that UT, BGSU and WSU, are also members of another UTC, the Michigan-Ohio (MIOH) UTC, which is lead by the University of Detroit Mercy and includes Grand Valley State University in Grand Rapids, Michigan. For more information, see www.utoledo.edu/research/ututc .			
System Preservation: Protect the region's investment by maintaining and preserving the existing system			C-
1 Number of lane miles reconstructed or maintained	1 # lane miles improved	<i>not available</i>	
2 Improved pavement condition rating	2 Reduction in # deficient lane miles (every 3 years).	Pavement condition improved slightly 2005: 87.8% very good/good/fair ('05 table, map) 2007: 88.2% very good/good/fair ('07 table, map)	C
3 Improved bridge conditions	3 Reduction in # deficient bridges (every 3 years)	Bridge condition slightly worse (table, '07 map, '08/'09 map) 2007: 91.4% good/fair 8.6% poor/critical '08-'09: 90.5% good/fair 9.5% poor/critical	D
Funding: Be successful in obtaining adequate funding for transportation facilities			C+
1 Sufficient funding to complete 2035 Plan projects according to plan implementation schedule	1 75% of projects completed in each time period	Serious funding challenges; boost from federal stimulus funds (table) 2035 Plan projects targeted for 2009: 1 of 7 done; 3 in construction; remainder in progress	C+
2 Sufficient funding to meet all other Plan goals	2 See above goals		

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