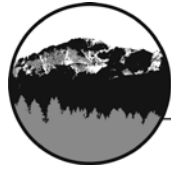




**Meeting Agenda of the
TRANSPORTATION ADVISORY COMMITTEE
July 26, 2017
1:00 p.m.
PPACG Upstairs Conference Room**

Agenda items marked with ☒ indicate that additional materials were included in packets mailed to members.
Please park in the large parking lot on the east side of the building and enter the east entrance to the lower level.

- 1. Call To Order / Establish A Quorum / Introductions**
- 2. Agenda Approval**
- 3. Public Comments** – For items not on the agenda
- 4. Action Items**
 - A. 2045 Long Range Transportation Plan: Objectives and Targets** ☒
Kevin Rayes, Transportation Planner
- 5. Adjournment**



MEMORANDUM

DATE: July 26, 2017
TO: PPACG Transportation Advisory Committee
FROM: Kevin Rayes, Transportation Planner
SUBJECT: 2045 LONG RANGE TRANSPORTATION PLAN OBJECTIVES AND TARGETS

ACTION REQUESTED: Review & Recommend

SUMMARY

In May, the PPACG Board of Directors approved the goals for the 2045 regional long range transportation plan (LRTP). PPACG is now in the process of establishing the objectives and targets that will help achieve the goals. The objectives are intended to specify what the region wants to accomplish and the targets specify by how much. A TAC workshop was held on May 11 to establish objectives and a subsequent workshop was held on July 10 to establish targets. The objectives and targets were further refined at the July 20 TAC meeting.

PPACG staff is confident that the objectives and targets are ready for recommendation from the TAC and CAC. The goal is to get committee recommendation of the objectives and targets in July and Board approval in August.

Attachment 1 contains a chart of the draft objectives and targets established thus far. The objectives and targets that are in green font were modified at the previous TAC meeting.

RECOMMENDATION(S)

N/A

PROPOSED MOTION

Recommend the draft objectives and targets for approval.

ALTERNATIVES

The TAC has the following alternatives to consider:

- 1) Recommend approval of the item as presented.
- 2) Do not recommend approval of the item.
- 3) Refer the item back to staff.

ATTACHMENTS

- 1) Chart of Goals, Objectives and Targets

Goal 1 – Maintenance and Operations
 Improve the efficiency, condition and economically sustainable operations of the existing transportation network, including roads, transit, and non-motorized facilities.

| | | | | | |
|--|---|--|--|---|---|
| Objective 1- Road Maintain or improve current roadway infrastructure condition. | | Objective 2- Bridge Maintain or improve current bridge infrastructure condition. | | Objective 3- Transit Maintain or improve current fixed-route vehicle infrastructure condition. | Objective 4- Non-Motorized Explore options for collecting data/establishing baseline. Then work to maintain or improve non-motorized infrastructure conditions. |
| 2007 IRI Baseline | <u>2014 IRI Baseline</u> | 2010 Bridge Condition Baseline | <u>2015 Bridge Condition Baseline</u> | <u>2015 State of Good Repair (SGR) Baseline</u> <u>Fixed-route vehicles SGR rating= 3.24</u> | |
| <ul style="list-style-type: none"> • 2.5 % in very good condition • 39% in good condition • 44.9% in fair condition • 10.7 % in poor condition • .1% in very poor condition • 1.6% no data | <ul style="list-style-type: none"> • <u>1% in very good condition</u> • <u>66% in good condition</u> • <u>29% in fair condition</u> • <u>3.5% in poor condition</u> • <u>.5% in very poor condition</u> | <ul style="list-style-type: none"> • 73% in good condition • 22% in fair condition • 5% in poor condition | <ul style="list-style-type: none"> • <u>75.5% in good condition</u> • <u>22.2% in fair condition</u> • <u>2.3% in poor condition</u> | | |
| Proposed Target Greater than 90% of roads in good or better condition | | Proposed Target Greater than 90% of bridges in good or better condition | | Proposed Target Maintain fixed-route vehicles in a SGR rating of at least 3.0 (adequate) on a scale of 1 (poor) to 5 (excellent). | |

Goal 2 – Mobility
Optimize the movement of people and goods.

| Objective 1- Auto + Freight Maintain or improve resiliency and redundancy of transportation system. | Objective 2- Auto + Freight Maintain or improve travel time by a variety of modes in the region. | Objective 3A- Transit Enhance fixed-route transit | Objective 4- Non-Motorized |
|--|--|--|---|
| <p style="text-align: center;">Baseline Data:</p> <p>Between 4-6 pm on Tuesday, Wednesday and Thursday in 2011: 23 miles in the region experienced congestion, 44 miles were becoming congested and 976 miles were free flow.</p> <ul style="list-style-type: none"> 94% of the roads were not congested (at least 80% free flow speed) 4% were becoming congested (between 70-80% free flow speed) 2% were congested (below 70% free flow speed) <p><u>Between 4-6 pm on Tuesday, Wednesday and Thursday in 2015: 144 miles in the region experienced congestion, 168 miles were becoming congested and 735 miles were free flow.</u></p> <ul style="list-style-type: none"> <u>70% of the roads were not congested (at least 80% free flow speed)</u> <u>16% were becoming congested (between 70-80% free flow speed)</u> <u>14% were congested (below 70% free flow speed)</u> | <p style="text-align: center;">Baseline data:</p> <ul style="list-style-type: none"> <u>2015 annual ridership- 3,001,246</u> 2016 annual ridership- 3,120,334 Change from 2015 to 2016- +3.8% <p style="text-align: center;">Proposed Target</p> <p>Increase system-wide fixed-route ridership by 10%</p> <p style="text-align: center;">-----</p> <p style="text-align: center;">Objective 3B- Transit Ensure reliable transit time.</p> | <p style="text-align: center;">Baseline data:</p> <p>System-wide fixed-route on-time performance:</p> <ul style="list-style-type: none"> <u>2016 Q1- 85.12% Q2- 85.51% Q3- 84.05% Q4- 85.85%</u> <ul style="list-style-type: none"> <u>Avg. annual- 85.13</u> 2017- Q1- 88.49% Q2- 87.41% <ul style="list-style-type: none"> Avg. annual- 87.95% Change- Q1- 3.96% Q2- 2.22% <ul style="list-style-type: none"> Avg. change- 3.09% <p style="text-align: center;">Proposed Target</p> <p>Maintain system-wide fixed-route on-time performance of at least 85% annually.</p> | <p style="text-align: center;">Baseline Data:</p> <p>The American Community Survey reported commuting patterns for the Colorado Springs MSA (all of El Paso and Teller counties). Below is the percent of residents in the area who walk or bike to work:</p> <ul style="list-style-type: none"> 2010- <ul style="list-style-type: none"> Walk-4.8% Bike- 0.5% 2012- <ul style="list-style-type: none"> Walk- 4.5% Bike- 0.3% 2015- <ul style="list-style-type: none"> <u>Walk- 3.3%</u> <u>Bike- 0.5%</u> <p style="text-align: center;">How can we use this data?</p> <ul style="list-style-type: none"> Set a target for increasing mode share for walking and biking. |
| <p style="text-align: center;">Proposed Target</p> <ul style="list-style-type: none"> 94% of the roads are not congested (at least 80% free flow speed) 4% are becoming congested (between 70-80% free flow speed) 2% are congested (below 70% free flow speed) | | | |
| | | | <p style="text-align: center;">Proposed Target</p> <p>Increase mode share to 5% for walking to work</p> <p>Increase mode share to 1% for biking to work</p> |

| Goal 3 – Connectivity and Accessibility Ensure adequate and equitable access to destinations using a variety of modes | | |
|---|---|---|
| Objective 1A-Transit Enhance fixed-route transit | Objective 2- Non-Motorized Enhance NM facilities according to attributes identified in the regional non-motorized plan. | Objective 3- Modal Integration Increase modal connections in projects and ensure ADA accessibility |
| Baseline data 2016: 12/26 (46%) of routes have headways less than 60 minutes | Baseline data: <ul style="list-style-type: none"> The non-motorized plan has a list of improvement corridors for the region. The improvement corridors cover a total of 626.3 miles. The region has a total of 1,463.34 miles of roads. The improvement corridors cover 42.8% of the regional road network. | Establishing a baseline and target may be difficult for this objective. PPACG suggests using modal integration as a scoring criterion for projects and omit it as a target. |
| Proposed Target Maintain or increase the percentage of routes with headways less than 60 minutes. | | |
| <hr/> Objective 1B- Transit Enhance fixed-route transit | Proposed Target <ul style="list-style-type: none"> Reduce the number of miles identified in the NM improvement corridors still needing improvements. | |
| Baseline data Use parcel data by census block group | | |
| Proposed Target Maintain or increase the population served within ¼ mile of a transit stop. | | |

| Goal 4 – Safety Reduce hazards for all modes of travel | |
|--|---|
| Objective 1- Motorized Vehicles (vehicle-vehicle) Add safety features to reduce hazards. | Objective 2- Non-Motorized (Vehicle-pedestrian/cyclist) Add safety features to reduce hazards. |
| <p style="text-align: center;">Baseline Data</p> <p>2011</p> <ul style="list-style-type: none"> • PDO- 7,061 • INJ- 3,084 • FAT- 40 <p>2012</p> <ul style="list-style-type: none"> • PDO- 7,242 • INJ- 3,410 • FAT- 40 <p>2013</p> <ul style="list-style-type: none"> • PDO-7,672 • INJ- 3,575 • FAT- 55 <p>2014</p> <ul style="list-style-type: none"> • PDO- 7,882 • INJ- 3,623 • FAT- 50 <p>2015</p> <ul style="list-style-type: none"> • PDO- 8,236 • INJ-3,557 • FAT-45 | <p style="text-align: center;">Baseline Data</p> <p>Vehicle-pedestrian cycle deaths:</p> <ul style="list-style-type: none"> • 2012- 13 regional/76 state • 2013- 6 regional /50 state • 2014- 5 regional/63 state • 2015- 8 regional/59 state • 2016- 7 regional • 2017- 6 regional (so far) |
| <p>How can we measure this?</p> <p>There are 5 measures that must be addressed:</p> <ul style="list-style-type: none"> ○ Fatalities ○ Fatality rate ○ Serious injuries ○ Serious injury rate ○ Non-motorized fatalities | |
| <p>Proposed Target</p> <p>Federal law requires that states establish safety targets using the five measures listed above. MPOs’ are required to set targets that are as good, or better than the state targets.</p> <p>The TAC workshop agreed to set the same target as the state (CDOT will be coming out with its targets in the coming weeks).</p> | |

| <p align="center">Goal 5 – Economic Vitality</p> <p align="center">Improve competitiveness of the regional economy and residents’ quality of life through strategic transportation investments and integrated transportation technology</p> | | |
|---|---|--|
| <p align="center">Objective 1- Environment</p> <p align="center">Improve or mitigate impacts to critical habitat, storm-water runoff quantity and air quality.</p> | <p align="center">Objective 2- Tourism, Economy</p> | <p align="center">Objective 3-</p> <p align="center">Focus investments on infill and existing infrastructure</p> |
| <p align="center">Baseline Data</p> <ul style="list-style-type: none"> • Critical habitats <ul style="list-style-type: none"> ○ The region has X acres of critical habitat. • Air quality <ul style="list-style-type: none"> ○ The Moves model will measure regional air quality | <p align="center">How can we measure this?</p> <p>PPACG recommends using the following performance measures to monitor tourism and the economy only for reporting purposes</p> | <p align="center">How can we measure this?</p> <p>The TAC agreed that we are trying to achieve cost-effectiveness.</p> <ul style="list-style-type: none"> • Lane miles per capita • Number of projects supporting urbanizing area based on 2045 TAZ population density. |
| <p align="center">Proposed Targets</p> <p align="center"><u>TAC Recommendation:</u></p> <ul style="list-style-type: none"> • Maintain and or mitigate the impact to critical habitats. • Air quality- do not violate national ambient air quality standards | <p align="center">Tourism Indicators</p> <ul style="list-style-type: none"> • Total visitation to Pikes Peak Region in 2015- 20.5 million visitors (8.8 million overnight; 11.7 million day) • Economic impact (visitor spending): \$11.976 billion in the Pikes Peak region in 2015. Does not include multipliers • Tourism employment in the region in 2015: 17,000 | |
| | <p align="center">Economic Indicators</p> <ul style="list-style-type: none"> • Per capita real GDP for Pikes Peak Region- total income in the region divided by total population • Gross metropolitan product (GMP)- same as GDP but on regional level • Commercial vehicle delay on interstate system • Combined index of cost of living and transportation (H+T) | |