

Section 10: Performance Measures and Targets

Performance Measures and Targets

This section of the Transportation Improvement Program (TIP) contains performance measures and targets as part of the performance-driven and outcome-based transportation planning process required by both the 2012 Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Fixing America's Surface Transportation (FAST) Act.

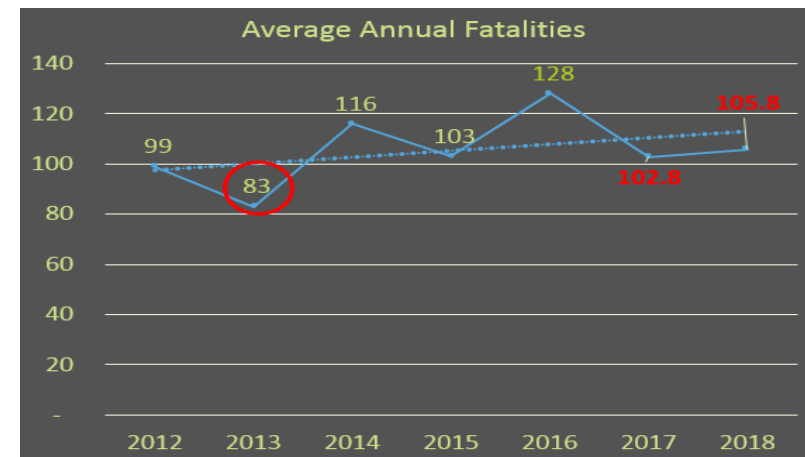
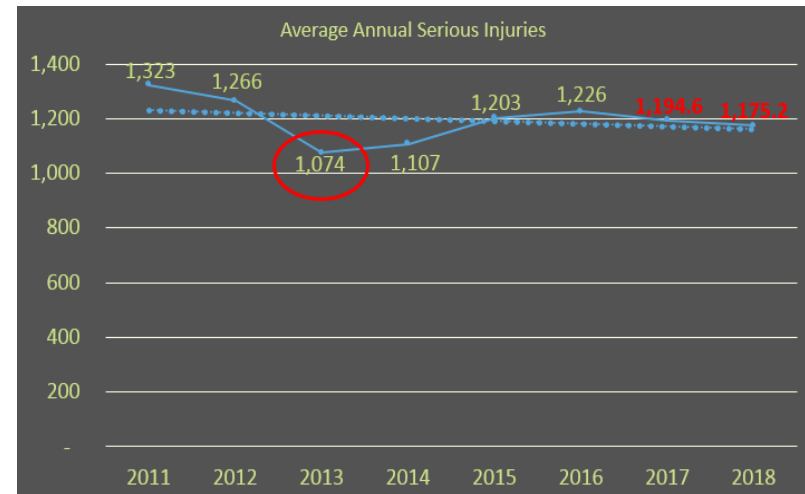
The Federal Highway Administration (FHWA) now requires MPOs to adopt performance targets for defined measures, including for safety, transit asset management, system performance, bridge condition and pavement condition. At this time, only safety and transit asset management targets have been set. This section will be further expanded when targets are set for the additional measures. Forward Pinellas must demonstrate progress towards meeting defined targets through the projects programmed for funding in the TIP.

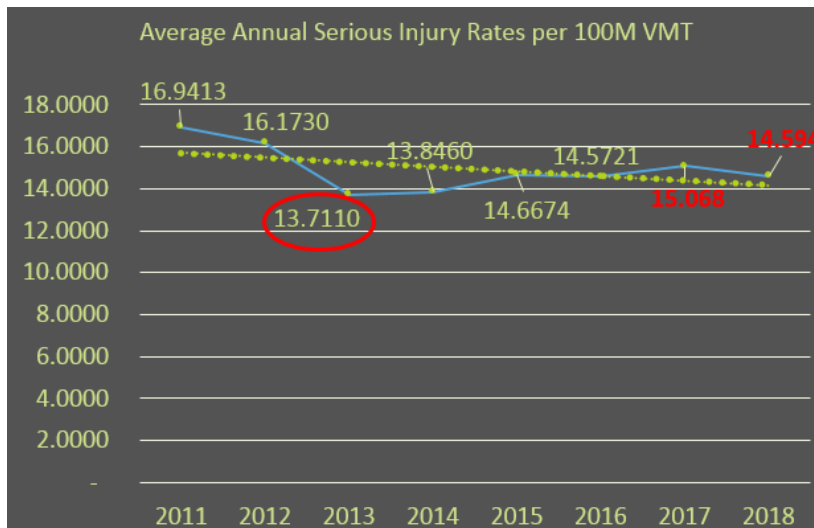
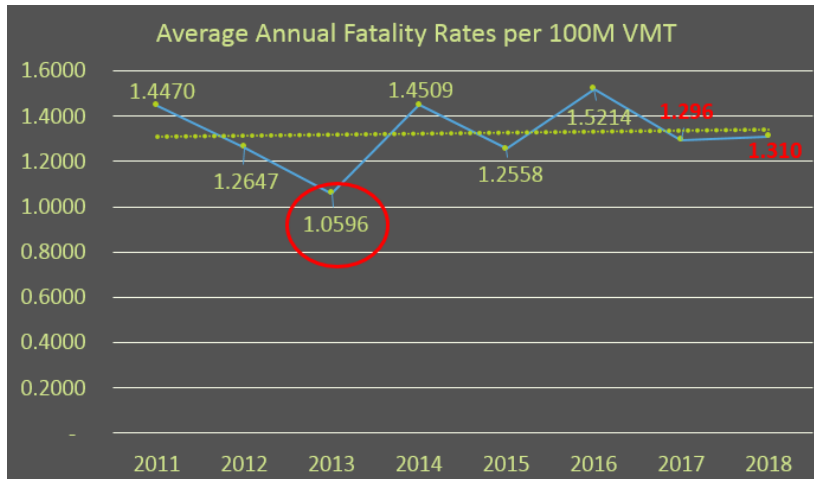
Safety Measures

In 2017, FDOT set a statewide target of zero traffic deaths and injuries. While this is an aspirational goal that Forward Pinellas supports, the FHWA has encouraged the MPOs to set realistic, data-driven targets for all performance measures.

Forward Pinellas has chosen to set slightly aspirational targets for safety performance measures, targeting the percent difference between a trendline projection to the lowest number of the previous five years for the 2018

target. Another approach would be to adopt the trend line projection for the target, as shown by the 2017 and 2018 numbers on the graphs shown below and on the next page. This approach was not favored by the Forward Pinellas Board however and the lower number was preferred by the Technical Coordinating Committee, the Citizens Advisory Committee, as well as the full Board.





On February 14, 2018, the Forward Pinellas Board adopted safety performance targets for the five categories of fatality and serious injury data represented on the graphs. The targets are based on the number or rate of fatalities and serious injuries for the 2016 five year rolling average compared to the trendline projection. These categories and corresponding targets are listed below.

- Number of fatalities : 21.6% decrease
- Number of serious injuries: 8.6% decrease
- Rate of fatalities: 19.1% decrease
- Rate of serious injuries: 6% decrease
- Number of non-motorized fatalities and serious injuries: 9.995% decrease

As Forward Pinellas is required to show progress towards meeting these adopted targets, it is important to note that the agency already includes a large number of projects in the TIP and LRTP that are intended to enhance and improve the safety of the traveling public. Some representative examples include the following:

- Construction of a bicycle and pedestrian overpass along the Courtney Campbell Causeway near Bayshore Blvd.
- Reconstruction of paved shoulders to reduce the incidence of run-off-the-road crashes
- Construction of sidewalks along Haines-Bayshore Rd.
- Construction of an overpass at US 19 and Harn
- ADA and other sidewalk upgrades along Park Blvd.
- Construction of sidewalks along Hercules
- PD&E Studies to identify safety improvements along Pasadena Ave. and Alt US 19

Transit Asset Management Measures

Forward Pinellas has coordinated with the Pinellas Suncoast Transit Authority to develop targets for transit asset management measures. The targets for 2017 are as follows:

- Rolling Stock – Percent of revenue vehicles that have met or exceeded their useful life benchmark:
 - Over the road bus: 100%
 - Bus: 7.8%
 - Cutaway: 0%
- Equipment – Percent of service vehicles that have met or exceeded their useful life benchmark:
 - Automobiles: 24%
 - Trucks and other Rubber Tire Vehicles: 29%
- Facility – Percent of facilities rated below 3 on the condition scale:
 - Passenger/Parking Facilities: 25%
 - Administrative/Maintenance Facilities: 0%

Forward Pinellas includes funding for a variety of transit projects in the TIP including for the replacement of vehicles, facility repair and service development programs.

-Over the road bus: Coach style bus used on express routes

-Cutaway - Smaller bus used on Connector, circulator, or other neighborhood oriented routes

-Passenger/Parking facilities - transfer centers, Park & ride lots