



Attachment C: Alternative Performance Measure Benchmarks

Benchmarks

Oregon Transportation Planning Rule (TPR) requires that regional and local TSPs be designed to achieve adopted standards for increasing transportation choices and reducing reliance on the automobile.

Further, OAR 660-012-0035(5) requires that MPO areas adopt standards that were approved by the Land Conservation and Development Commission (LCDC). These standards were approved by LCDC in 2001, and adopted as part of *TransPlan* in 2002. Because *TransPlan* remains the metro area's regional transportation system plan, the standards adopted by LCDC in 2001 are still in effect today.

OAR 660-012-0035(7) requires local TSPs to include benchmarks to assure satisfactory progress towards meeting the approved standards. LCDC, the MPOs, and local governments regularly evaluate the results of efforts to achieve the standards' objective of increasing transportation choices and reducing reliance on the automobile.

Since the adoption of *TransPlan* in 2002, much has been learned about local market forces, where mixed-use development and "20 Minute Neighborhoods" are likely to locate and thrive, and the improvements and programs that are most successful in meeting the adopted standards. There has also been – and continues to be -- much progress in the methods of measuring these benchmarks. Therefore, the Eugene 2035 TSP retains the LCDC-approved standards as required by the TPR and introduces improved benchmarks that will more accurately communicate progress towards increasing transportation choices and reducing reliance on the automobile, and better reflect local targets for bicycle, walking, and transit travel and achieving the land use patterns promoted by *Envision Eugene, A Community Vision for 2032*.

LCDC-Approved Performance Measures (from TransPlan)	Measurement	Benchmarks					How Measured
		2015	2020	2025	2030	2035	
% Non-Auto Trips "Active Mode Share"	% walking and biking trips	15% (7% walk 8% bike)	24%	33%	40%	45%	ACS commute statistics and additional pedestrian and bike data as they becomes available from City & LCOG counts.
% Transit Mode Share on Congested Corridors	% Transit trips	2.5%	4%	6%	8%	10%	LCOG data, LTD data (boardings) or ACS commute statistics (ACS=4.1% transit now)
Priority Bikeway Miles	Length of new or improved bikeways and sidewalks	0 miles	25 miles and Implement a bike share program	50 miles	75 miles	100 miles	GIS: Count projects that receive striping for bike lanes, bike signals, bike boxes, and other improvements. (TSP has 99.77 miles of projects in 20 year horizon)
Acres of zoned nodal development	Proportion of population living in mixed use communities ⁱ Total Population living in mixed use communities ¹	14.0% 24,489	14.%	14.5% 29,000	15.0%	15.7% 34,320	GIS, U.S. Census

LCDC-Approved Performance Measures (from TransPlan)	Measurement	Benchmarks					How Measured
		2015	2020	2025	2030	2035	
% of dwelling units built in nodes	Citywide average density (persons/acre ¹)	5.08	5.1	5.4	5.8	6.03	LCOG, Census
% of New "Total" Employment in Nodes	Number of Employees within "20 Minute neighborhood," Mixed Use, and Core Commercial Areas	X (X=2015 data)	1.1xX	1.5xX	1.7xX	2xX	LCOG data
Internal VMT (Internal VMT is total VMT minus the VMT associated with through trips.)	Internal VMT	X (X=2015 data)	.99X	.95X	.9X	.89 X	LCOG data
VMT/Capita	Per Capita Daily Vehicle Miles Traveled for Light-duty Passenger Vehicles ¹	22.2	21	19	18	17.5	LCOG data
	Per Capita Daily Vehicle Miles Traveled for Light-duty Commercial Vehicles ¹	2.89	2.8	2.6	2.35	2.27	

The above benchmarks have been accepted by the City of Eugene, but are contingent on the continued cooperation of all regional partners, including the City of Springfield, Lane County, Central Lane MPO, Oregon Department of Transportation and, especially, Lane Transit District.

¹ Results from the Central Lane Scenario Planning's GreenStep Modeling: figures from 2010 are shown in 2015 column and figures to meet Eugene's community climate/energy goal are shown in the 2035 column.

