

**Alternative TPR Performance Measures for the Eugene-Springfield MPO
(approved by LCDC on May 4th, 2001)**

Measure	Key Plan Element	Plan Implementation or Travel/Market Response	1995	2005	2010	2015
% Non-Auto Trips	Alternative Modes	Travel Response	14.43% Walk=8.93% Bike=3.68% Bus=1.83%	15%	16%	17% Walk=10% Bike=4% Bus=3%
% Transit Mode Share on Congested Corridors	Transit	Travel Response	5.8% 5.9% in 1999	6.8%	8.0%	10.0%
Priority Bikeway Miles	Bicycle	Plan Implementation		15 miles	45 miles	74 miles
Acres of zoned nodal development	Nodal Development	Plan Implementation		1,000 acres	1,500 acres	2,000 acres zoned for nodal development
% of dwelling units built in nodes	Nodal Development	Market Response		2.5% 5.6%	14.5% 20.4%	23.3% of new DUs
% of New “Total” Employment in Nodes	Nodal Development	Market Response		10% 18.1%	25% 32.6	45%
Internal VMT			2,305,779			3,224,037
VMT/Capita			11			10.9

Note that % of dwelling units and employment in nodes are expressed **first** as a percentage of the planning horizon total and **second** as an interim year total (e.g., the % of dwelling units in nodes in 2005 is 2.5% of the 2015 total new dwelling units and 5.6% of the new dwelling units built by 2005).

Measure	<i>Update Process/Reliability</i>
Percent Non-Auto Trips	The mode choice model relies on current data on the existing transportation system (traffic counts, transit ridership, roadway speeds, etc.) and travel behavior data (typically through travel surveys). Estimates are as reliable as the model being used. The model is most reliable when based on an updated travel survey and current system data.
Percent Transit Mode Share on Congested Corridors	LTD updates its ridership data frequently. Traffic volumes are updated regularly. Very reliable.
Priority Bikeway Miles	This measure would be updated based on the sum of the distances of bikeway projects determined to be “priority.” Very reliable.
Acres of zoned nodal development	This measure would be updated as each city takes action to zone parcels for nodal development. Very reliable.
Percent of dwelling units built in nodes	This measure would be updated periodically through analysis of building permits. Very reliable.
Percent of New “Total” Employment in Nodes	Requires taking employment files and “cleaning” them to establish correct address (geographic location). GIS is then used to estimate new employment in nodes. This is typically done on a regular basis (every two years). Fairly reliable. Need to define “excluded” employment to equate to standard employment codes used in the state employment files.