

Preliminary Performance Metrics and Benchmarks

Potential Performance Metric	Initial Baseline (2015)	Potential Benchmark	Available Data Sources
Number and percent bicycle-to-transit	4% (Rail) 3% (Bus)	100% increase by 2025	Metro On-Board Surveys
Number and percent walk-to-transit	68% Walk (Rail) 4% Skated (Rail) 83% Walk (Bus) 2% Skated (Bus)	10 percentage point increase (walk to rail) by 2025 5 percentage point increase by 2025 (walk to bus)	Metro On-Board Surveys
Percent trips completed by bicycle in Los Angeles County	1.4% Bike	100% increase by 2025	2009 National Household Travel Survey
Percent trips completed by walking in Los Angeles County	17.6% Walk	50% increase by 2025	2009 National Household Travel Survey
Means of transportation to work	3.8% Combined Bike + Walk (0.9% Bicycle, 2.9% Walk)	100% increase by 2025 in combined Bike + Walk	2013 American Community Survey 5-Year Estimate
Miles of installed bicycle facilities, by class	2012: Class IV = 6 miles (2015) Class III = 614 miles Class II = 1,046 miles Class I = 341 miles	100% increase per year for class IV 10% increase per year for each class I, II and III	Self-reported by jurisdictions

ATTACHMENT B

Potential Performance Metric	Initial Baseline (2015)	Potential Benchmark	Available Data Sources
Metro capital funding allocated to bicycle/pedestrian improvements	Identification of initial baseline currently underway	To Be Determined	Self-tracked/self-reported by Metro
Percent of bicycle/pedestrian improvement projects funded by Metro capital funding that is within the top 25% of CalEnviroScreen scores ¹	Identification of initial baseline currently underway	50% per funding cycle	Self-tracked/self-reported by Metro
Number of station areas receiving Metro capital funding or external funding allocated to bicycle/pedestrian access improvements	Identification of initial baseline currently underway	100% of 661 station areas served by 2030	Self-tracked/self-reported by Metro
Number of station areas with completed bicycle/pedestrian access improvements funded by Metro capital funding or external funding	Identification of initial baseline currently underway	100% of 661 station areas served by 2035	Self-tracked/self-reported by Metro
External (non-Metro) discretionary grant funding won within LA County for active transportation projects	Identification of initial baseline currently underway	Proportional to LA County population or greater	Self-reported by jurisdictions and implementing agencies

¹ California Active Transportation Program sets their threshold at 25% of all funding awarded to “disadvantaged communities,” which they define by one of three parameters, including the top 25% of CalEnviroScreen scores.

ATTACHMENT B

Potential Performance Metric	Initial Baseline (2015)	Potential Benchmark	Available Data Sources
Collision statistics (number by mode, percent by mode for severe injury and fatal crashes)	Year 2012: Total Collisions=51,207 Total Injuries=50,622 Total Fatalities=585 Ped Collisions=5,024 Ped Injuries=4,821 Ped Fatalities=203 Bike Collisions=4,955 Bike Injuries=4,926 Bike Fatalities=29	Support benchmark of local municipalities with Vision Zero Policies TBD	State-Wide Integrated Traffic Reporting System (SWITRS)
Greenhouse gas reductions	Identification of initial baseline currently underway	Evaluate against forecasts and inputs	Southern California Association of Governments