

Suggested Performance Measures for a Regional Transportation Operations Program
For more information, see http://ops.fhwa.dot.gov/perf_measurement/

- Benefit/cost ratio (primarily to compare to “traditional” capital projects)
 - Include life-cycle costs in this one, i.e. maintenance, staff, etc.
- Reduction in delay (congestion); delay can be measured in a number of sub-categories, including:
 - hours/minutes per traveler
 - Travel Time Index (TTI) – both TTI and PTI could also be subcategorized into reliability measures; see next item. Bonus: you already have this measured as part of your arterial congestion maps, so you already have a baseline for the operators to use.
 - Planning time index (PTI)
 - Level of service (intersection and/or link) improvement
 - Number of stops/length of stops (intersection or along arterial corridor)
 - V/C ratio should not be used, unless there is an overwhelming and specific need to do so. V/C ratio is not an appropriate performance measure for operations, and skews results towards capacity-adding projects.
- Reliability
 - Planning Time Index (PTI)
 - Travel Time Index (TTI)
 - reduction in incidents (number)
 - reduced incident/roadway clearance time (time)
- Person throughput. Since this measure is mode-neutral, it can incorporate a number of things. I.e. improved signal timing along a heavily traveled transit corridor can benefit motorists and transit riders alike. This should be measured on a per unit time (e.g. per hour, per day, etc) as opposed to an absolute number.
- Integration/interconnectivity
 - Modal interconnects. This one’s a more subjective measure, but could be used to identify projects that link multiple modes of travel together or improve interoperability. I.e. placing a Park ‘N Ride lot near a transit line, or running a new transit line to an isolated PNR lot. This would likely be measured as a yes/no checkbox, unless you wanted to use something like number of modes connected (with “2” representing an interconnect; “3” representing interconnections of more than two modes, etc)
 - Jurisdictional interconnectivity. This one is also somewhat subjective, but could be used to identify projects that cross jurisdictional boundaries and are therefore more “regional” in nature. I.e. a signal interconnect project along an arterial that goes through multiple counties and/or cities would be considered in this category. I could also see something like a cross-jurisdictional agreement on access management (since that is sometimes considered a land use function) along an arterial as fitting into this PM.