

# Regional Report Card

Measure		Description	Data		Goal	Actual	Trend
System Performance	Average Freeway Speed (mph)	Source: INRIX	60.2 (2013)	63.1 (2018)	—	↑	4.8%
	Congested System	Congested Lane-Miles Source: Texas Transportation Institute (TTI)	24.0% (2011)	8.4% (2017) <sup>1</sup>	↓	NA	■
	Annual Freeway Vehicle Hours of Delay	In hours; Source: INRIX	696,167 (2013)	844,980 (2018)	↓	↑	21.4%
	Annual Cost of Vehicle Delay on Freeways	In millions; Source: INRIX	\$24.33 (2013)	\$30.14 (2018)	↓	↑	23.9%
	Annual Cost of Truck Delay on Freeways	In millions; Source: INRIX	\$12.82 (2013)	\$14.44 (2018)	↓	↑	12.6%
Safety	Incident Response	Average duration of major freeway incidents In minutes; Source: INRIX	98 (2013)	101 (2018)	↓	—	■
	Mean Distance Between Calls	Miles between service calls Source: GDRTA	15,813 (2013)	26,831 (2018)	↑	↑	69.7%
	Rate of Fatalities	Total fatalities per 100 million Daily VMT Source: ODPS	0.88 (2011-13)	0.89 (2014-16)	↓	↑	1.0%
	Rate of Serious Injuries	Total incapacitating injuries per 100 MDVMT Source: ODPS	7.88 (2011-13)	7.57 (2014-16)	↓	↓	-3.9%
	Transit Incidents	Transit incidents per 100,000 trips Source: NTD	0.27 (2011-13)	0.47 (2016-18) <sup>2</sup>	↓	↑	74.0%
	Bike/Pedestrian Safety	Number of Nonmotorized Fatalities and Serious Injuries Source: ODOT & ODPS	852.8 (2013-17)	858.4 (2014-17)	↓	↑	0.7%
System Conditions	Pavement Condition Rating (PCR)	% Road Mileage in Poor Condition based on PCR Source: ODOT	2.8% (2015)	4.3% (2018)	↓	↑	53.6%
	Bridge Rating	% of Bridges in Fair / Poor Condition Source: ODOT	12.7% (2014)	13.4% (2018)	↓	↑	5.5%
Accessibility	Miles of Regional Bikeway	Additions to Regional Bikeway System In miles; Source: MVRPC	198 (2014)	220 (2018)	↑	↑	11.0%
	Population Served by Bikeway	Population within ½ mile of a Regional Bikeway Source: U.S. Census, MVRPC <sup>3</sup>	28.8% (2010)	32.3% (2018)	↑	↑	3.5%
	Employment Served by Bikeway	Employment within ½ mile of a Regional Bikeway Source: QCEW, MVRPC <sup>3</sup>	43.8% (2010)	46.8% (2018)	↑	↑	3.0%
	Population Served by Transit	Population within ½ mile of a GDRTA Bus Route Source: U.S. Census, MVRPC, GDRTA <sup>3</sup>	79.5% (2010)	83.0% (2018)	↑	↑	3.5%
	Employment Served by Transit	Employment within ½ mile of a GDRTA Bus Route Source: QCEW, MVRPC, GDRTA <sup>3</sup>	89.3% (2010)	89.5% (2010)	↑	—	■
	Work trips by Biking and Walking	Work trips in the Region by biking and walking Source: ACS 2006-2010, ACS 2014-2018	2.79% (2010)	2.58% (2018)	↑	—	■
	Population Living in Mixed Land Use Districts	Population living in districts integrated with residential and employment land uses Source: U.S. Census, QCEW, MVRPC	26.5% (2010)	NA	↑	—	■

<sup>1</sup> The previous and current data points cannot be compared because TTI changed the methodology for computing congested lane-miles.

<sup>2</sup> Additional incidents included in 2018 data based on reporting of smaller incidents.

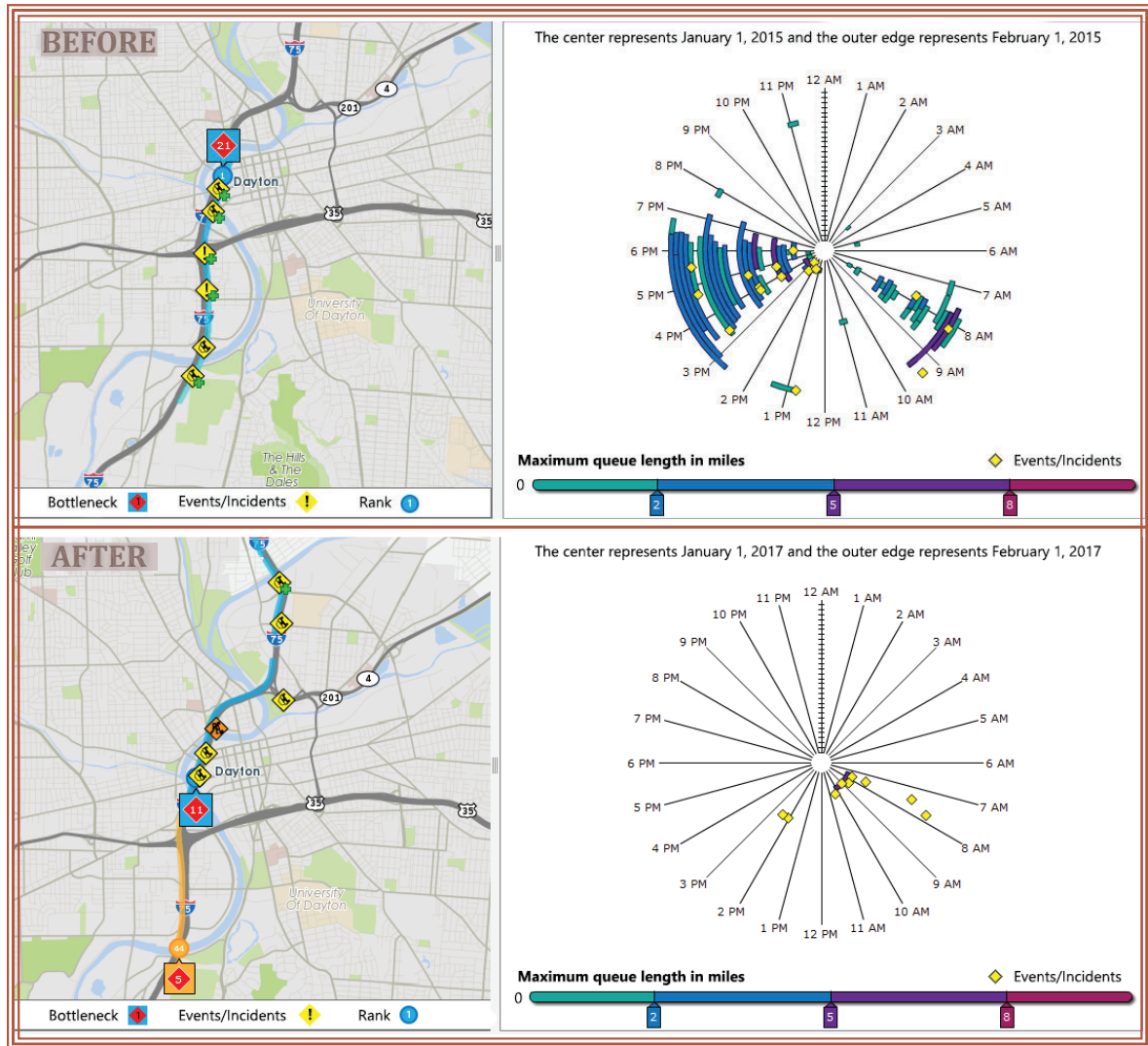
<sup>3</sup> Using 2010 population and employment and 2010 or 2018 transit/bike routes.

# I-75 Through Downtown Dayton: Comparison of Bottleneck Severity Before and After Downtown Modernization Project

In the Fall of 2016, after nearly 10 years under construction, the I-75 Modernization Project through Downtown Dayton was completed.

The Modernization project replaced aging infrastructure, including ramp consolidation to improve weaving conditions, providing 3 continuous lanes, removing left entrances and exits, and improving geometric deficiencies throughout the corridor.

The images on the right illustrate the improvement in congestion as a result of the modernization project using speed data from INRIX. The January 2015 data shows routine back up queues between 2 and 5 miles, lasting 2 to 4 hours being most common in the afternoon peak periods. The January 2017 data, following the projects' completion, shows sporadic incidents much shorter in duration.



## About the Dayton Region's Long Range Transportation Plan

MVRPC is updating the Region's Long Range Transportation Plan (LRTP or Plan) which is a long-range (20+ years), multimodal strategy and capital improvement program to guide the effective investment of public funds in transportation facilities. The horizon year for the LRTP update is 2050. The Plan update process includes several public participation opportunities at different stages of the process. Due to the Covid-19 crisis, it is highly likely that public participation will occur virtually. The table below outlines public participation opportunities and anticipated comment periods. The best way to keep abreast of the process is to check the LRTP update website ([plan2050.mvrpc.org](http://plan2050.mvrpc.org)) where information and input guidelines and formats will be updated frequently as we near each stage of the Plan update process.

REVIEW PLAN INPUTS	REVIEW DRAFT TRANSPORTATION PROJECTS	REVIEW FINAL PLAN
<b>August 19, 2020*</b>	<b>October 20 - 22, 2020*</b>	<b>April 14, 2021*</b>
Comment Period	Comment Period	Comment Period
August 4 - September 2	October 19 - November 17	March 24 - April 22

\* Anticipated presentations and other opportunities to interact with the LRTP staff.