

































2018 LRTP REPORT CARD



Performance Measure Report Card

LOCAL PERFORMANCE MEASURES

The 2018 LRTP established local goals with accompanying objectives and metrics to reach those goals. This Progress Report monitors the accomplishments of the Billings MPO in striving towards these goals over the past few years, and benchmarks progress yet to come. Across the six goals, progress was made across the board, most notably in the achievement of three important objectives: an inventory of critical infrastructure (Functional Integrity and Efficiency), an annual list of prioritized projects (Prioritized Improvements), and a stormwater management ordinance (Environment). Progress towards Federal and State Performance Targets is detailed in Chapter 2 of the LRTP.

| GOAL | OBJECTIVES | METRICS | PROGRESS (2018-2020/2021) |
|--|---|--|---|
|  Safety | Reduce the rolling five-year average number of fatal and serious injury crashes by 20% between 2018 and 2023. | Fatal and serious injury crashes |   23% decrease in fatal and serious injuries between 5-year rolling average period 2013 - 2017 (65) and 2016 - 2020 (46). |
| | Reduce the rolling five-year average rate of fatal crashes and serious injury crashes per 100 million vehicle miles traveled by 20% between 2018 and 2023. | Fatal and serious injury crashes; Vehicle Miles Traveled |   16% decrease in the rolling five-year average rate of fatal crashes and serious injury crashes per 100 million vehicle miles traveled between the period 2013 - 2017 and 2016 - 2020. |
| | Reduce the rolling five-year average number of fatal crashes and serious injury crashes involving non-motorized modes by 20% between 2018 and 2023. | Non-motorized fatal and serious injury crashes |   25% increase in non-motorized fatal and serious injury crashes between 5-year rolling average period 2013 - 2017 (8 crashes per year) and 2016 - 2020 (10 crashes per year). |
|  Functional Integrity and Efficiency | Develop an inventory of critical infrastructure. Update the regional emergency response plan at least once by 2023. | Critical infrastructure inventory and regional emergency response plan |  <ul style="list-style-type: none"> 2018 LRTP includes a critical infrastructure inventory Yellowstone County Emergency Operations Plan updated in April 2019 |
| | Reduce the number of intersections identified as operating at LOS E or worse during the peak hour in the 2018 LRTP by 10% between 2018 and 2023. | Intersection level of service (LOS) |   40% 40% decrease in the number of intersections identified as operating at LOS E or worse during the peak hour (from 42 in 2018 to 25 in 2022). |
| | Reduce weekday peak hour vehicular and freight travel time on selected principal arterial corridors by 5% between year 2018 and 2023. | Weekday peak hour travel time |  Cannot be determined from LRTP analysis. |
|  Prioritized Improvements | Create an annual prioritized list of fiscally constrained projects. | List creation |  <ul style="list-style-type: none"> Billings MPO Transportation Improvement Program (TIP) brings together priorities that are presented in: <ul style="list-style-type: none"> City of Billings Capital Improvements Program Yellowstone County Capital Improvements Program The priorities included in the TIP are then added to Montana Department of Transportation's Statewide Transportation Improvement Program (STIP) |
|  Environment | Develop and codify a stormwater management ordinance for the Billings urban area that establishes minimum stormwater management requirements and controls for major developments by 2023. | Ordinance development and codification |  In February 2018, the City of Billings adopted the Stormwater Management Manual , which outlines policies and requirements to ensure proper stormwater management practices are employed in development and construction activity. |
|  Public Transit and Transportation | Maintain annual transit ridership each year from 2018 to 2023. | Total annual ridership |   28% decrease in ridership between 2016 - 2020, which is in part due to the COVID-19 pandemic. |
| | Maintain 2018 number of routes, hours of service of each route, and headways on each route for the next 5 years. | Number of routes, hours of service, headways |  There were no changes in the number of routes, hours of service, or headways between 2018 - 2020, with the exception of service modifications due to the COVID-19 pandemic. |
| | Maintain 2018 rate of replacement of buses for next 5 years. | Number of buses replaced |  In 2021, MET replaced 17 of its 40 vehicle fleet, maintaining its rate of replacement. |
|  Pedestrians and Bicyclists | Increase number of bicycle lane miles by 10% between year 2018 and 2023. | Number of bicycle lane miles |   6% increase in bicycle lane miles. An additional 2.01 miles built to bring the network to 27.41 miles between 2018 - 2020. |
| | Increase number of shared-use trail miles by 10% between 2018 and 2023. | Number of trail miles |   3% increase in shared-use trail miles, with an additional 3.68 miles built to bring the network to 49.28 miles between 2018 - 2021. |
| | Incorporate bicycle or pedestrian facilities on 75% of projects between 2018 and 2023. | Number of projects with bicycle or pedestrian facilities incorporated |   93% of identified completed or on-going projects from the City of Billings and Yellowstone County public works programs included pedestrian or bicycle facilities. |
| | Increase bicycle and pedestrian traffic counts at selected trails and intersections by 10% between 2018 and 2023. | Number of bicyclists, number of pedestrians |   1.3% average growth of pedestrian and bicycle traffic at selected trails and intersections between 2018 - 2021. Some locations grew as much as 6.8% and no locations decreased. |