Smart Growth Performance Measurement

11th Annual New Partners for Smart Growth Conference

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Moderator:

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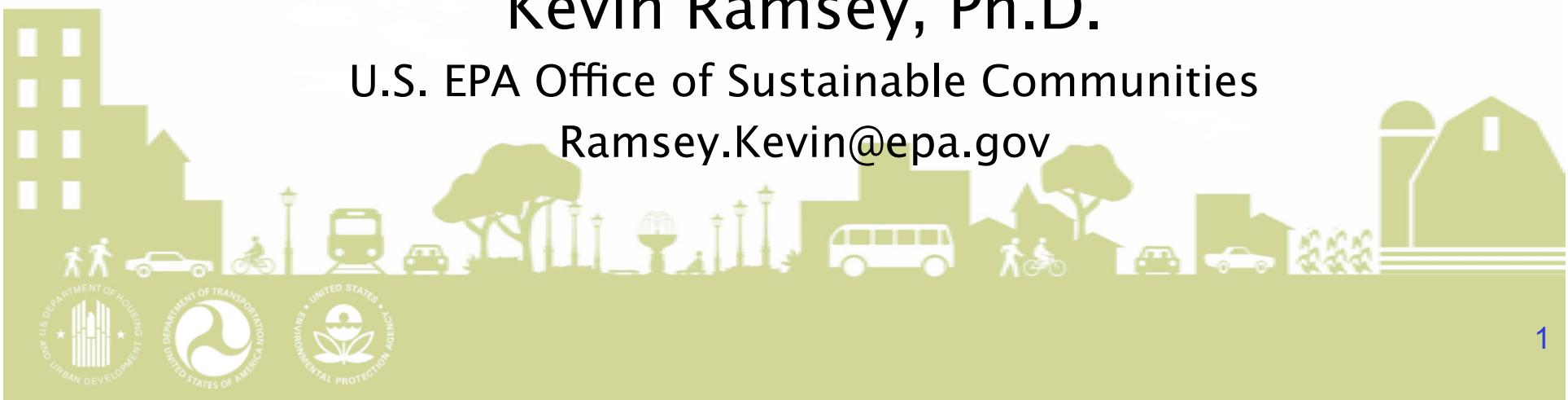


Breakout Session Agenda

- Introduction: What is performance measurement?
  - Kevin Ramsey, EPA Office of Sustainable Communities
- Panelists presentations
  - Jonathan Sage-Martinson, Central Corridor Funders Collaborative
  - Andrew Hume, Las Cruces MPO
  - Doug Johnson, Metropolitan Transportation Commission
  - Jeff Ang-Olson, ICF International
- Moderated discussion

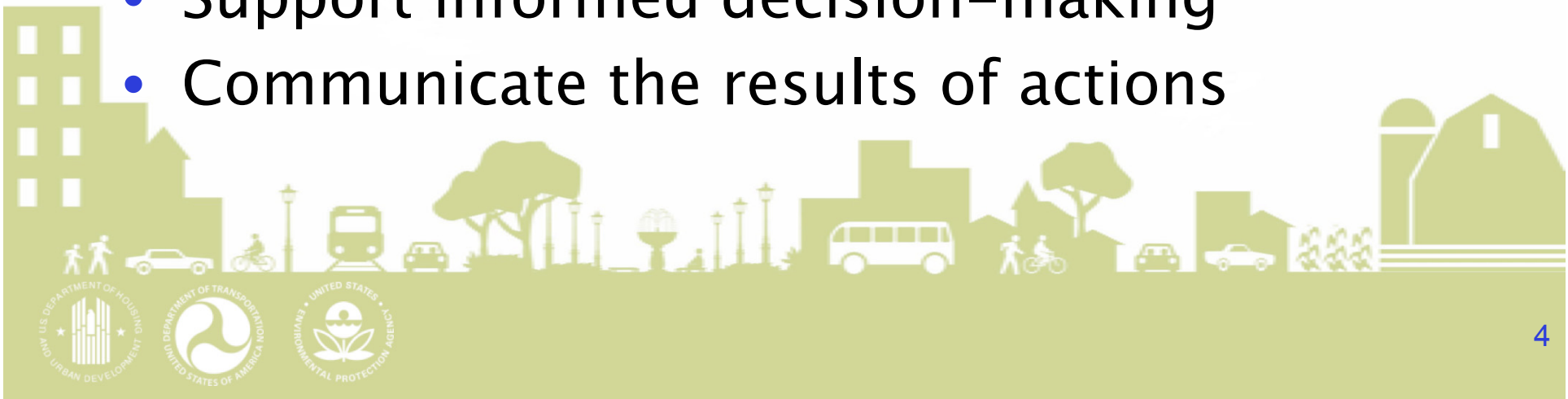
What are Smart Growth Performance Measures?

- Performance measures systematically track progress toward specific goals or objectives.

- Smart growth goals and objectives are most commonly associated with **outcomes:**
  - Land use and the built environment
  - Human behavior
  - Demographics and social equity
  - Economic trends
  - Environmental quality

Common Goals of Performance Measurement

- Evaluate the effectiveness of programs or policies at promoting desired outcomes
- Compare outcomes in different places
- Focus attention
- Promote transparency and accountability
- Support informed decision-making
- Communicate the results of actions

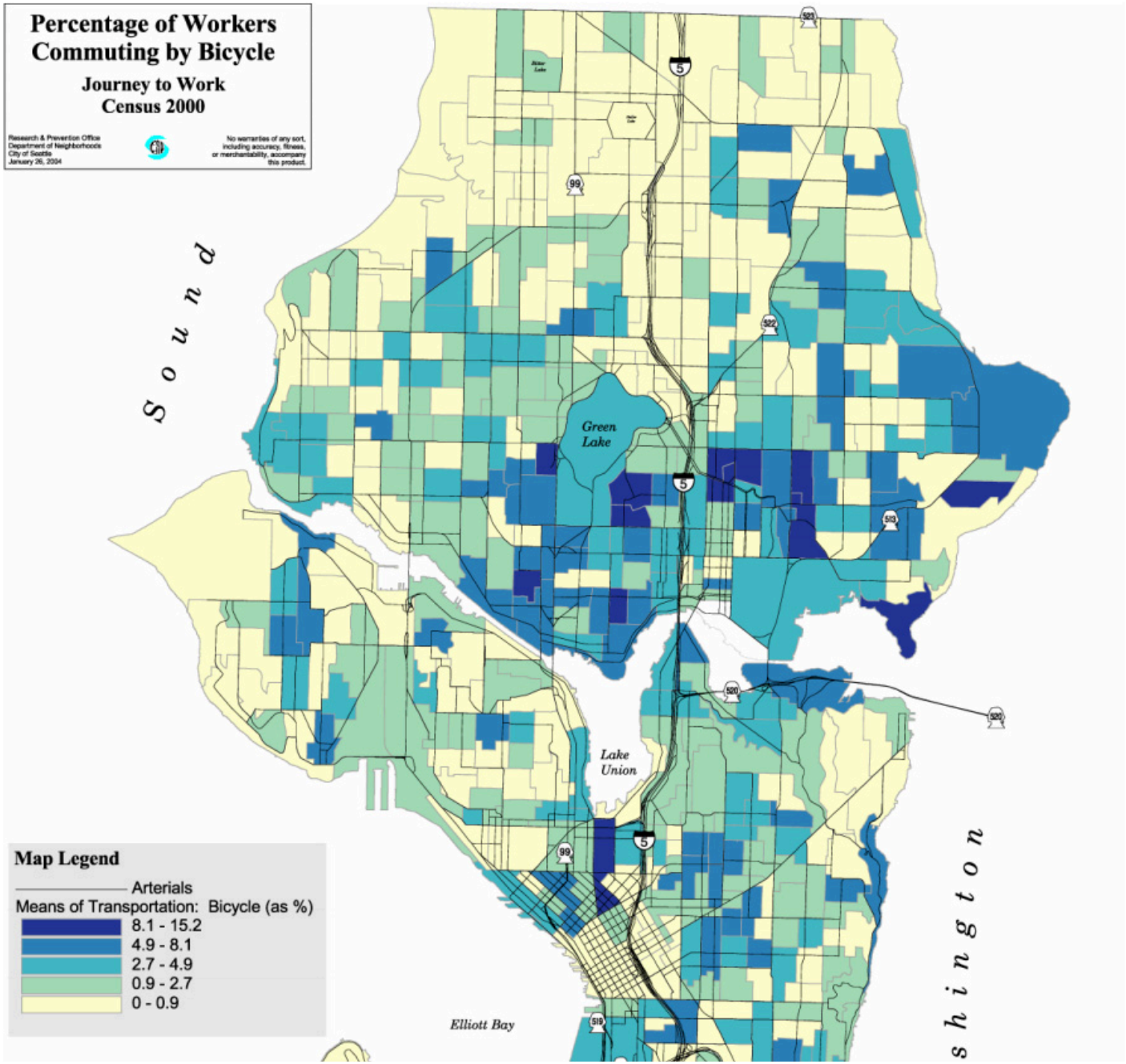


Types of Performance Measurement

- Characterizing baseline conditions
- Forecasting scenario outcomes
- Performance monitoring
  - Regional-scale outcomes
  - Spatial variation in outcomes within region of study
- Project performance assessment
  - Selection criteria for prioritizing investments

Example: Characterizing baseline conditions

From Seattle Bike Master Plan, 2007



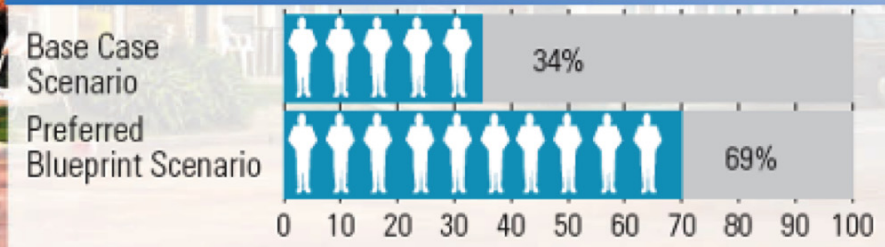
Example: Forecasting scenario outcomes

Design for Quality:

The design details of any land use development—such as the relationship to the street, setbacks, placement of garages, sidewalks, landscaping, the aesthetics of building design, and the design of the public right-of-way (the sidewalks, connected streets and paths, bike lanes, the width of streets)—are all factors that can influence the attractiveness of living in a compact development and facilitate the ease of walking and biking to work or neighborhood services. Good site and architectural design is an important factor in creating a sense of community and a sense of place.

PEOPLE LIVING IN AREAS WITH GOOD OR EXCELLENT PEDESTRIAN FEATURES

(in percent, 2050)



In the Base Case, 34 percent of people would live in pedestrian-friendly neighborhoods. In the Blueprint Scenario, in 2050 that number would rise to 69 percent.

Example: Performance Monitoring

Figure 3: Delaware Valley Regional Planning Commission – Performance Monitoring Results

What We Track	How is the DVRPC Region Performing?	Trend
TR 1: Have vehicle crashes and fatalities declined?	Between 2001 and 2005, the DVRPC region experienced an 18% decrease in fatalities per million VMT and less than 1% decrease in all crashes per million VMT. However, the overall number of crashes rose by 4.6% during this same time period.	
TR 2: Is congestion getting worse?	Congestion appears to be stable – neither improving nor worsening, though VMT has increased.	
TR 3: Is transit ridership increasing?	While transit ridership has experienced some fluctuation, it has increased in the last 5 years.	
TR 4: Has the number of deficient bridges in need of rehabilitation or replacement decreased?	The number of bridges identified as structurally deficient in the DVRPC region has remained steady, but remains twice as high as the acceptable level set by FHWA in its current strategic plan.	
TR 5: Are roads better maintained?	The region saw a slight increase in road miles considered to be deficient, mostly due to NJDOT's stricter standards.	
TR 6: Are fewer people driving to work alone?	The number of people driving to work by themselves continues to increase and is now 73% of all commuters.	
TR 7: Are people driving less?	There are more cars and more drivers driving more miles every year in the region. The region appears to be more auto-dependent.	
TR 8: Are DVRPC's TIP investments in keeping with the LRP goals?	Approximately 97% of the mapped 2007-2010 TIP project funding supports the Long Range Plan and its stated goals.	

Example: Project selection criteria

KeepSpace Rhode Island Project Selection Tool

	Project Selection Tool Categories	Example Criteria
1.	Transportation Choice & Accessibility	Proximity to Scheduled Transit Service, Complete Streets, Connectivity and Choice, Placement of Parking
2.	Housing Choice & Affordability	Mix of Housing Types, Housing for High-Priority Populations, Range of Housing Prices, Compact Development
3.	Economic Development	Job Creation, Workforce Training, Areas Targeted for Reinvestment, Support of Displaced Residents and Businesses
4.	Support of Existing Communities & Designated Growth Centers	Consistency with Land Use 2025, Proximity to Water & Sewer Infrastructure, Mix of Uses, Proximity to Services & Amenities, Compact Development
5.	Community Character & Collaboration	Use of Historic and Other Existing Buildings, Community Gathering Spaces, Consistency with Community Context, Community Involvement
6.	Environmental Protection & Public Health	Brownfields, Preservation of Agricultural & Recreational Land, Preservation of Environmentally Sensitive Land, Open Space, Green Building, Energy Efficiency, Renewable Energy, Stormwater Management, Access to Fresh Produce, Access to Physical Activity

Example performance measurement framework

Principle #1 – Expand Transportation Choices

Develop more convenient reliable, safe and economical transportation alternatives