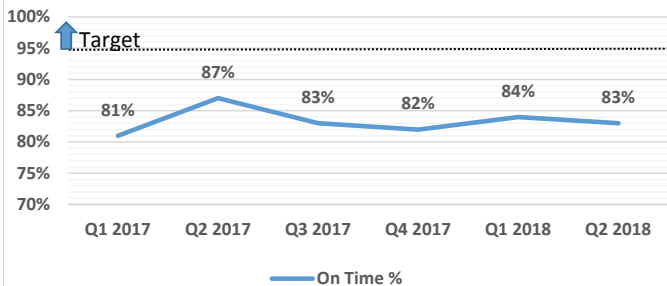


# VALLEY TRANSIT

## Key Performance Indicators - 2018, 2nd Quarter

### ON TIME PERFORMANCE - FIXED ROUTE

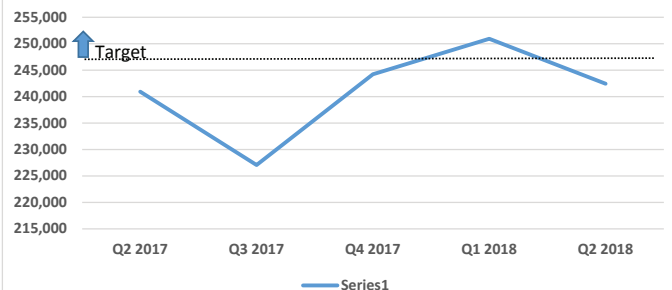


Dashboard rating scale:

- Target is  $\geq 95\%$
- On track
- Below target

Data Source: Trapeze AVL Schedule Adherence Report

### TOTAL PASSENGER TRIPS - FIXED ROUTE

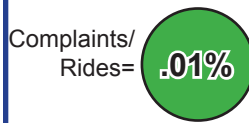
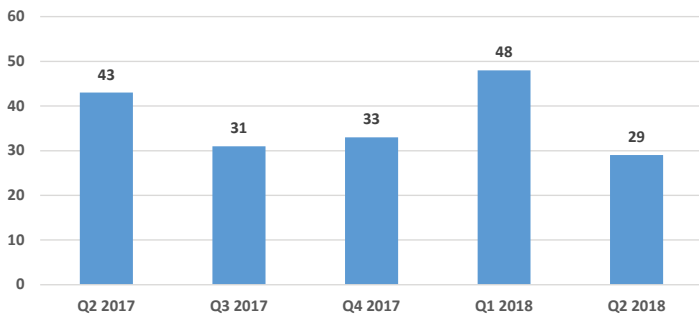


Dashboard rating scale:

- Target is  $> 250K$  per qtr
- On track
- Below target

Data Source: GFI Fareboxes and Contractor Ridership Report

### COMPLAINTS - FIXED ROUTE

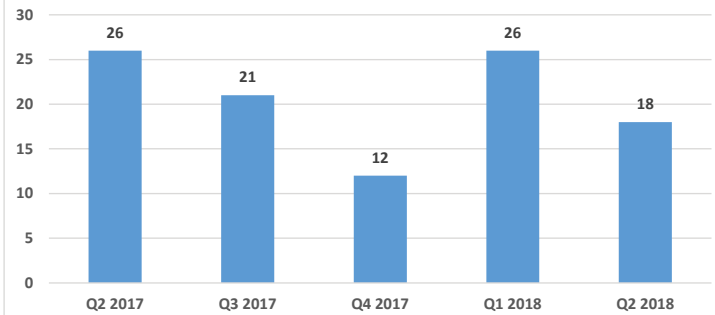


Dashboard rating scale:

- Target is  $\leq .08\%$
- On track
- Above target

Data Source: Transit Input Reports

### COMPLAINTS - PARATRANSIT

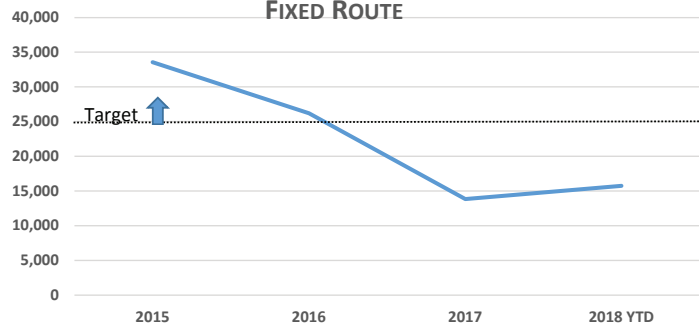


Dashboard rating scale:

- Target is  $\leq .10\%$
- On track
- Above target

Data Source: Transit Input Reports

### MILES BETWEEN ROAD CALLS - FIXED ROUTE

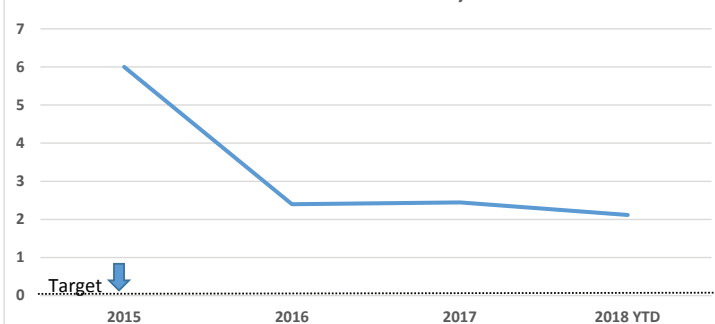


Dashboard rating scale:

- Target is  $\geq 25,000$
- On track
- Below target

Data Source: Transit Fleet Software, Road Call History Report

### VEHICLE ACCIDENTS PER 100,000 MILES



Dashboard rating scale:

- Target is zero
- On track
- Above target

Data Source: Accident Files

# VALLEY TRANSIT

## Key Performance Indicators - Definitions

### **On Time Performance**

The line graph shows quarterly on-time performance of the fixed route bus system. A bus is considered 'on time' if it arrives at each designated time point between one minute early and up to five minutes late. Each route has multiple time points along the route which are distributed to make sure that buses arrive at stops generally within the scheduled time frame. On time performance is calculated by dividing the number of on time stops at time points by all stops at time points.

On time performance is important to our customers because they need to know that we will regularly pick them up and get them to their destination on time.

Note: The current ITS system, which provides this data, is scheduled to be replaced later in 2018. The current system became difficult to maintain, which impacted data consistency and reliability. During transition, this data will not be available.

### **Total Passenger Trips - Fixed Route**

This indicator shows number of trips provided by Valley Transit bus routes. A trip is counted each time a passenger gets on a bus. The total number of trips and a comparison from year to year provides a measure of the effectiveness of the system over time in serving customers. Valley Transit's target is to provide over 1 million rides per year based on current service levels.

### **Complaints - Fixed Route & Paratransit**

These charts by service mode display the total number of complaints received and complaints as a percentage of rides. It indicates the level of concern customers have with the system. All complaints are investigated and resolved to improve customer services.

Note: Two different rating scales are used to measure fixed route and paratransit complaints as a percentage of rides. The .10% target for paratransit complaints is based on a standard (1 complaint for every 1,000 rides) that is used by the State of Wisconsin for Medicaid transportation. This standard was adjusted for the fixed route target, since each customer trip potentially includes transfers (1 complaint for every 1,250 rides).

### **Miles between Road Calls - Fixed Route**

Miles between road calls is one indicator measuring the effectiveness of the preventative maintenance program. It tracks how often customers are inconvenienced by service disruptions due to vehicle break downs.

Note: A majority of the buses in Valley Transit's fleet are close to or significantly over their useful life and require replacement. Given the limited availability of capital grant funding, the aged fleet will continue to result in increased vehicle break downs despite an aggressive preventative maintenance program.

### **Vehicle Accidents per 100,000 miles**

This is one common indicator used to measure the safety of operations. Accident data includes both preventable and non-preventable because all accidents impact budget expenses, customer satisfaction, on time performance and use of staff time.

By reviewing every accident, we can learn how to operate buses more defensively, reduce risk, reduce costs associated with accidents and revise procedures or conditions to help with accident prevention.