

Table 3
Preliminary Recommended Short-Term Peak Hourly Excessive Delay Targets and Non-Single Occupancy Vehicle Targets for the Milwaukee Urbanized Area

Performance Measure	Year 2017 Baseline Data	2-Year Target (2019)^a	4-Year Target (2021)^a
Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita	8.96	N/A ^b	≤ 8.60
Percent of Non-SOV Travel	20.3 ^c	≥ 20.2	≥ 20.1

Source: U.S. Census American Community Survey, WisDOT, and SEWRPC

^a Per regulations, this target was established jointly by the Wisconsin Department of Transportation and the Commission.

^b The Commission and WisDOT are not required to establish two-year targets as part of the initial target setting for this performance measure.

^c Data from 2016.