

## Revised Alameda County Performance Measures Proposal (3-1-11)

*Highlight indicates added from last proposal; strikeout indicates removed since last proposal*

Alameda County Goal/Outcome	Proposed Measures for Alameda County CWTP Scenario Analysis
(1) Multimodal	Percent of all trips made by bicycling, walking, or transit.
(2) Accessible , Affordable and Equitable for people of all ages, incomes, abilities and geographies	<p><b>Accessible:</b></p> <p>Share of households (by income group) within 30-minute transit ride and 20-min auto ride of at least one major employment center and within walking distance of schools (Source: adapted from Caltrans Smart Mobility Framework)* This measure also serves as a proxy for economic vitality.</p> <p>Share of households (by income group) near frequent transit service** (Source: adapted from Alameda CTC CMP process and the Transit Capacity and Quality of Service Manual)</p> <p><b>Affordable:</b> Covered by breaking out accessibility metrics by income group. <del>Share of low income and lower middle income residents' household income consumed by transportation and housing (Source: RTP process)</del></p> <p><b>Equitable:</b> Geographic equity covered by breaking out metrics by geographic areas of the county - measures marked with an asterisk will be reported for major jurisdictions as possible given the limitations of analytical tools. Income equity covered by breaking out accessibility measures by income group.</p>
(3) Integrated with land use patterns and local decision-making	<p>See "Accessible" measure.</p> <p>Transit riders / revenue hours of service (Source: consultant proposal)***</p>
(4) Connected	<p>See "Reliable and efficient" measures. <del>Also under consideration: % completion of countywide bicycle and pedestrian plans.</del></p>
(5) Reliable and efficient	<p><b>Efficiency:</b> Average per-trip travel time for automobile, truck, and transit modes <del>non-automobile modes</del> (Source: Modified from RTP process). This measure also serves as a proxy for economic vitality.</p> <p><b>Reliability:</b> Ratio of peak to off-peak travel time for automobile, truck, and transit modes (Source: consultant proposal) <del>Vehicle Hours of Delay (VHD) (Source: Alameda CMP)</del></p>
(6) Cost-effective	Transit riders / revenue hours of service (Source: consultant proposal)***
(7) Well-maintained	<p>Pavement Condition Index (PCI) on local roadways. (Source: Alameda County CMP, RTP process)*</p> <p>Transit asset age (Source: RTP process)</p> <p><del>Also under consideration: age and condition of multi-use pathways.</del></p>
(8) Safe	Injuries and fatalities from all collisions, including pedestrians and bicyclists (Source: Alameda CMP, RTP)*
(9) Supportive of a clean and healthy environment	<p>Per-capita CO2 emissions from cars and light-duty trucks (Source: RTP process)*</p> <p>Average time traveling by foot and bicycle per day (Source: RTP)*</p> <p>Quantity of fine particulate emissions (Source: modified from RTP)*</p>

\* As possible given constraints of analysis tools, results will be provided by for geographic sub-areas of the county to assess geographic equity issues. \*\*Defined as being within one half mile of rail and one quarter mile of bus service (acceptable walking distances defined in the Transportation Research Board's 2003 Transit Capacity and Quality of Service Manual Part 3) operating at LOS B or better (headways of <14 minutes) during peak hours. \*\*\*Measure requires further review to ensure it can be calculated given constraints of Alameda CTC travel demand model.

## Revised Alameda County Performance Measures Proposal (3-1-11) Clean Version

Alameda County Goal/Outcome	Proposed Measures for Alameda County CWTP Scenario Analysis
(1) Multimodal	Percent of all trips made by bicycling, walking, or transit.
(2) Accessible , Affordable and Equitable for people of all ages, incomes, abilities and geographies	<p><b>Accessible:</b></p> <p>Share of households (by income group) within 30-minute transit ride and 20-min auto ride of at least one major employment center and within walking distance of schools (Source: adapted from Caltrans Smart Mobility Framework)* This measure also serves as a proxy for economic vitality.</p> <p>Share of households (by income group) near frequent transit service** (Source: adapted from Alameda CTC CMP process and the Transit Capacity and Quality of Service Manual)</p> <p><b>Affordable:</b> Covered by breaking out accessibility metrics by income group.</p> <p><b>Equitable:</b> Equity covered by breaking out metrics by geographic areas of the county. Measures marked with an asterisk will be reported for major jurisdictions as possible given the limitations of analytical tools. Income equity covered by breaking out accessibility measures by income group.</p>
(3) Integrated with land use patterns and local decision-making	<p>See “Accessible” measure.</p> <p>Transit riders / revenue hours of service (Source: consultant proposal)***</p>
(4) Connected	See “Reliable and efficient” measures.
(5) Reliable and efficient	<p><b>Efficiency:</b> Average per-trip travel time for automobile, truck, and transit modes (Source: Modified from RTP process). This measure also serves as a proxy for economic vitality.</p> <p><b>Reliability:</b> Ratio of peak to off-peak travel time for automobile, truck, and transit modes (Source: consultant proposal)</p>
(6) Cost-effective	Transit riders / revenue hours of service (Source: consultant proposal)***
(7) Well-maintained	<p>Pavement Condition Index (PCI) on local roadways. (Source: Alameda County CMP, RTP process)*</p> <p>Transit asset age (Source: RTP process)</p>
(8) Safe	Injuries and fatalities from all collisions, including pedestrians and bicyclists (Source: Alameda CMP, RTP)*
(9) Supportive of a clean and healthy environment	<p>Per-capita CO2 emissions from cars and light-duty trucks (Source: RTP process)*</p> <p>Average time traveling by foot and bicycle per day (Source: RTP)*</p> <p>Quantity of fine particulate emissions (Source: modified from RTP)*</p>

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