Presentation Overview

• Progress on CTP development
• Overview: What is Performance Based Planning?
• Technical Evaluation Approach
• Performance Measures for the 2016 CTP
• Next Steps
2016 CTP – Vision and Goals

Vision

Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities.

Goals

Our transportation system will be:

- Multimodal
- Accessible, Affordable and Equitable for people of all ages, incomes, abilities and geographies
- Integrated with land use patterns and local decision-making
- Connected across the county, within and across the network of streets, highways and transit, bicycle and pedestrian routes
- Reliable and Efficient
- Cost Effective
- Well Maintained
- Safe
- Supportive of a Healthy and Clean Environment
Performance-Based Planning

“Performance-based planning is a data-driven, strategic approach, providing for public and stakeholder involvement and accountability, in order to make investment and policy decisions to attain desired performance outcomes for the multimodal transportation system”

-Federal Highway Administration
Performance-Based Planning

**Strategic Direction**
- Goals and Objectives (from 2012 CTP)
- Performance Measures

**Analysis**
- Identify Trends
- Identify Strategies and Analyze
- Develop Investment Priorities

**Post CTP**
- Programming
- Implementation and Evaluation

Technical Evaluation Approach

- Two technical methods:
  - Geographic analysis using a GIS server
  - Modeling work using the Alameda County travel demand model

- Fully integrated with modal plan work
  - CTP is union of performance-based planning work completed by the modal plans
  - Understand synergies between CTP and recommendations from the three countywide modal plans
Performance Measures

Sources:
- 2012 CTP performance measures
- Modal Plans performance measures

Designed to:
- Allow understanding of progress towards adopted goals
- Be analyzed using currently available data and tools
- Be forecasted and influenced by investments
- Be simple and reliable
- Be readily understood by diverse audience

Performance Measures

- 14 measures

Five categories
- Travel efficiency (all modes incl. freight)
- Transit use and active transportation
- Transportation impacts on the environment
- Improvements to economy (jobs, & access)
- Connectivity and safety (all modes, incl. freight)
### Performance Measures (8 of 14)

#### MEASURES OF TRAVEL EFFICIENCY (all modes including freight)

<table>
<thead>
<tr>
<th>Measure</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Network congestion</td>
<td>Percent lane miles of congestion [and/or] Volume/Capacity on critical screenlines</td>
</tr>
<tr>
<td>Travel time</td>
<td>Travel time by mode (auto, transit, freight)</td>
</tr>
<tr>
<td>Travel time reliability</td>
<td>Ratio of average peak to off-peak period travel time</td>
</tr>
</tbody>
</table>

#### MEASURES OF TRANSIT USE AND ACTIVE TRANSPORTATION

<table>
<thead>
<tr>
<th>Measure</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit &amp; active transportation mode share</td>
<td>Percent trips made by non-auto modes</td>
</tr>
<tr>
<td>Transit ridership</td>
<td>Daily transit passengers carried per transit revenue hour</td>
</tr>
</tbody>
</table>

#### MEASURES OF TRANSPORTATION IMPACTS ON THE ENVIRONMENT

<table>
<thead>
<tr>
<th>Measure</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle miles traveled</td>
<td>VMT per capita (used to estimate GHG and other emissions)</td>
</tr>
<tr>
<td>Carbon emissions</td>
<td>GHGs</td>
</tr>
<tr>
<td>Particulate emissions</td>
<td>PM (2.5)</td>
</tr>
</tbody>
</table>

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### Performance Measures (6 of 14)

#### MEASURES TO IMPROVE THE ECONOMY (jobs and access)*

<table>
<thead>
<tr>
<th>Measure</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Employment accessibility</td>
<td>Number of jobs accessible by 30-minute drive or 45-minute transit trip (by sector, by traffic analysis zone)</td>
</tr>
<tr>
<td>Activity center accessibility</td>
<td>Households within 20-minute drive or 30-minute transit trip of activity centers, e.g. universities, government centers, jobs centers, health facilities (by income groupings, by traffic analysis zone)</td>
</tr>
<tr>
<td>Equitable transit availability</td>
<td>Percent of low-income households within 0.25 mile of bus stop and 0.5 mile of rail station.</td>
</tr>
</tbody>
</table>

#### MEASURES OF CONNECTIVITY AND SAFETY (all modes including freight)

<table>
<thead>
<tr>
<th>Measure</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pavement Condition Index</td>
<td>Unmet maintenance needs over plan horizon period</td>
</tr>
<tr>
<td>Safety</td>
<td>Rate of injury/fatality crashes</td>
</tr>
<tr>
<td>Network connectivity</td>
<td>by mode</td>
</tr>
</tbody>
</table>

*measures for freight included under travel efficiency
Next Step:
January Public Open Houses

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sunday, January 10</td>
<td>2-4pm</td>
<td>Dublin Library</td>
</tr>
<tr>
<td>Thursday, January 14</td>
<td>5:30 - 7:30pm</td>
<td>Alameda CTC</td>
</tr>
<tr>
<td>Saturday, January 23</td>
<td>10am - 12pm</td>
<td>Hayward City Hall</td>
</tr>
<tr>
<td>Sunday, January 31</td>
<td>2 - 4pm</td>
<td>Fremont Library</td>
</tr>
</tbody>
</table>

COUNTYWIDE TRANSPORTATION PLAN

Recommendation

The Committee is requested to approve the proposed CTP performance measures.