

Blueprint Valley-Wide Performance Measures

Category & Measures	Tool(s)	Methodology
Transportation Measures		
Person-hours and vehicle-hours of travel (per day)	traffic model & mode split model	Simple extraction from traffic model. IS also indicative of energy consumption.
Person-hours and vehicle-hours of delay (per day)	traffic model & mode split model	Estimated with or without a mode split model, and is a measure of congestion on the network. Person-hours helps compare across modes.
Reliability of travel times	traffic model	Approximated based on percent of links operating at Level of Service E or F (congested)
Mass Transit		
Mode split	mode split model	Percent non-SOV (ratio of person-trips to vehicle-trips)
Increase proportion of transit usage	mode split model	Estimate with mode-choice model and/or with demographic data extrapolations.
Transit suitability	GIS	Compactness rating based on density and shape of urban area
Air Quality		
Reduction of emissions	traffic model, EMFAC (or other)	Based on VMT and trips, which comes from existing travel models. Emissions model EMFAC or perhaps other (URBEMIS)
Reduction in VMT per household	traffic model	Simple extraction from traffic model.
(Reduction in truck-related emissions)	Mode choice	Cannot be estimated right now, but would be a very good measure. Valley-wide Truck Model is in development.
Housing / Jobs / Balance		
Change in jobs/housing ratio	UPLAN or other	Measure the change in jobs/housing ratio on a county-wide or regional basis
Community Balance	GIS	Change in % of workers living in communities that have a jobs/housing balance
Agriculture Land Conservation		
Reduction in ag land conversion	GIS, Uplan	Acres of ag lands (prime & non-prime) converted. Measure productive ag land if possible.
Environmental Conservation		
Reduction of impacts to environmental resources	GIS, Uplan	Acres of environmental resources impacted. Identify total and breakdown by type.