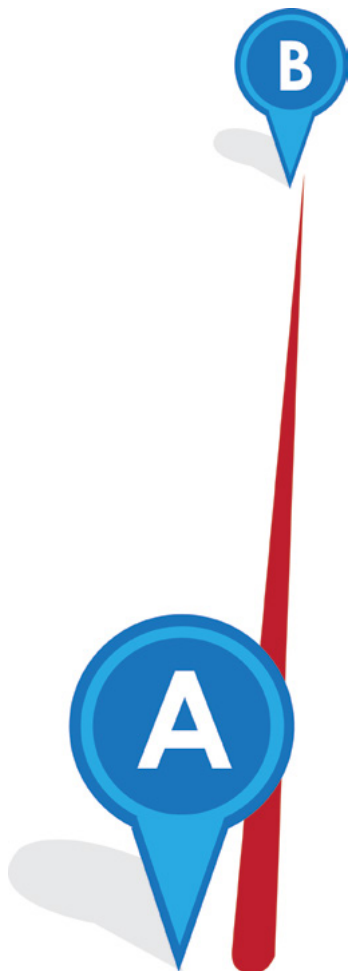


Travel Time Results for Origin-Destination Pairs



The purpose of the OD surveys is to compare the performance of various transportation modes between major employment centers and residential areas in Alameda County. These surveys help understand the journey-to-work travel times in the county. Surveys for some of these ten routes began as early as 1996. **Section 2.2.3** contains the survey methodology.

In 2014, all the OD routes were reviewed and updated as reported in **Appendix C**. All transit schedules were reviewed in order to obtain the quickest travel time between the specified origin-destinations. As a result, new transit options were chosen for Route 2 (between Emeryville and Berkeley), Route 5 (between Fremont and Pleasanton), Route 6 (between Fremont and San Jose) and Route 10 (between Alameda and Oakland).

On average, travel times on transit routes were approximately twice as long as auto routes between the same origin-destinations. However, transit travel times are decreasing on five of the nine routes, while auto/HOV times are increasing compared to previous monitoring cycles⁵. Two of the five OD pairs (Oakland-San Leandro and Fremont-San Jose) show transit travel time improved to be somewhat comparable to auto travel time. Overall, this indicates that transit performance is improving on selected routes at the same time as the road network in that area is becoming more congested. **Figure 6-1** shows a graph of the OD results for 2014 and the previous year. **Appendix E** presents detailed results for all years.

The routes from Emeryville to Berkeley (OD 2), Oakland to Pleasanton (OD 8), and Alameda to Oakland (OD 10) showed similar travel times to previous monitoring efforts, across all modes.

The route from Hayward to Livermore (OD 3) showed an increase in both transit and auto travel times. This increase in transit travel time was influenced by a missed bus connection caused by a slightly late running BART segment. Since the scheduled Wheels 12 bus serves this route only once every 30 minutes, a large delay was experienced which increased the overall travel time. In the next monitoring cycle, this route will likely return to previously observed values. The increase in auto travel time on this route is likely influenced by the construction on I-580 between Greenville overcrossing and Isabel Avenue and may also recover in the next monitoring cycle.

⁵ Three (Hayward-Newark, Oakland-San Leandro, and Fremont-Alameda) of these five OD pairs used the same routes as in the prior monitoring cycles.

For a better comparison of auto and transit modal performance, a large-scale, automated transit monitoring study will be a valuable input. Through increasing the robustness of the transit monitoring in line with that of Alameda CTC's robust auto/ roadway monitoring, the comparison between auto and transit modal performance will be more effective. More discussion on this is included in **Section 8.4.2**.

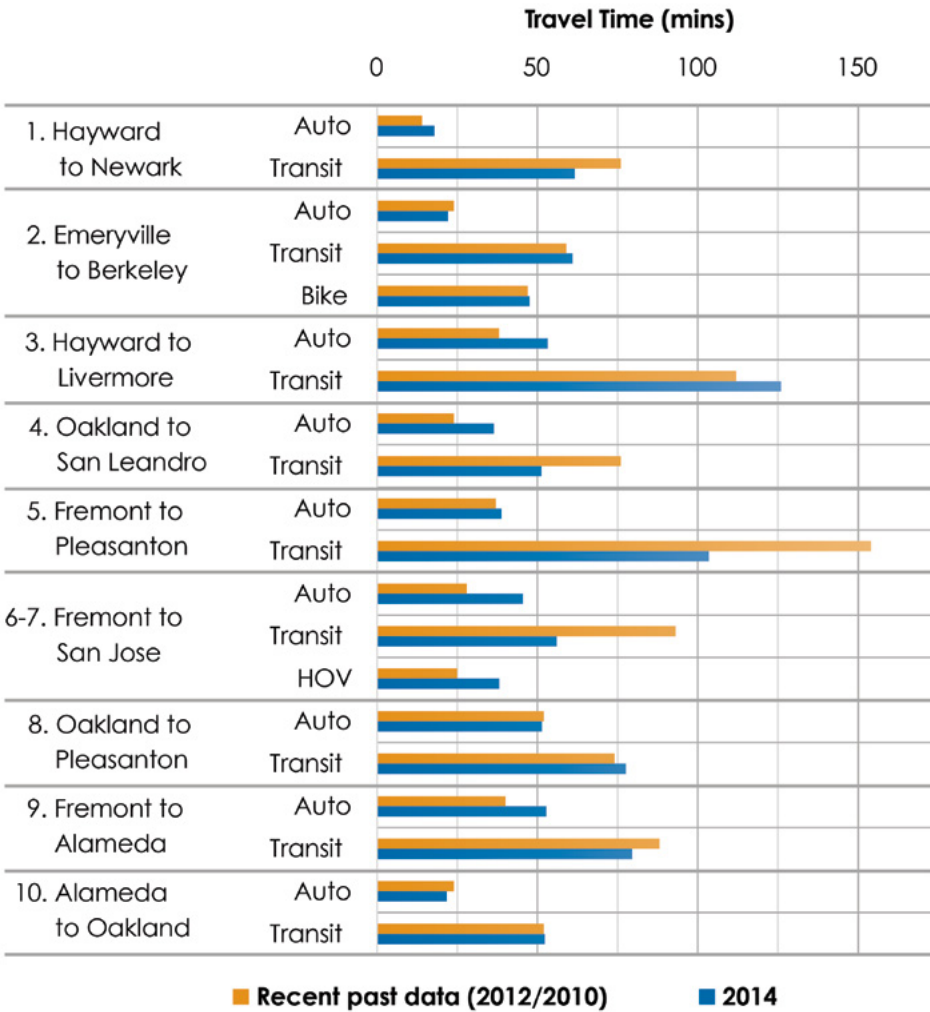


Figure 6-1: OD Survey Results