Purpose of the Performance Report

- Fulfills one mandated element of Congestion Management Program
  - Multimodal Performance, LOS Monitoring, Land Use Analysis, TDM, Capital Improvement Program
- Annual, systemwide monitoring
- Monitor trends
  - Uses 2016 or most recent available data
Scope of the Performance Report

Commute Patterns
- General population and employment trends
- Commute flows
- Commute travel time
- Commute mode share

Roadways
- Gateway traffic volumes
- Freeway speed and delay
- Local road pavement condition
- Collisions

Transit
- Ridership
- Service utilization
- Cost-effectiveness
- Service interruptions & fleet age
- On-time performance & speed

Paratransit
- ADA ridership
- ADA trip distance and duration
- ADA on-time performance
- ADA cost efficiency
- City-based paratransit

Bicycling and Walking
- Counts
- Collisions
- Network/project completion from local jurisdiction summaries
- Master plan completion

Liveable Communities
- Housing production
- Development approvals
- Greenhouse gas emissions

Key Findings

- Local economy and population have continued positive growth trend
- Alameda County’s commute patterns are increasingly multimodal
- Measures of congestion have reached new heights
- Collisions resulting in injury and fatality have risen in part due to increased driving
- Overall transit ridership relatively flat; some operators and travel markets are at record levels while others have seen ridership decline
- Recent decreases in transit ridership and increases in collisions correspond to national trends
- Housing units permitted in 2015 nearly doubled vs. 2014 but still falls short of regional targets
Alameda County’s steady population and job growth continued in 2016

Alameda County economy is strong, but regional jobs/housing imbalance pressure persists

Sources: Department of Finance (2016)

Sources: Bureau of Labor Statistics, Department of Finance (2016)
Alameda County supports 31 percent of regional commutes despite having only 21 percent of regional population.

**Daily Commute Volumes (2015)**

- 2,674,678 (69%): Regional commutes not involving Alameda County
- 1,203,710 (31%): Regional commutes involving Alameda County

**Sources:** American Community Survey Public Use Microsurvey Data (2015)

Alameda County residents use a mix of commute modes.

**Journey to Work Mode Share (2015)**

- Drive Alone, 476,852, 63%
- Carpool, 71,070, 9%
- Other Public Transport, 9,882, 1%
- Bike, 14,642, 2%
- Walk, 25,751, 3%
- Work from Home, 44,441, 6%
- Non-Driving Mode Share, 756,907, 28%
- BART, 68,101, 9%

**Sources:** 2015 American Community Survey, 2015
Commute shifts since 2007 show increasing multimodal trend

Net Alameda County Commute Shifts Since 2007

- Drive Alone: 22,329
- BART: 35,042
- Work from Home: 20,875
- Bike: 8,551
- Walk: 6,266
- Bus: 6,917
- Other Public Transport: 2,784
- Taxi/Other: 1,087
- Carpool: -988

Sources: American Community Survey 1-Year Estimates

Severe freeway delay within Alameda County has more than doubled over the last 5 years

Average Daily Severe Freeway Delay

- 91% growth
- 175% growth

Weekday vs. Weekend

Source: Inrix Analytics
County and regional congestion relief efforts

- Smart Corridor project online
- Core Capacity Study
- Bay Bridge Forward

- Express Lanes
- BART to Livermore/ACE
- Measure BB Interchange Improvements

- NB Express Lanes
- I-680/84 Interchange
- I-680 to I-880 Cross Connector

- Measure BB Interchange Improvements
- Express Lanes (MTC)
- BART to Warm Springs

- SR-84 Widening
- Dumbarton Corridor Study
- MTC technical study of short-term improvements

- Caldecott Fourth Bore

Overall transit ridership has been flat but some operators at record levels

- Overall ridership has been flat
- WETA, ACE, Capitol Corridor, and BART have all seen strong ridership growth since 2007
- Bus ridership has declined nearly 20% since 2007; national trend shared by all Alameda County operators

Source: National Transit Database Submissions
AC Transit ridership remains strong in some travel markets

- Overall ridership declined
- Average weekday boardings held steady
- Transbay ridership up significantly
- Divergent trends suggest overall ridership declines may be due to non-work travel

Public transit has absorbed much of growth in Bay Bridge Corridor travel

- Bay Bridge (Vehicles): +10,200 (8% growth)
- BART: +31,200 (36% growth)
- AC Transit: +3,100 (29% growth)
- WETA: +2,600 (136% growth)
Private shuttles and shared use mobility influence transit services

• East Bay Paratransit provided 91% of FY 2016 ADA trips
• City-based paratransit services also delivered 142,000 trips in FY 2016 (not shown in graphs)

Sources: Data from transit operators (FY2006-15); Compliance and Gap reports (FY2015-16)
Collisions have risen from recession lows

- Traffic related injuries and fatalities (7,429) have risen well above recession lows
- Annual rate of ~1 collision per 200 residents
- Alameda County trends echo rise in collisions nationwide

Injury and fatal collisions exclude Property Damage Only (PDO) collisions

Collisions involving vulnerable road users an increased cause for concern

- Pedestrian involved collisions and bicycle and pedestrian share of collision vs. mode share

Safety focused efforts at county and local level

- Infrastructure
  - CIP/OBAG II complete streets projects
  - Successful ATP grant applications
- Safe Routes to Schools Program
- Planning and Policy
  - Data-driven interventions
  - Local Vision Zero policies

City of Alameda Central Avenue Complete Streets: Alameda CTC funded concept plan which then received ATP Cycle III grant.

City of Fremont State Route 84 Complete Street Upgrade Phase I: received OBAG Cycle II grant.

Housing units permitted in 2015 doubled vs. 2014 but fall short of RHNA target

Alameda County Housing Units Permitted vs. RHNA Target

- Very Low: (0% - 50%)
- Low: (50% - 80%)
- Moderate: (80% - 120%)
- Above Moderate: (120%+)
- Overall

Source: Housing Element Progress Reports, compiled by ABAG
Housing production greatly lags population and job growth in recent years.

Alameda County Population and Job Growth vs. Housing Production

Recap

- Performance report supports mandated Congestion Management Program element requirements
- Annual, systemwide monitoring
- Alameda CTC projects and programs focus on addressing congestion, safety, and efficiency

Sources: Department of Finance E-5 Report; Department of Finance E-2 Report; Bureau of Labor Statistics (BLS) Quarterly Census of Employment and Wages for Alameda County