

ALAMEDA COUNTY TRANSPORTATION COMMISSION

2016 Performance Report:

State of the Transportation System in Alameda County

A presentation to the Planning, Policy, and Legislation Committee
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 June 12, 2017

Purpose of the Performance Report

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- 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

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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

2016 PERFORMANCE REPORT

Key Findings

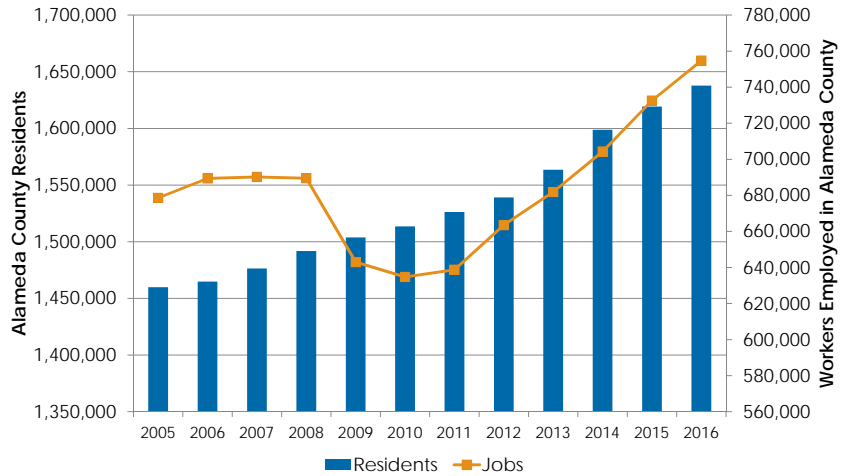
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- Local economy and population have continued positive growth trend
- Alameda County's commute patterns are increasingly multimodal
- Measures of congestion have reached new heights
- Collisions resulting in injury and fatality have risen in part due 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

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Alameda County's steady population and job growth continued in 2016

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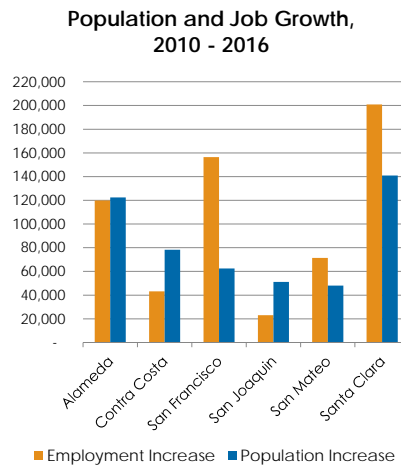
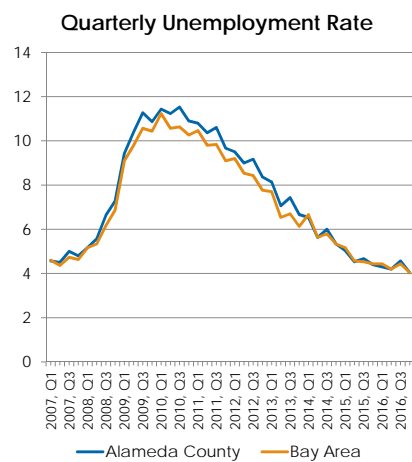


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Sources: Department of Finance (2016)

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

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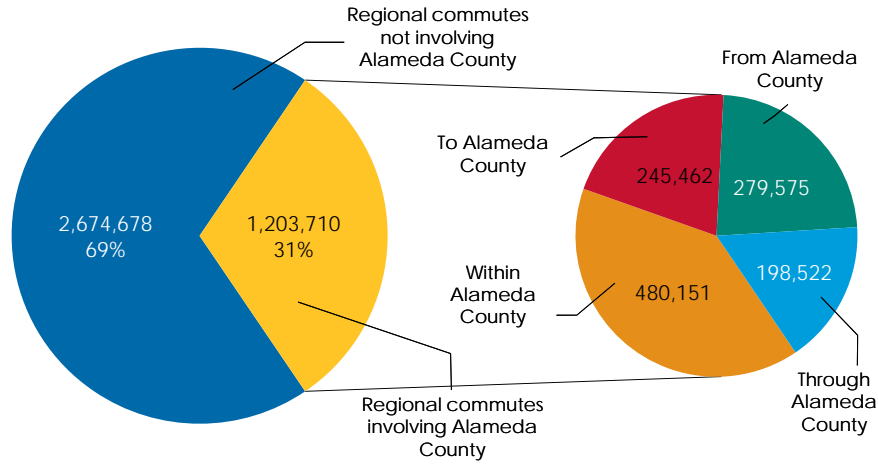
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Sources: Bureau of Labor Statistics, Department of Finance (2016)

Alameda County supports 31 percent of regional commutes despite having only 21 percent of regional population

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Daily Commute Volumes (2015)



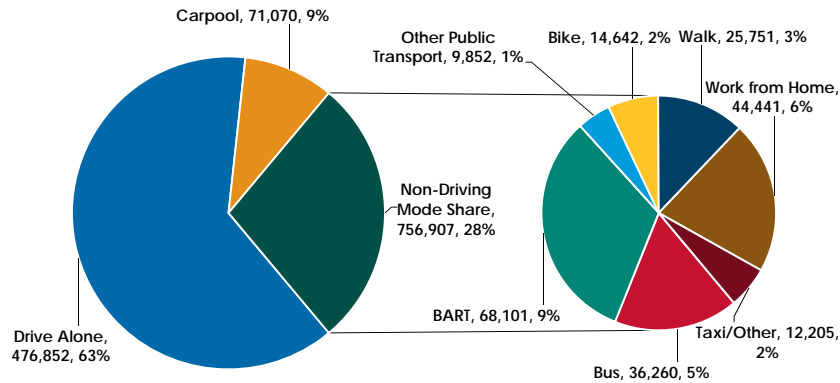
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Sources: American Community Survey Public Use Microsurvey Data (2015)

Alameda County residents use a mix of commute modes

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Journey to Work Mode Share (2015)



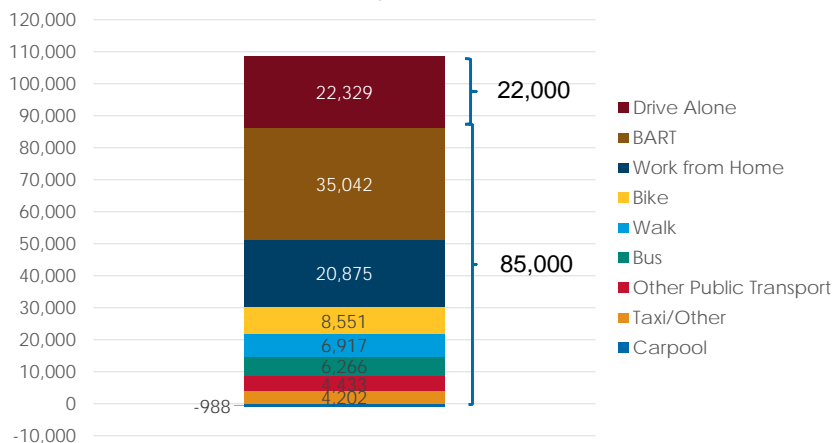
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Sources: 2015 American Community Survey, 2015

Commute shifts since 2007 show increasing multimodal trend

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Net Alameda County Commute Shifts Since 2007



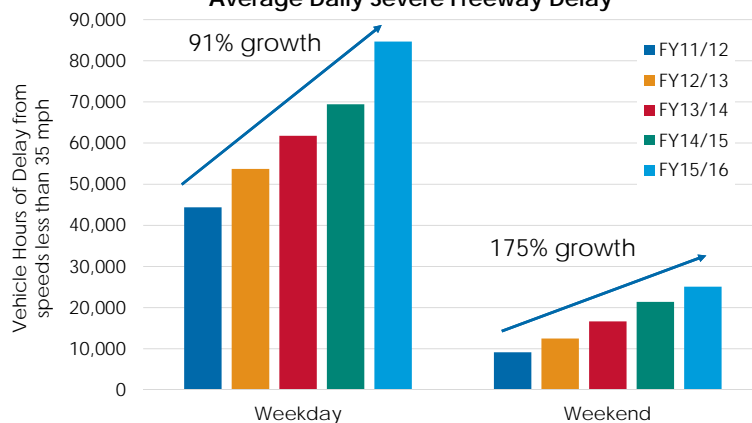
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Sources: American Community Survey 1-Year Estimates

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

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Average Daily Severe Freeway Delay



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Source: Inrix Analytics

County and regional congestion relief efforts

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- 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



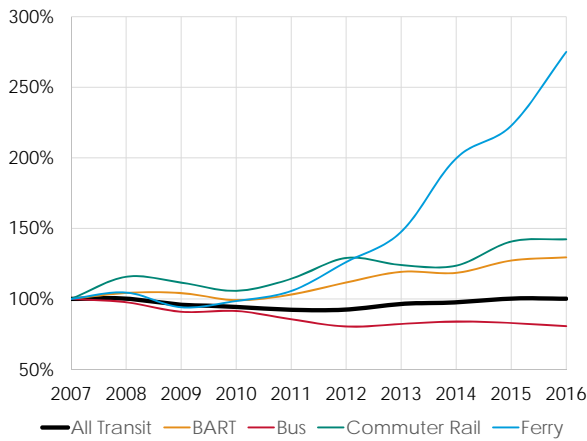
- Caldecott Fourth Bore

2016 PER

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

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Ridership Percent of 2007 Levels by Transit Mode



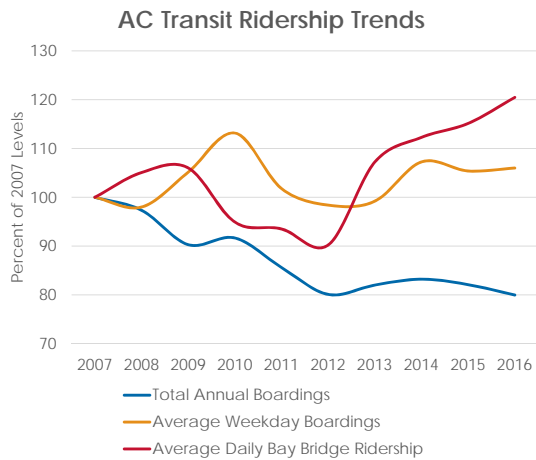
- Overall ridership has been flat
- WETA, ACE, Capitol Corridor, and BART have all seen strong ridership growth since 2007
- Bus ridership has declined nearly 20% since 2007; national trend shared by all Alameda County operators

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Source: National Transit Database Submissions

AC Transit ridership remains strong in some travel markets

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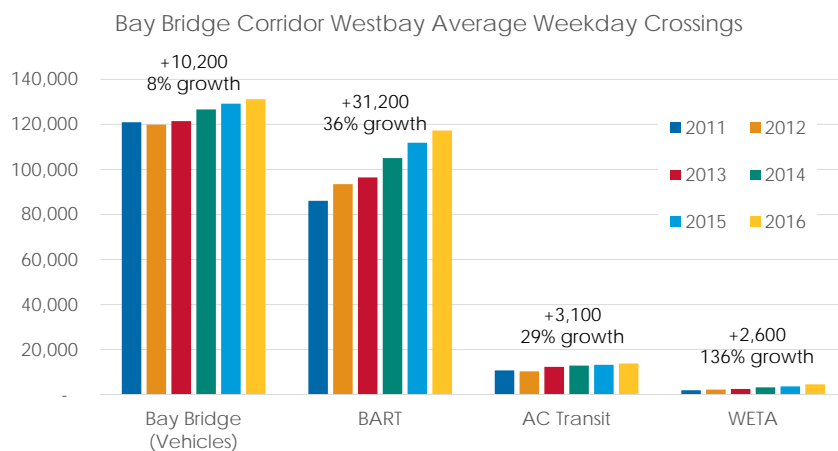
- Overall ridership declined
- Average weekday boardings held steady
- Transbay ridership up significantly
- Divergent trends suggest overall ridership declines may be due to non-work travel

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Source: AC Transit

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

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Private shuttles and shared use mobility influence transit services

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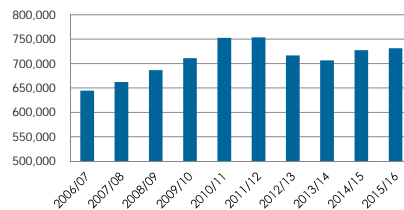


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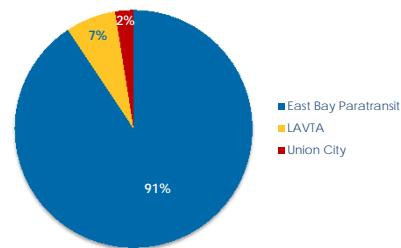
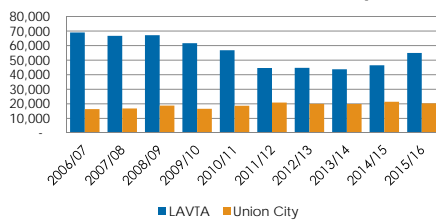
ADA paratransit ridership continued to grow in 2016

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East Bay Paratransit Annual Trips



ADA Mandated Annual Trips



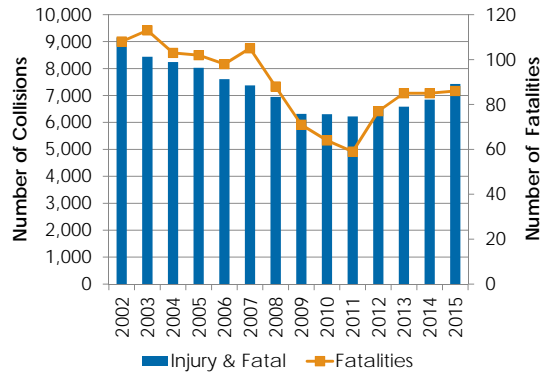
- East Bay Paratransit provided 91% of FY 2016 ADA trips
- City-based paratransit services also delivered 142,000 trips in FY 2016 (not shown in graphs)

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Sources: Data from transit operators (FY2006-15); Compliance and Gap reports (FY2015-16)

Collisions have risen from recession lows

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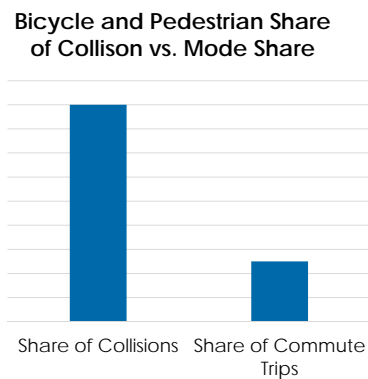
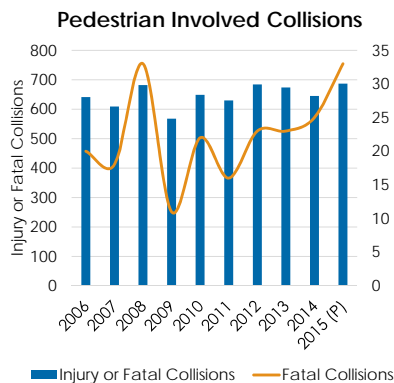
Source: California Highway Patrol Statewide Integrated Traffic Record System database (2002-2015)
Injury and fatal collisions exclude Property Damage Only (PDO) collisions

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- 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

Collisions involving vulnerable road users an increased cause for concern

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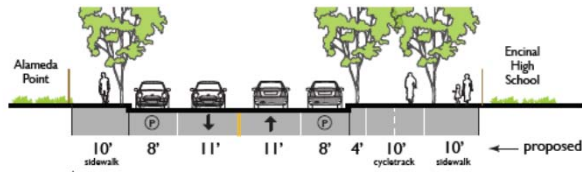


Source: Statewide Integrated Traffic Reporting System Database as summarized by the Traffic Injury Mapping System. (2006-2015)

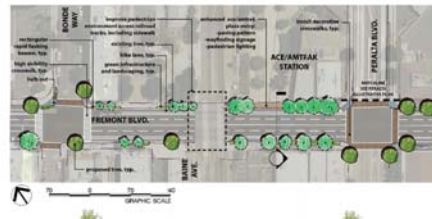
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Safety focused efforts at county and local level

- 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*



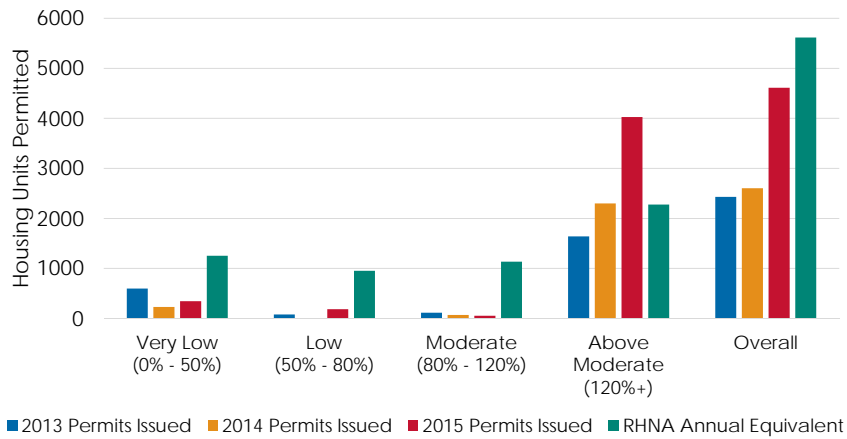
City of Alameda Central Avenue Complete Streets: Alameda CTC funded concept plan which then received ATP Cycle III grant.



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

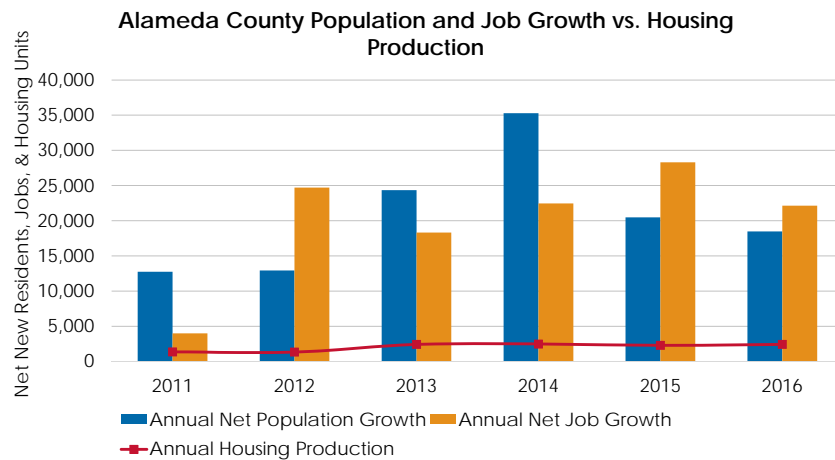
Housing units permitted in 2015 doubled vs. 2014 but fall short of RHNA target

Alameda County Housing Units Permitted vs. RHNA Target



Housing production greatly lags population and job growth in recent years

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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

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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

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