Data collected annually to help Alameda CTC understand annual changes in:

- Demand Factors
- Multimodal System-wide Performance

Monitor trends and put them in historical context

Uses 2017 or most recent data available

Key trends and inventories in modal fact sheets
Key Findings

- **Post-recession regional growth continued**: Added 30,000 jobs and 13,000 residents in 2017. Regional imbalance continued.
- **Commutes shifting away from SOVs**: Telecommuting now over 6 percent.
- **Freeway speeds stable**: After declining each year since the end of the recession, freeway, highway speeds leveled off.
- **Arterial speeds declined**: Down 15 percent in the last six years.
- **Total collisions increased**: Bikes and pedestrians continue to account for a disproportionate number of collisions.
- **Total annual transit ridership declined**: Commuter markets remain strong, but overall ridership dropped 4 percent.
- **Port volume completed recovery from the recession**: Set record volume in 2017.
Alameda County’s steady population and job growth continued

- Alameda County added 30,000 jobs and 13,000 new residents last year
- Added 135,000 jobs and 142,000 residents since the recession.

Total Population and Employment Growth (since 2010)

Counts to the south and west: employment outpaced population growth

Counts to the north and east: population growth outpaced employment
Alameda County has outsized role for trips within the region

- Not Involving Alameda County: 67%
- From 23% To 20%
- Within 39%
- Through 18%

Sources: US Census Bureau, PUMS microsample data (2016)

Alameda County commutes are multimodal

- 2nd highest transit mode share in California (15%)—after San Francisco.
- Walking increasing (4.2%) while biking is falling (1.7%)
- More residents are telecommuting (fastest growing mode) - up to 6%

Sources: ACS 1-year 2017
Freeway speeds stayed stable

- After multi-year decline:
  - AM-peak flat
  - PM-peak up slightly
  - Weekend up slightly
- PM-peak speeds still down 10 percent since the recession.

Average Freeway Speeds

<table>
<thead>
<tr>
<th></th>
<th>Spring 2010</th>
<th>Spring 2012</th>
<th>Spring 2014</th>
<th>Spring 2016</th>
<th>Spring 2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekday, AM Peak (7-9am)</td>
<td>53.9</td>
<td>53.1</td>
<td>50.8</td>
<td>50.6</td>
<td>50.6</td>
</tr>
<tr>
<td>Weekday, PM Peak (4-6pm)</td>
<td>52.2</td>
<td>51.1</td>
<td>49.3</td>
<td>46.2</td>
<td>47.4</td>
</tr>
<tr>
<td>Weekend, Mid-Day (1pm-3pm)*</td>
<td>61.5</td>
<td>60.1</td>
<td>57.2</td>
<td>58.1</td>
<td></td>
</tr>
</tbody>
</table>

Major Arterial speeds declined

- Arterial road speeds continue to slow. Have since data collection began in 2014.
- Morning speeds on arterials dropped more than 2.5 mph between 2016 and 2018.
Port Volumes growing

![Graph showing Port of Oakland Import/Export Volume (TEUs) from 2001 to 2017. Port volumes are growing.

Air Freight (tons) by Airport

![Graph showing Air Freight (tons) by Airport from 2001 to 2017. Air freight volumes are presented for Oakland, San Francisco, and San Jose.

Alameda County’s roads remain some of the most congested in the Bay Area

- #2 80 WB, all day
- #4 680 NB, afternoon
- #6 80 EB, afternoon
- #7 880 NB, afternoon
- #9 24 EB, afternoon

Sources: INRIX via MTC Vital Signs, 2017
2018 Level of Service

2018 PERFORMANCE REPORT

County and regional congestion relief efforts

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• RM3 Core Capacity Projects
• Bay Bridge Forward
• Interchange Improvements

• 580 DAA
• 580/680 Work Program
• Interchange Improvements

• NB Express Lanes
• 580/680 Work Program
• I-680/84 Interchange
• SR-262 Cross Connector

• Interchange Improvements
• Express Lanes
• BART to San Jose

• Dumbarton Corridor Improvements
• SR-84 Widening
Total collisions increased, speeding the most common cause

*2016 numbers are provisional and added to SWITRS/TIMS on a rolling basis. Totals may change.

Sources: SWITRS via TIMS 2002-2016

Total Bike/Ped Collisions remain high

Sources: SWITRS via TIMS 2002-2016
Pavement condition improved

- Percent of roads rated very good or excellent continuing to grow
- Average PCI (68) at its highest in a decade

Overall transit ridership has declined

- Overall transit ridership declined 4% to 94 million annual boardings
- Bus ridership has declined nearly 20% since 2007; national trend shared by all Alameda County operators
Commuter Transit markets remain strong

- Transbay bus boardings continued to increase despite declining total annual boardings.
- Average weekday boardings holding steady.
- Divergent trends suggest overall ridership declines may be due to non-work travel.

Service utilization declined in FY16-17 for all transit operators

Service Utilization for Major Operators

- BART
- AC Transit

Source: National Transit Database Submissions
• AC Transit’s commercial speeds have continued to decrease as congestion has increased.

• More service allocated during the most congested commute hours may explain some of the decline.
More service changes coming

Recap

Population and Jobs
Driving Mode Share
Freight Volumes:
Congestion:
Collisions:
Pavement Condition:
Transit Usage:
CMP Monitoring

- Recent applications of these data:
  - I-580 DAA
  - Multimodal Corridor Studies
  - Agency Planning and Prioritization
  - Funding Advocacy
- We will present another update next year

Fact Sheets Available at: alamedactc.org/performance

Questions