

ALAMEDA COUNTY TRANSPORTATION COMMISSION
2017 Performance Report:
 State of the Transportation System in Alameda County

A Presentation to the Planning, Policy, and Legislation Committee
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 October 8, 2018

About this Performance Report

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- 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



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Scope of the Performance Report

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Demand Factors

Population and employment trends
Commuter flows
Commuter travel time
Commuter mode split



Roadways

Average Speed
Gateway Volumes
Pavement condition
Safety



Transit

Ridership
Service utilization
On-time performance & speed



Goods Movement

Port and Airport Volumes



Active Transportation

Safety

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Key Findings

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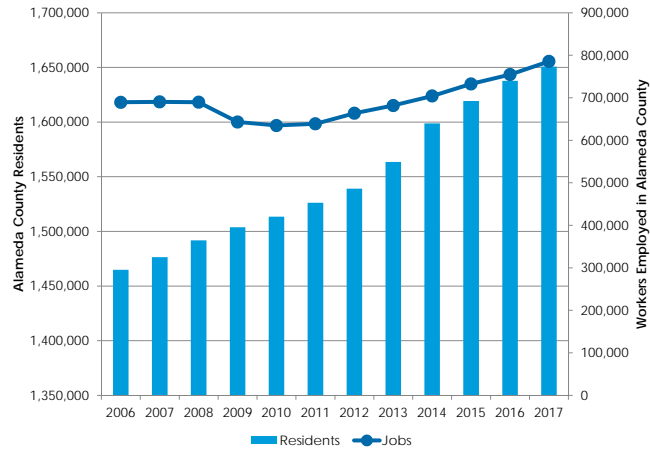
- **Post-recession regional growth continued:** Added 30,000 jobs and 13,000 residents in 2017. Regional imbalance continued.
- **Commuters shifting away from SOVs:** telecommuting now over 6 percent
- **Freeway speeds stable:** After declining each year since the end of the recession, freeway, highway 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.

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Alameda County's steady population and job growth continued

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Total Population and Employment Growth (since 2010)



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

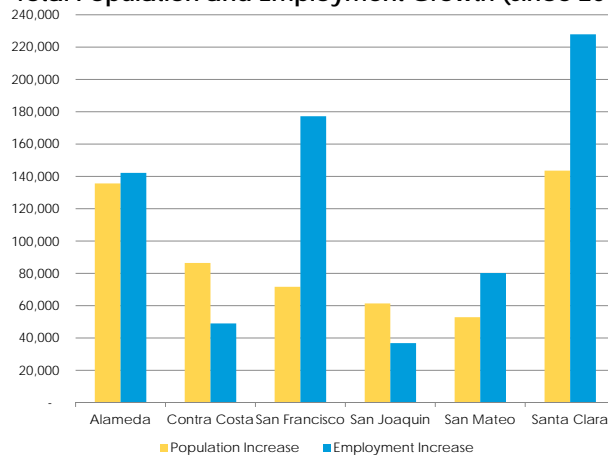
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Source: Department of Finance (2017)

Alameda County's steady population and job growth continued

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Total Population and Employment Growth (since 2010)

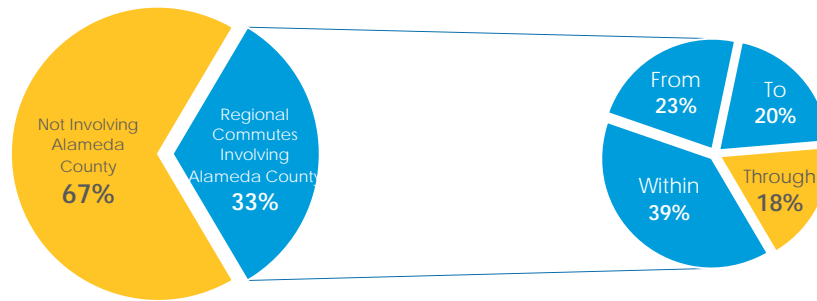


- Counties to the south and west: employment outpaced population growth
- Counties to the north and east: population growth outpaced employment

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Alameda County has outsized role for trips within the region

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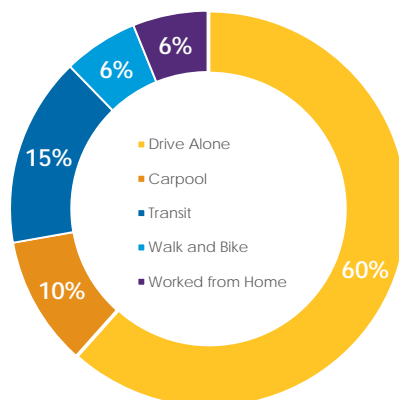


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Sources: US Census Bureau, PUMS microsample data (2016)

Alameda County commutes are multimodal

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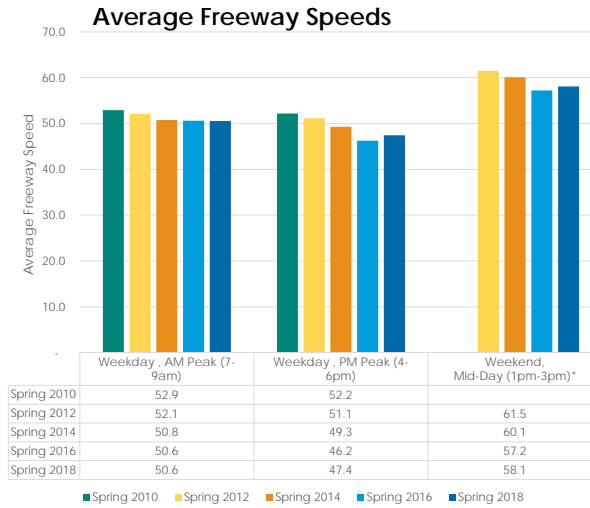
- **2nd highest transit mode share** in California (15%)—after San Francisco.
- Walking increasing (4.2%) while biking is falling (1.7%)
- More residents are telecommuting (fastest growing mode) – up to 6%

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Sources: ACS 1-year 2017

Freeway speeds stayed stable

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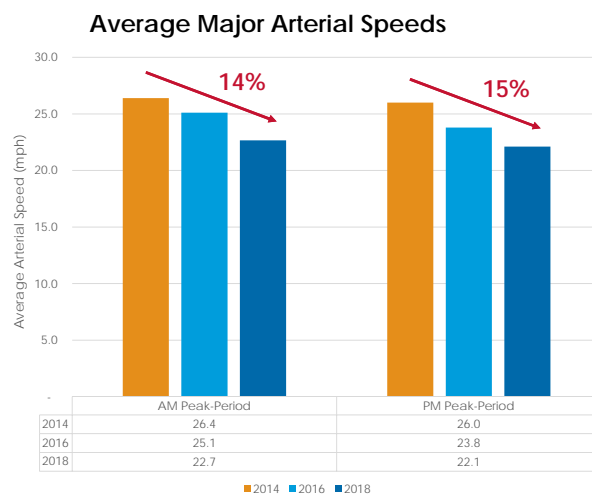
- After multi-year decline:
 - AM-peak flat
 - PM-peak up slightly
 - Weekend up slightly
- PM-peak speeds still down 10 percent since the recession.

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Sources: 2018 LOS Monitoring Report

Major Arterial speeds declined

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- 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.

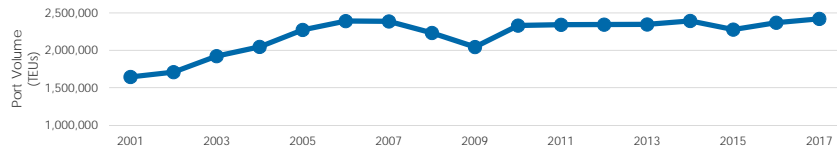
2017 PERFORMANCE REPORT

Sources: 2018 LOS Monitoring Report

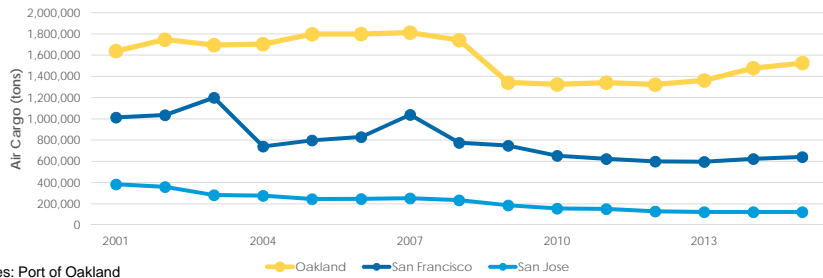
Port Volumes growing

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Port of Oakland Import/Export Volume (TEUs)



Air Freight (tons) by Airport



Sources: Port of Oakland

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

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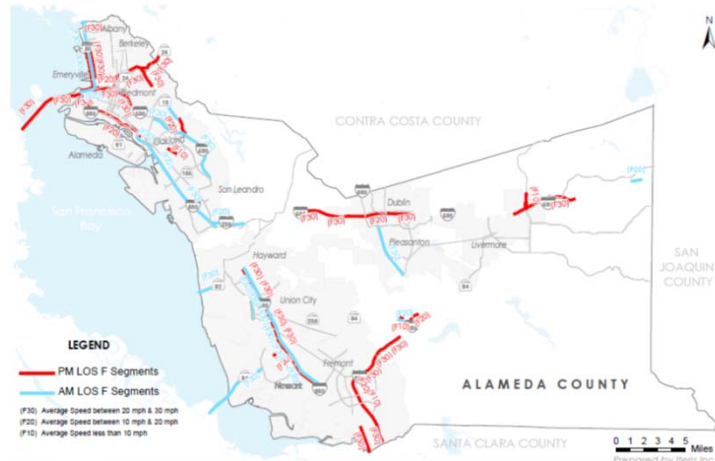
- #2 80 WB, all day
- #4 680 NB, afternoon
- #6 80 EB, afternoon
- #7 880 NB, afternoon
- #9 24 EB, afternoon

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Sources: INRIX via MTC Vital Signs, 2017

2018 Level of Service

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**2018 LEVEL OF SERVICE MONITORING RESULTS:
 LOS F SEGMENTS - AM & PM PEAK PERIODS**

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2018 Level of Service

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**2018 LEVEL OF SERVICE MONITORING RESULTS:
 TIER 1 FREEWAYS & BRIDGES - AM PEAK PERIOD (7:00 AM to 9:00 AM)**

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2018 Level of Service

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**2018 LEVEL OF SERVICE MONITORING RESULTS:
 TIER 1 FREEWAYS & BRIDGES - PM PEAK PERIOD (4:00 PM to 6:00 PM)**

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County and regional congestion relief efforts

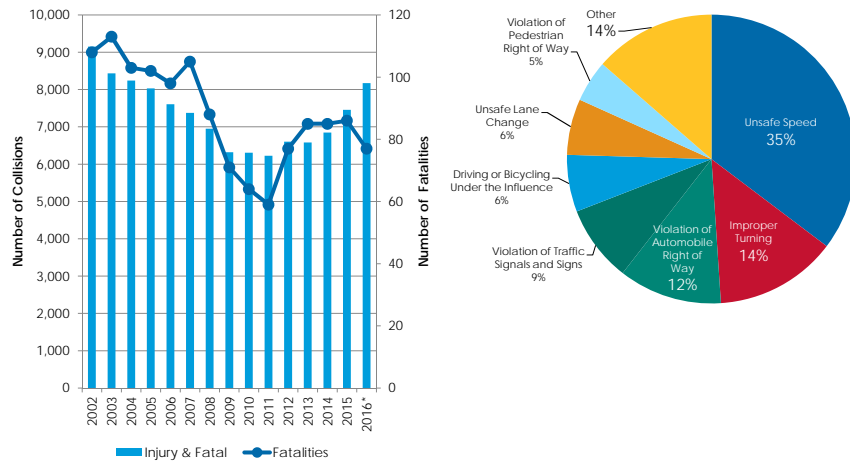
16

 <ul style="list-style-type: none"> • RM3 Core Capacity Projects • Bay Bridge Forward • Interchange Improvements 	 <ul style="list-style-type: none"> • 580 DAA • 580/680 Work Program • Interchange Improvements 	 <ul style="list-style-type: none"> • NB Express Lanes • 580/680 Work Program • I-680/84 Interchange • SR-262 Cross Connector
 <ul style="list-style-type: none"> • Interchange Improvements • Express Lanes • BART to San Jose 	 <ul style="list-style-type: none"> • Dumbarton Corridor Improvements • SR-84 Widening 	

2017 PERF

Total collisions increased, speeding the most common cause

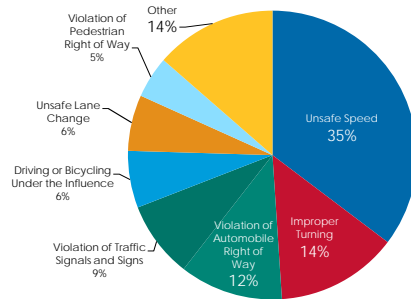
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* 2016 numbers are provisional and added to SWITRS/TIMS on a rolling basis. Totals may change

Sources: SWITRS via TIMS 2002-2016

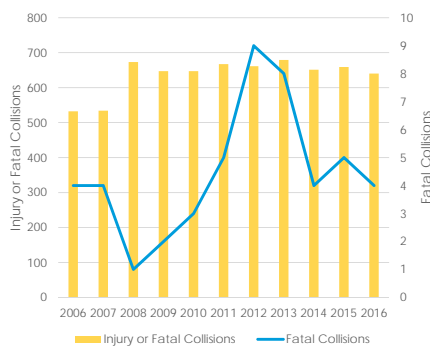
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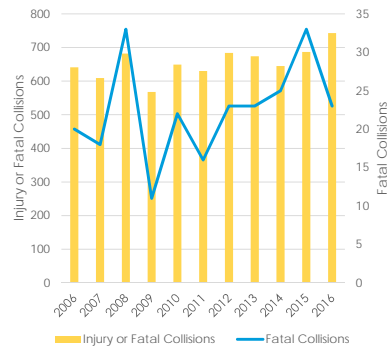
Total Bike/Ped Collisions remain high

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Bike Collisions



Pedestrian Collisions



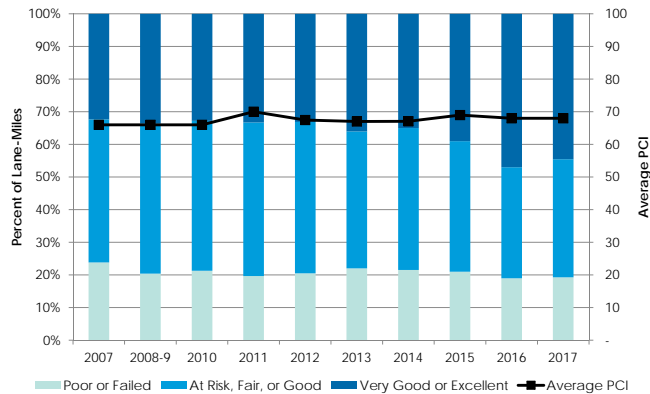
Sources: SWITRS via TIMS 2002-2016

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Pavement condition improved

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Pavement Condition Index



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

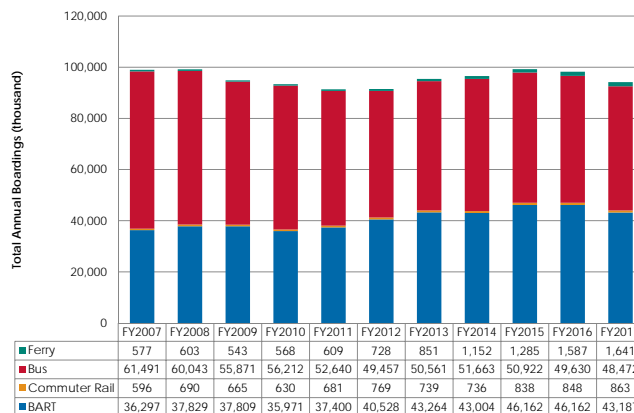
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Sources: MTC Vital Signs and Pothole Report

Overall transit ridership has declined

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Transit Ridership by Service Type



- 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

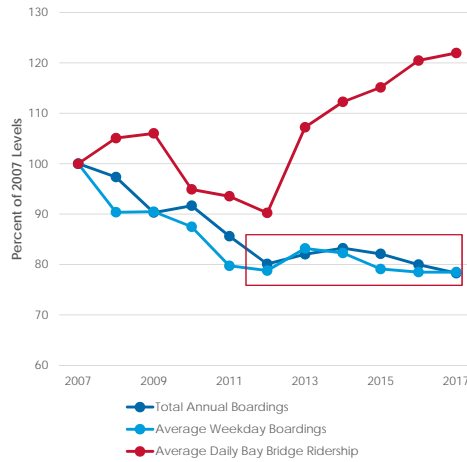
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Source: National Transit Database Submissions

Commuter Transit markets remain strong

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AC Transit Ridership



- 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.

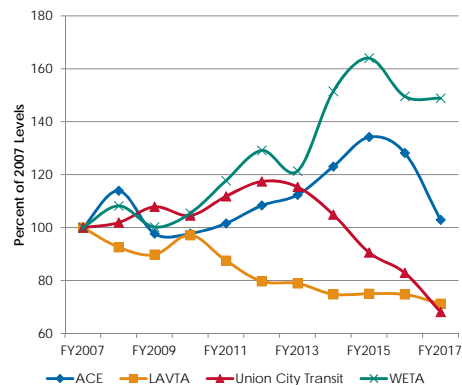
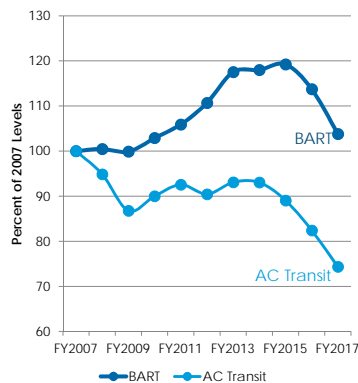
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Source: AC Transit

Service utilization declined in FY16-17 for all transit operators

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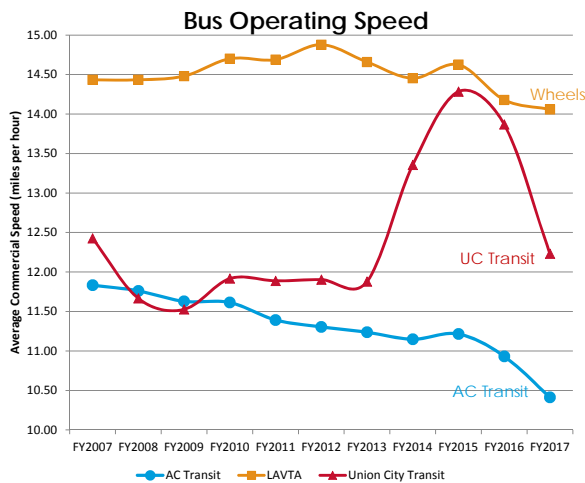
Service Utilization for Major Operators



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Source: National Transit Database Submissions

Bus operating speeds continued to decline



- 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

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Source: National Transit Database Submissions

Relationship between transit and auto speeds

Transit-to-Auto Speed Ratios



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More service changes coming

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Recap

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

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



Fact Sheets Available at:
alamedactc.org/performance

Questions