

ALAMEDA COUNTY TRANSPORTATION COMMISSION

2017 Performance Report:

State of the Transportation System in Alameda County

A Presentation to the Planning, Policy, and Legislation Committee
 Chris G. Marks, Alameda CTC Staff
 October 8, 2018

About this Performance Report

2

- 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



2017 PERFORMANCE REPORT

Scope of the Performance Report

3



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

2017 PERFORMANCE REPORT

Key Findings

4

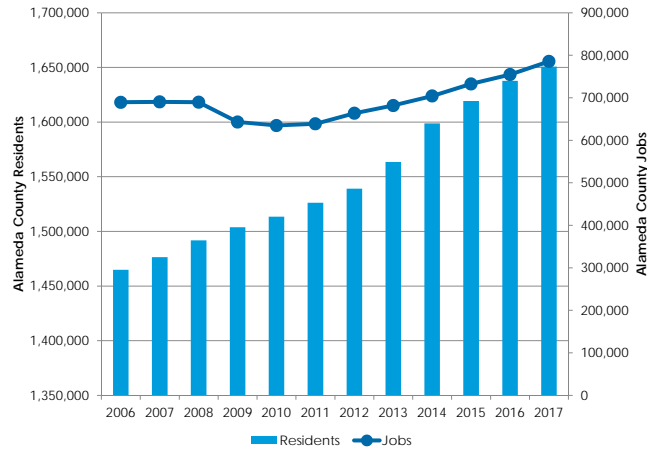
- **Post-recession regional growth continued:** Added 30,000 jobs and 13,000 residents in 2017. Regional imbalance continued.
- **Commuters shifting away from SOVs:** telecommuting now over 6 percent
- **Freeway speeds stable:** After declining each year since the end of the recession, freeway, highway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

2017 PERFORMANCE REPORT

Alameda County's steady population and job growth continued

5

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.

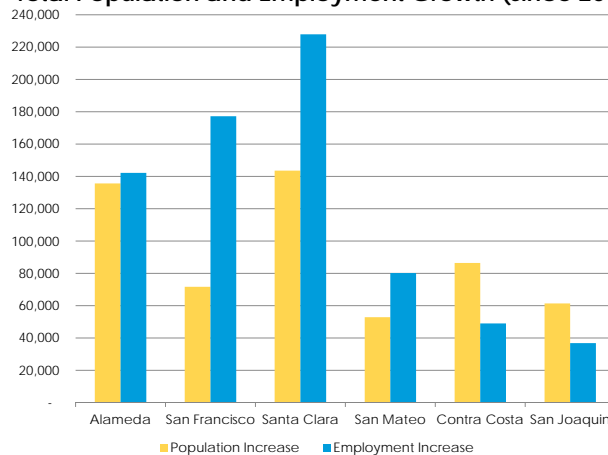
2017 PERFORMANCE REPORT

Source: Department of Finance (2017)

Alameda County's steady population and job growth continued

6

Total Population and Employment Growth (since 2010)

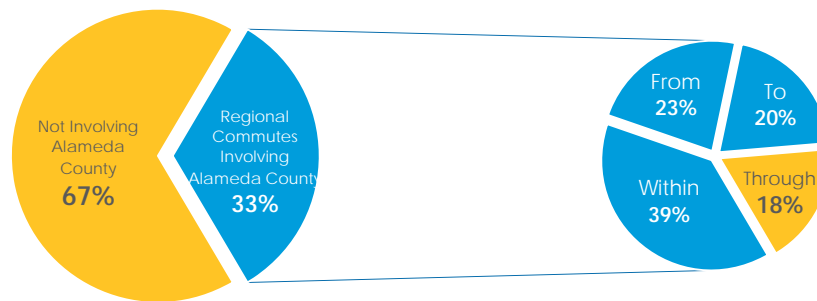


- Counties to the south and west: employment outpaced population growth
- Counties to the north and east: population growth outpaced employment

2017 PERFORMANCE REPORT

Alameda County has outsized role for trips within the region

7

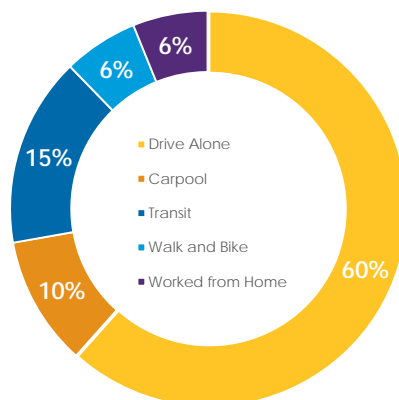


2017 PERFORMANCE REPORT

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

Alameda County commutes are multimodal

8



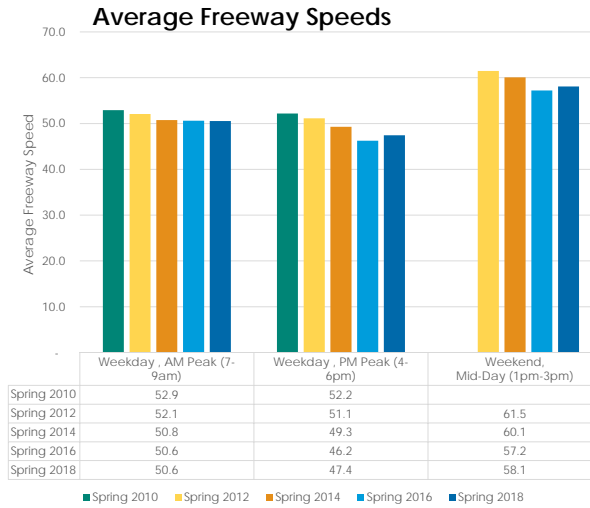
- **2nd highest transit mode share** in California (15%)—after San Francisco.
- Walking increasing (4%) while biking is falling (2%)
- More residents are telecommuting (fastest growing mode) – up to 6%

2017 PERFORMANCE REPORT

Sources: ACS 1-year 2017

Freeway speeds stayed stable

9



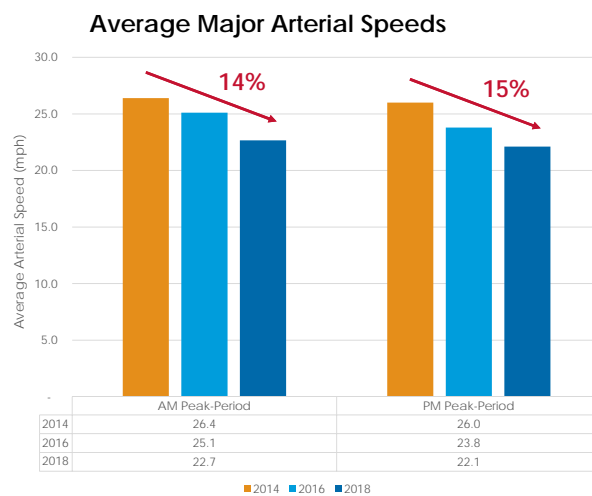
- After multi-year decline:
 - AM-peak flat
 - PM-peak up slightly
 - Weekend up slightly
- PM-peak speeds still down 10 percent since the recession.

2017 PERFORMANCE REPORT

Sources: 2018 LOS Monitoring Report

Major arterial speeds declined

10



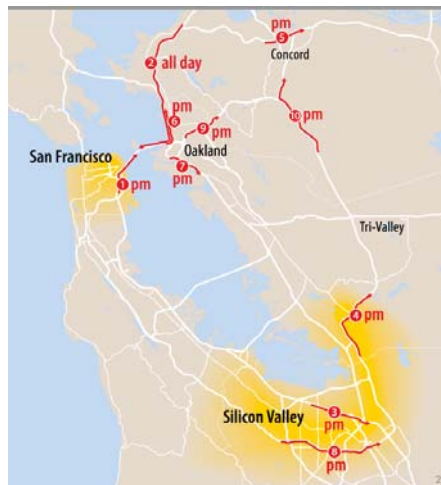
- Arterial road speeds continue to slow. Have since data collection began in 2014.
- Morning speeds on arterials dropped more than 2.5 mph between 2016 and 2018.

2017 PERFORMANCE REPORT

Sources: 2018 LOS Monitoring Report

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

11



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

2017 PERFORMANCE REPORT

Sources: INRIX via MTC Vital Signs, 2017

2018 Level of Service

12



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

2017 PERFORMANCE REPORT

2018 Level of Service

13



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

2017 PERFORMANCE REPORT

2018 Level of Service

14



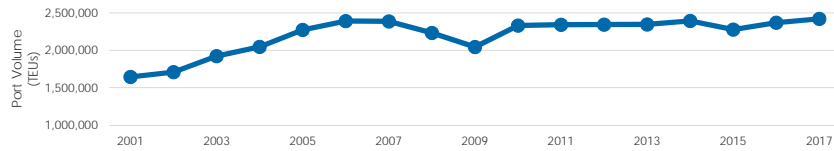
**2018 LEVEL OF SERVICE MONITORING RESULTS:
TIER 1 FREEWAYS & BRIDGES - PM PEAK PERIOD (4:00 PM to 6:00 PM)**

2017 PERFORMANCE REPORT

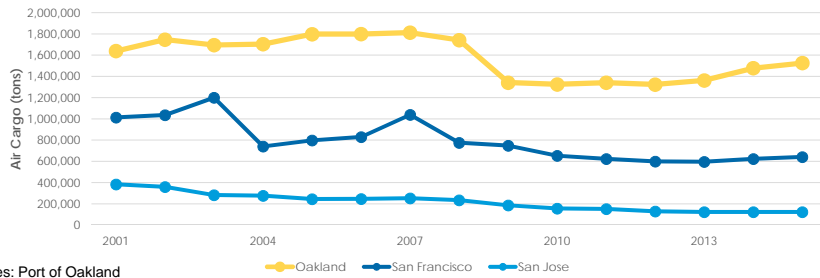
Port volumes growing

15

Port of Oakland Import/Export Volume (TEUs)



Air Freight (tons) by Airport



Sources: Port of Oakland

2017 PERFORMANCE REPORT

County and regional congestion relief efforts

16



- 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

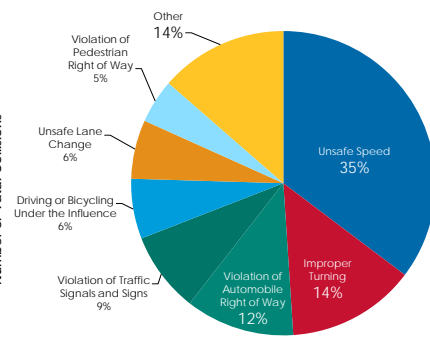
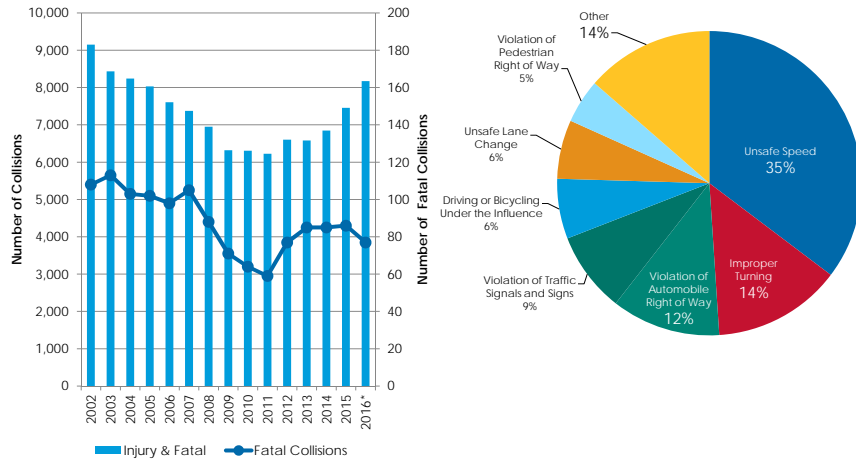


- Dumbarton Corridor Improvements
- SR-84 Widening

2017 PERFORMANCE REPORT

Collisions increased, speeding the most common cause

17



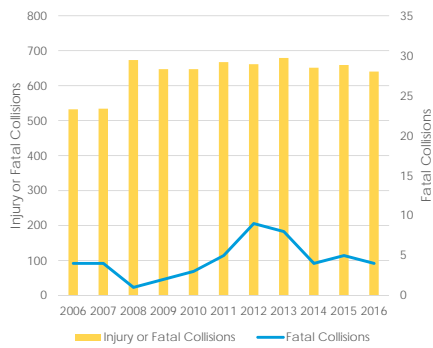
* 2016 numbers are provisional and added to SWITRS/TIMS on a rolling basis. Totals may change
Sources: SWITRS via TIMS 2002-2016

2017 PERFORMANCE REPORT

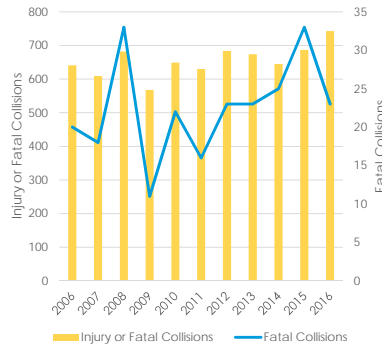
Bike/ped collisions remain high

18

Bike Collisions



Pedestrian Collisions



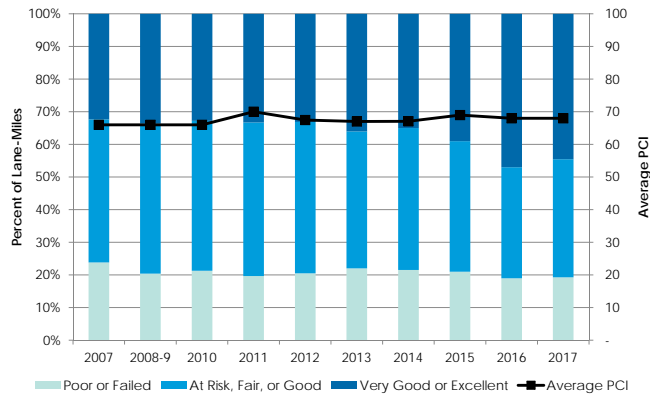
Sources: SWITRS via TIMS 2002-2016

2017 PERFORMANCE REPORT

Pavement condition improved

19

Pavement Condition Index



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

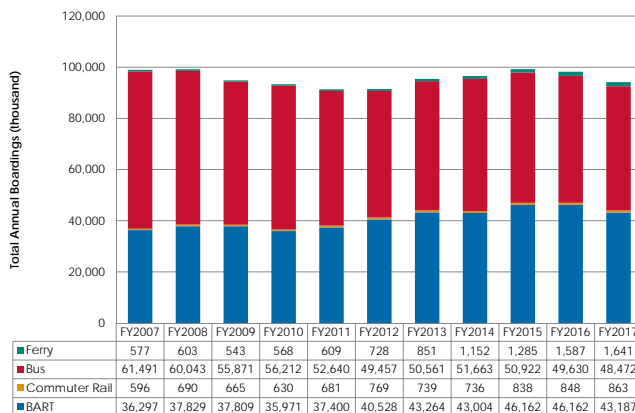
2017 PERFORMANCE REPORT

Sources: MTC Vital Signs and Pothole Report

Overall transit ridership has declined

20

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

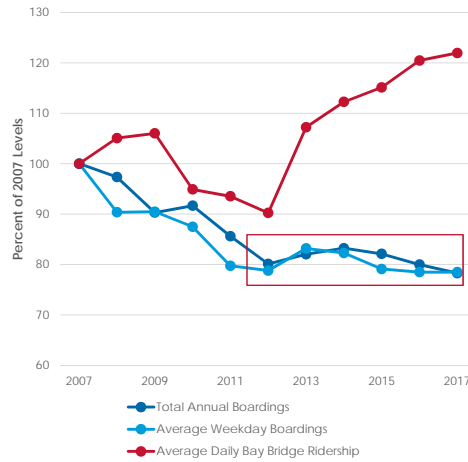
2017 PERFORMANCE REPORT

Source: National Transit Database Submissions

Commuter transit markets remain strong

21

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.

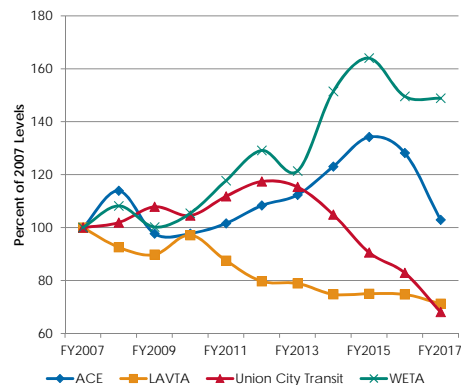
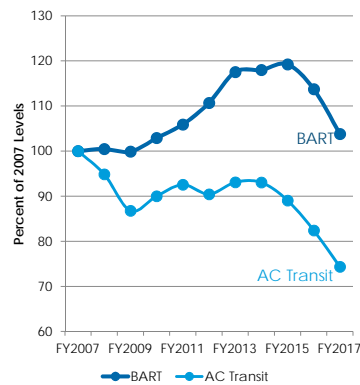
2017 PERFORMANCE REPORT

Source: AC Transit

Service utilization declined in FY16-17 for all transit operators

22

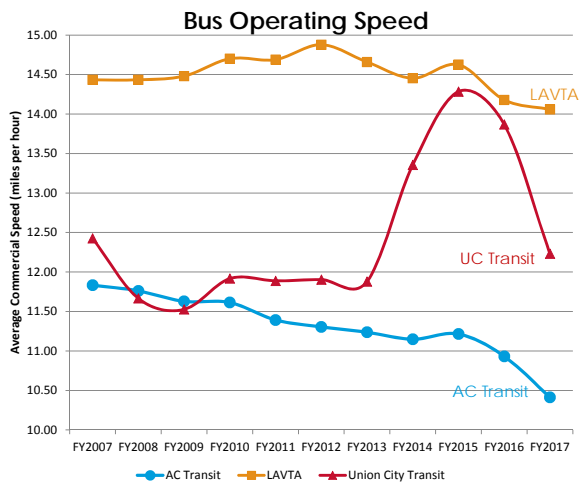
Service Utilization for Major Operators



2017 PERFORMANCE REPORT

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

2017 PERFORMANCE REPORT

Source: National Transit Database Submissions

Relationship between transit and auto speeds

Transit-to-Auto Speed Ratios



2017 PERFORMANCE REPORT

*Map shows areas where sufficient data is available for analysis.

More service changes coming

25

2017 PERFORMANCE REPORT

Recap

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

2017 PERFORMANCE REPORT

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



2017 PERFORMANCE REPORT

Questions ?



Fact Sheets available at:
alamedactc.org/performance

2017 PERFORMANCE REPORT

Alameda County Transportation Commission • 1111 Broadway, Suite 800
Oakland, CA 94607 • 510.208.7400