2017 Performance Report:
State of the Transportation System in Alameda County

A Presentation to the Planning, Policy, and Legislation Committee
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About this Performance Report

- 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
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.

Counties to the south and west: employment outpaced population growth

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

Not Involving Alameda County: 67%
Regional Commutes Involving Alameda County: 33%

Within 39%
From 23%
To 20%
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%) while biking is falling (2%)
- 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.

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

Sources: INRIX via MTC Vital Signs, 2017

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

2018 Level of Service

2018 Level of Service Monitoring Results: LOS F Segments - AM & PM Peak Periods
Port volumes growing

Port of Oakland Import/Export Volume (TEUs)

Air Freight (tons) by Airport

Sources: Port of Oakland

County and regional congestion relief efforts

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

Sources: SWITRS via TIMS 2002-2016

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 declined across all operators.
- BART and AC Transit showed the most significant declines.

Source: AC Transit

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.

Relationship between transit and auto speeds

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

Questions?

Fact Sheets available at: alamedactc.org/performance