

ALAMEDA COUNTY TRANSPORTATION COMMISSION

2015 Performance Report:

State of the Transportation System in Alameda County

A presentation to the Alameda County Technical Advisory Committee
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Purpose of the Performance Report

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- Monitor trends in measures from adopted plans
 - Countywide Transportation Plan
 - Countywide Multimodal Plans
- Fulfills one of mandated elements of Congestion Management Program
 - Multimodal Performance, LOS Monitoring, Land Use Analysis, TDM, Capital Improvement Program
- Annual, systemwide monitoring
- 2015 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
- Program participation



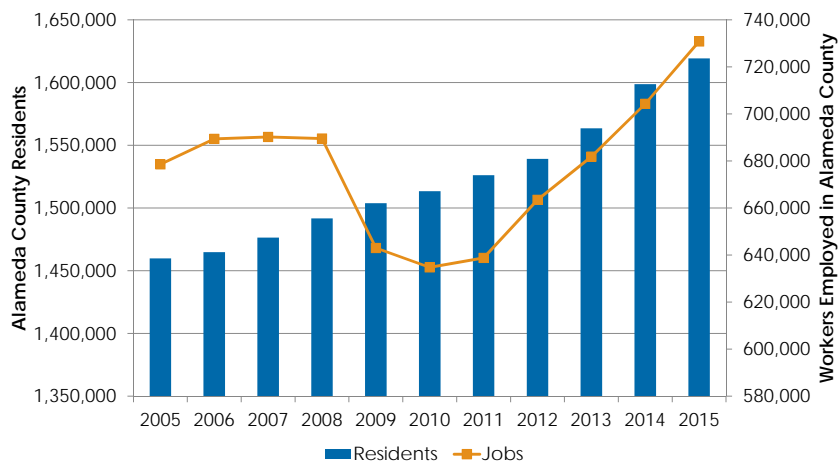
Liveable Communities

- Housing production
- Development approvals
- Greenhouse gas emissions

2015 PERFORMANCE REPORT

Alameda County's rapid population and job growth continued in 2015

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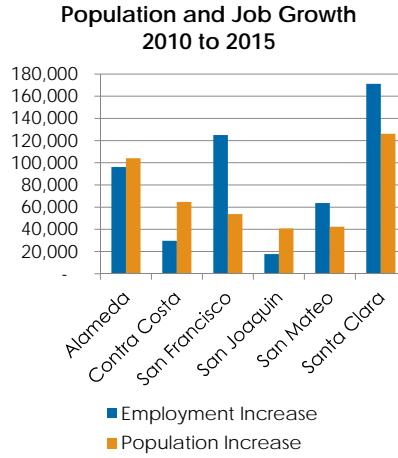
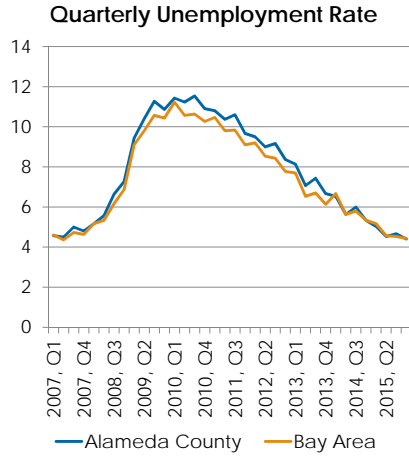


2015 PERFORMANCE REPORT

Sources: Department of Finance

Alameda County unemployment rate now matches overall regional rate, but jobs housing imbalance pressures persist

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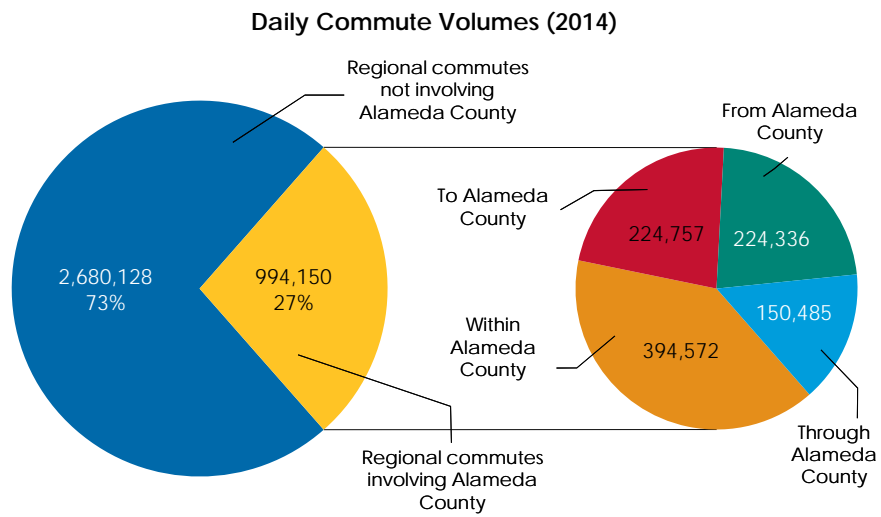


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Sources: Bureau of Labor Statistics, Department of Finance

Alameda County supports 27 percent of regional commutes despite having only 21 percent of regional population

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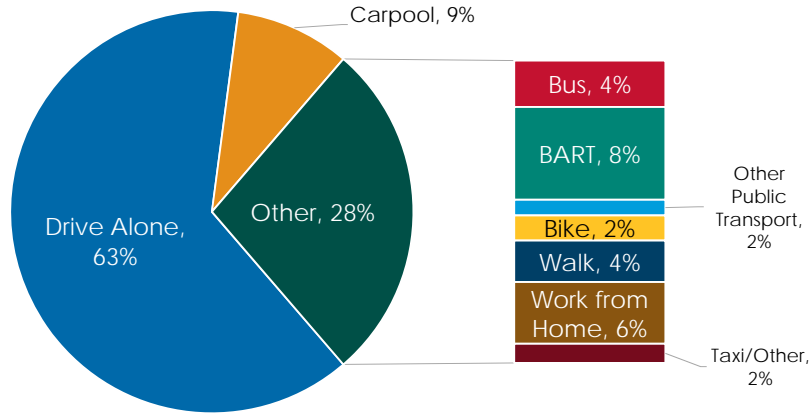
2015 PERFORMANCE REPORT

Sources: American Community Survey Public Use Microsurvey Data (2014)

Alameda County residents use a mix of commute modes with more than one-third using a shared or non-driving mode

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Journey to Work Mode Share (2014)



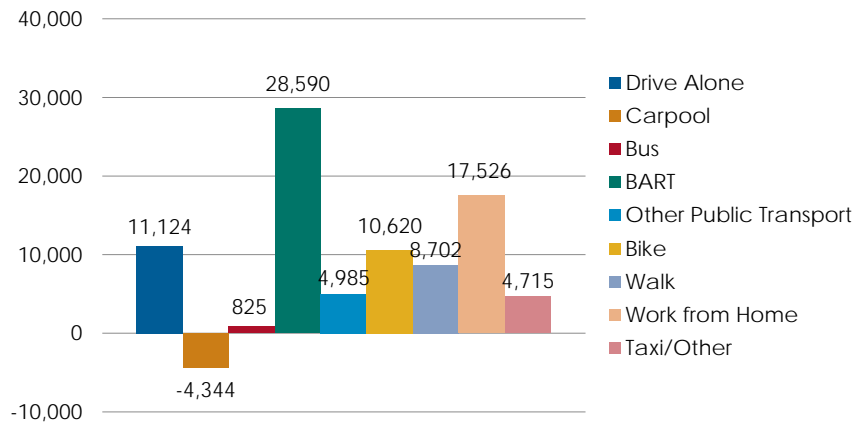
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Sources: American Community Survey (2014)

Commutes are increasingly multi-modal with BART and working from home contributing most to growth

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Difference in Commuters (2014 vs. 2005)

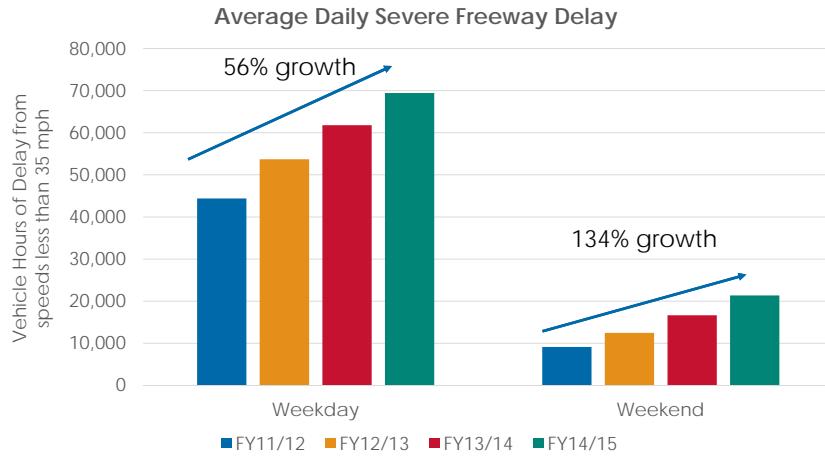


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Sources: American Community Survey 1-Year Estimates

Average freeway delays have grown in four consecutive years and more than doubled on weekends

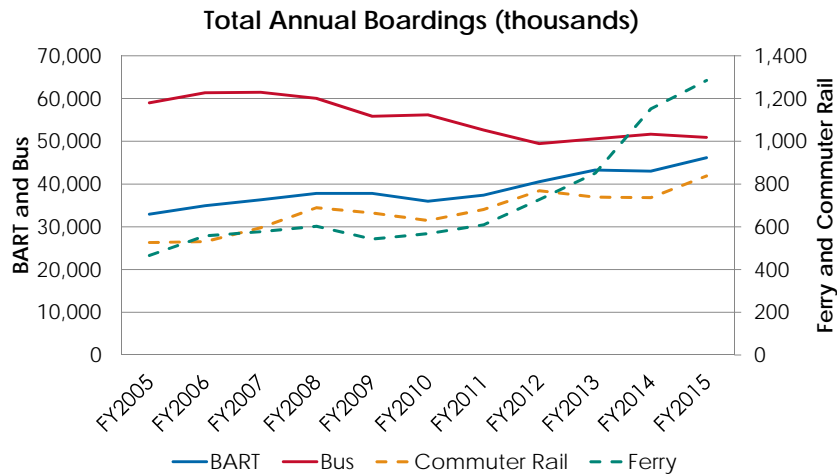
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BART, commuter rail, and ferry all saw ridership growth in 2015

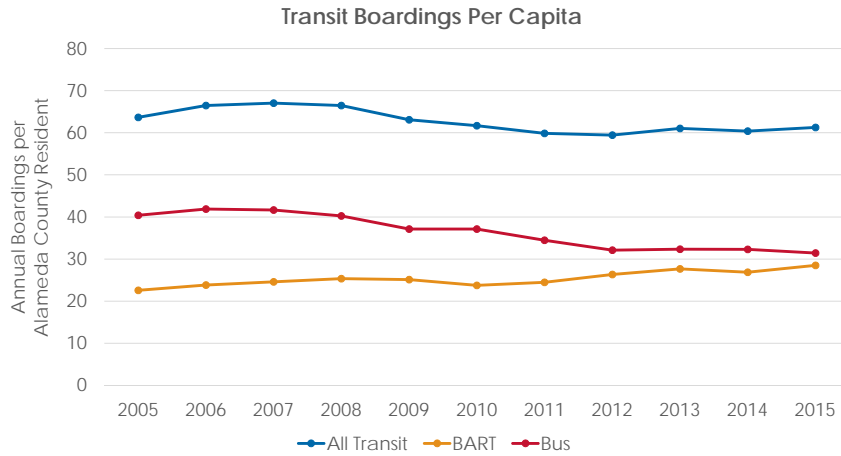
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Despite crowding in some areas of system, overall transit ridership growth has not kept pace with population growth

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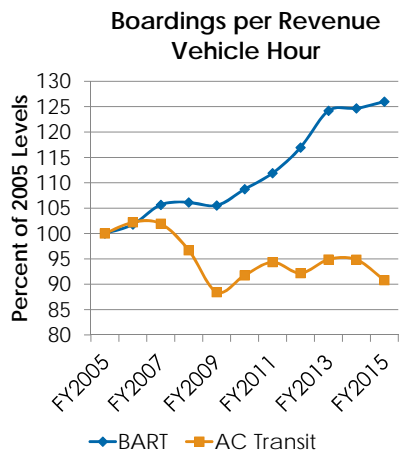


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Source: National Transit Database Submissions, American Community Survey

BART service utilization begins to flatten after 4 years of sharp increase; AC Transit service utilization remains flat

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- BART service utilization growth slower than in previous years reflecting short term measures to alleviate crowding
- AC Transit lower post-Recession service utilization reflects minimal service restoration as of FY2015
- AC Transit now implementing Service Expansion Plan to restore and reconfigure service

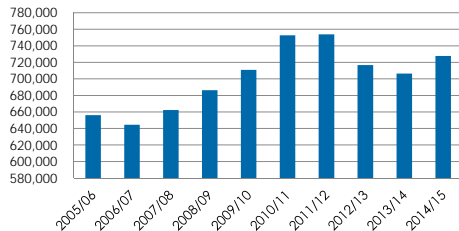
2015 PERFORMANCE REPORT

Source: National Transit Database Submissions

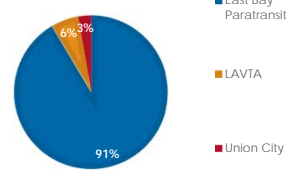
ADA paratransit ridership grew in 2015 after two year decline

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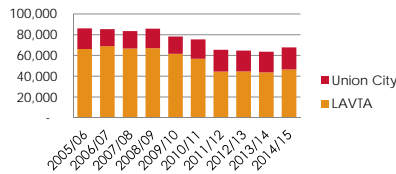
East Bay Paratransit Annual Trips



FY 2014/15



Annual Trips



- East Bay Paratransit provided 91% of FY 2015 ADA trips
- City-based paratransit services also delivered 136,000 trips in FY 2015 (not shown in graphs)

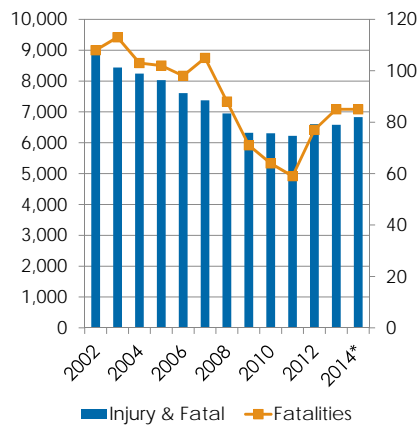
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Sources: Data from transit operators (FY2005-15); Compliance and Gap reports (FY2014-15)

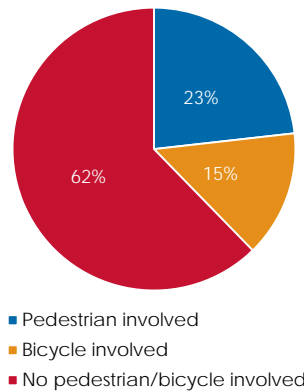
Overall collisions declined over last decade but vulnerable road users continue to account for large share

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Number of Collisions



Severe Injury and Fatal Collisions (2014)

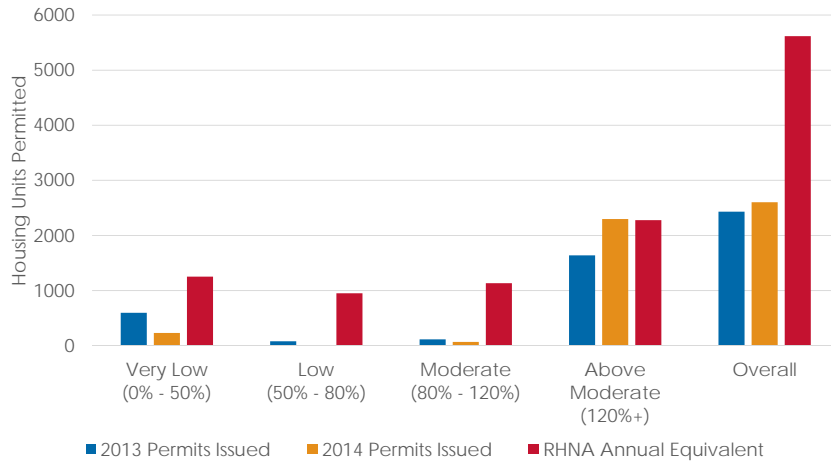


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Source: Statewide Integrated Traffic Record System
* 2014 data is preliminary

Despite an economic recovery housing permitting in recent years has not met annual RHNA equivalent

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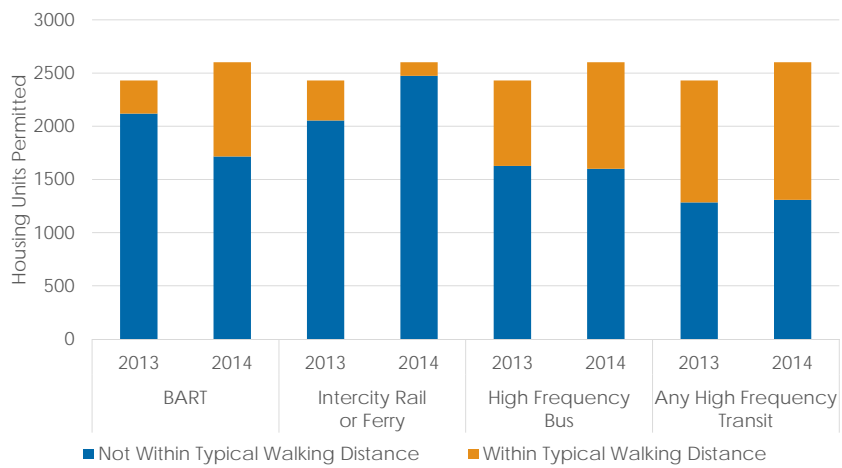


2015 PERFORMANCE REPORT

Source: Housing Element Progress Reports, compiled by ABAG

Approximately half of housing units permitted are within a typical walking distance of high frequency transit

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2015 PERFORMANCE REPORT

Source: Housing Element Progress Reports, compiled by ABAG
 Typical walking distance defined as half-mile for rail or ferry and quarter mile for bus. High frequency bus defined as peak hour 15 minute headways

Recap

- Performance report supports mandated Congestion Management Program element requirements
- Annual, systemwide monitoring
- Questions or comments?