



ALAMEDA COUNTY TRANSPORTATION COMMISSION  
2013 Performance Report

A presentation to PPLC  
Tess Lengyel, Deputy Director of Planning and Policy  
Matthew Bomberg, Assistant Transportation Planner  
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## Purpose of Performance Report

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- Track trends and progress towards goals in transportation plans
  - *Countywide Transportation Plan*
  - *Countywide Bicycle and Pedestrian Plans*
  - *Congestion Management Program statute*
- Identify needs for more extensive analysis
- System-level monitoring
  - *Complemented by other more focused monitoring efforts (e.g. LOS monitoring, modal plans)*

## Scope of Performance Report

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### Commute Patterns

General population and employment trends  
Commute flows  
Commute mode share



### Roadways

Freeway delays  
Freeway speeds  
Local road pavement condition  
Collisions



### Transit

Ridership  
Service utilization  
Cost-effectiveness  
Service interruptions & fleet age  
On-time performance & speed  
All 7 operators, fixed route only



### Bicycling and Walking

Collisions  
Counts  
Network/project completion from local jurisdiction summaries  
Master plan completion  
Program participation

### Data Sources:

Existing or publically available data

Previous fiscal year (FY12/13) or most recent available plus historic trends

## Key Findings

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- **Demand for travel on the rise:** Alameda County had largest percentage increase in population in California in 2013 and saw job growth for third consecutive year
- **Uneven employment recovery:** Alameda County employment rate lags the overall Bay Area
- **Regionally essential:** More than 25% of all Bay Area commuters touch Alameda County
- **More regional commute patterns:** Alameda County residents increasingly work in other counties; Alameda County workers increasingly commute from other counties
- **Balanced commute modes:** 36% of Alameda County workers use transit, walking biking, telecommute, or carpool, while 64% drive alone
- **More multimodal:** share of Alameda County workers using transit, walking, biking, and telecommuting up 5% since 2000

## Key Findings, cont.

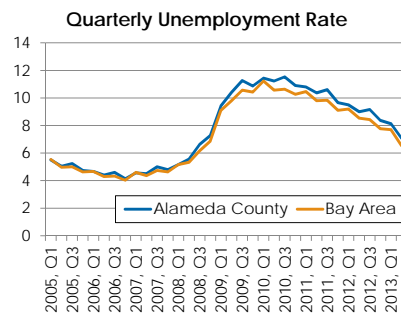
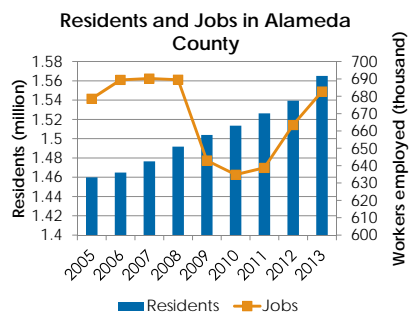
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- **Freeway congestion up:** Severe congestion increased by over 20% on freeways last year
- **Local road state of repair unchanged:** Average local road condition not improving greatly and 20% of roads are poor or failed
- **Overall safety improvements:** Roadway collisions are down over last decade
- **Transit ridership climbing but challenges loom:** Ridership is up overall and for most operators but aging assets, crowding, and dense urban operating conditions (for buses) pose challenges
- **Walking and biking:** counts are on the rise, collision rates declining, and network buildout continues

## Commute Patterns: Population and Jobs

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Population and job recovery both continued in 2013



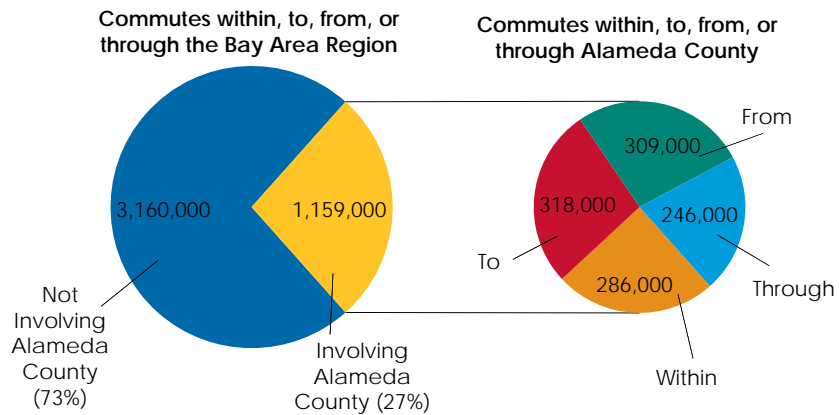
Alameda County employment rate lags region

Source: Department of Finance Estimates, Bureau of Labor Statistics Local Area Employment data

# Commute Patterns: Worker Flows

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Alameda County plays critical role supporting regional commute travel.



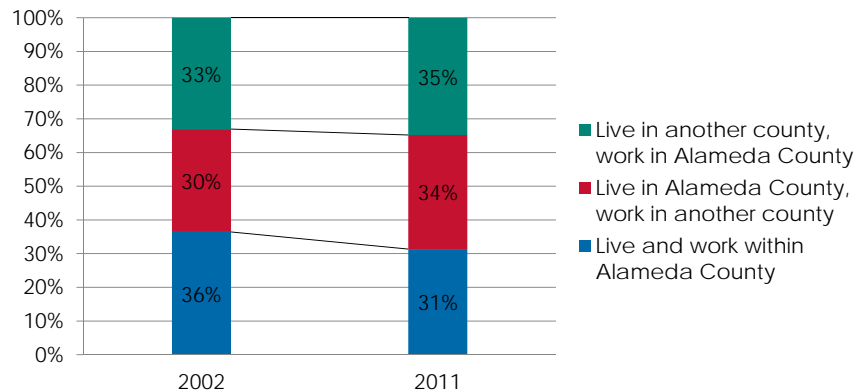
Source: Census Bureau Longitudinal Employment-Household Dynamics data

# Commute Patterns: Worker Flows

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Alameda County commutes became more regional in nature over last decade.

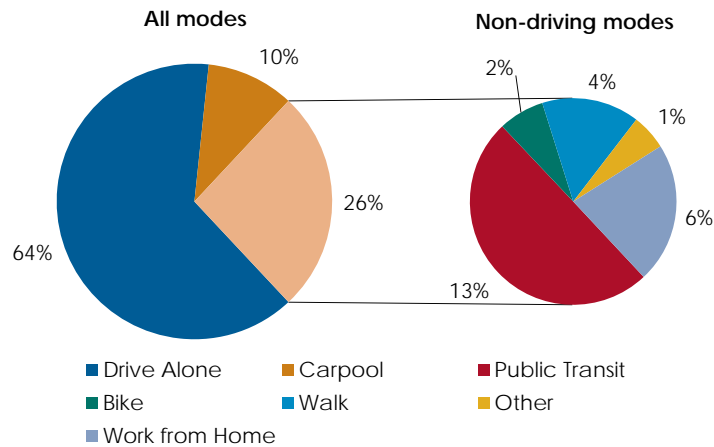
Origin-Destination pairs of workers who live or work in Alameda County



# Commute Patterns: Journey-to-work Mode Share

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Workers living in Alameda County use a diverse mix of transportation modes to commute to work

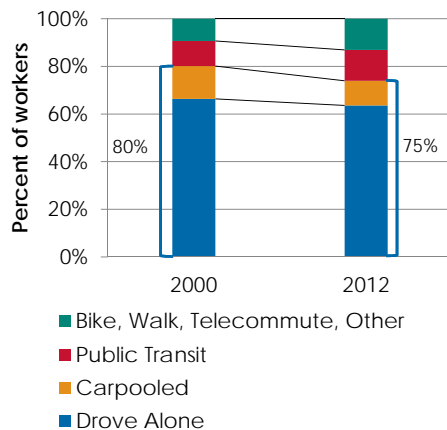


Source: American Community Survey 2012 1-Year Estimate

# Commuting Patterns: Journey-to-work Mode Share

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Alameda County commutes became more multimodal over last decade



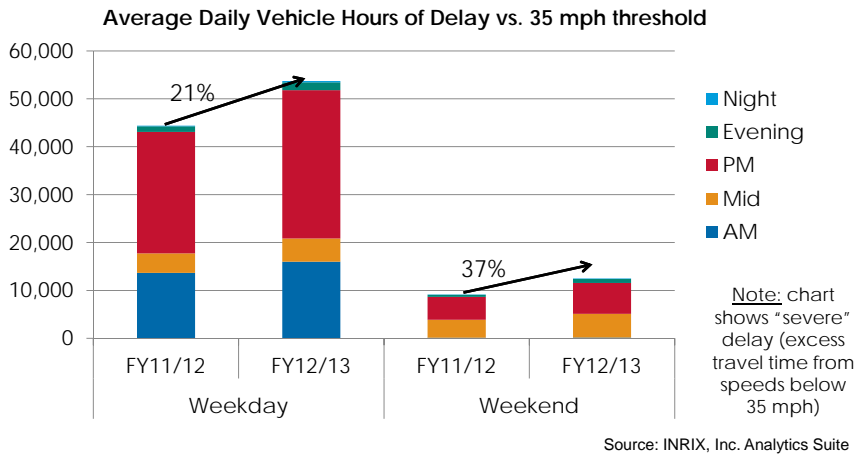
- Combined share of solo-driving and carpooling dropped by 5 percent
- Working from home is fastest-growing mode
- Public transit, walking, and biking mode share all increased
- Biking mode share nearly doubled

Source: Census 2000 and American Community Survey 2012 1-Year Estimate

# Roadways: Freeway Delay

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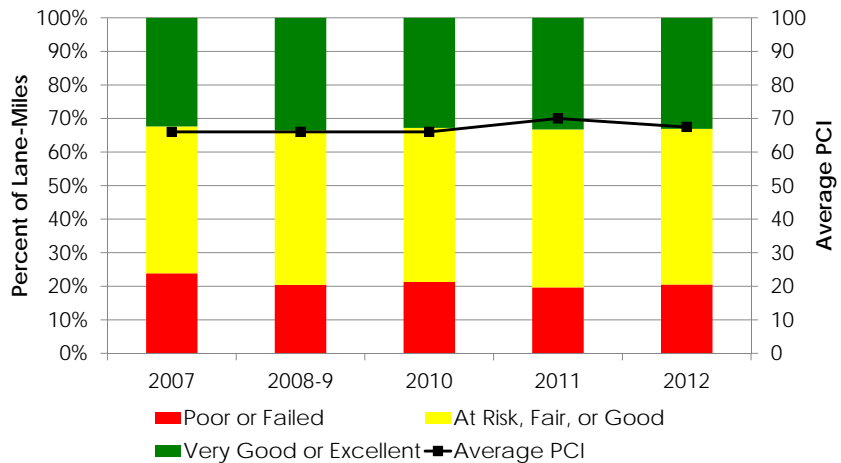
Average daily freeway delay increased by 22 percent overall from FY11/12 to FY12/13



# Roadways: Pavement Condition Index

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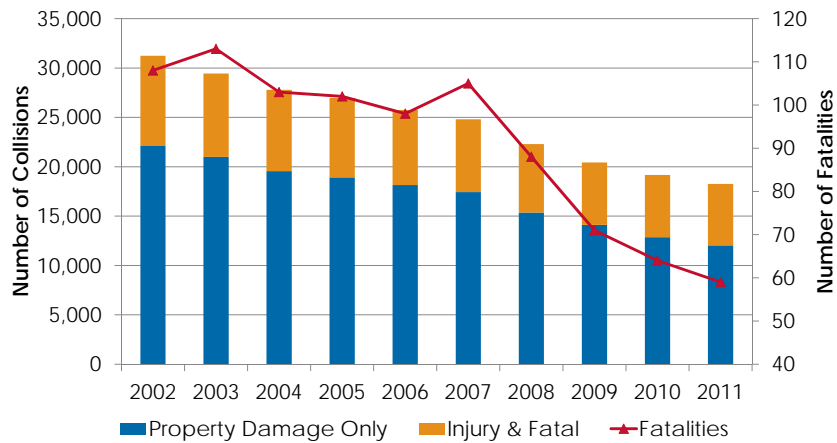
Average PCI declined slightly and is flat over last 5 years; one in five roads is "failed" or "poor"



# Roadways: Collisions

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Collisions continued a long-term downward trend in 2011; injury and fatal collisions down 32 percent since 2002.

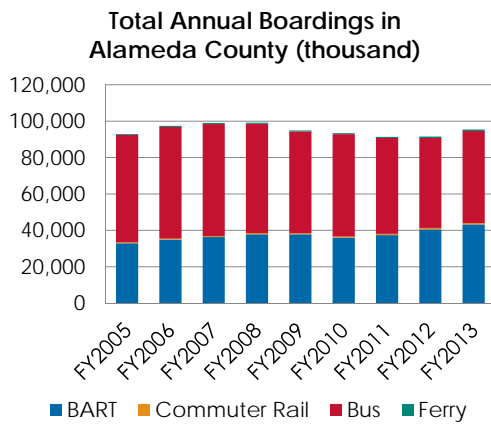


Source: Statewide Integrated Traffic Reporting System

# Transit: Ridership

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Total annual boardings in Alameda County increased by 4 percent in FY12/13 over FY11/12



- BART accounted for two-thirds of ridership growth
- Bus boardings up after declining in four of five previous years amid major service cuts
- Ferry boardings increased while commuter rail declined
- Long-term shift from bus to BART

Source: National Transit Database (2005-2012) and preliminary NTD filings (2013)

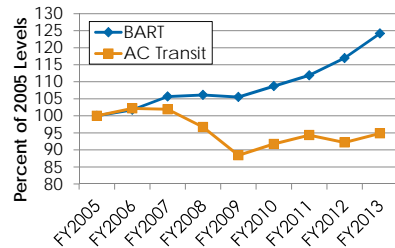
# Transit: Service Utilization

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Most transit operators saw improvement or minimal change in service utilization in FY2012-13

- Service utilization is measured by boardings per revenue vehicle hour (RVH)
- BART saw large increase in service utilization and carries nearly 15 passengers per RVH more than in 2005
- AC Transit improved service utilization in FY2013 and has improved this metric in 3 of last 4 years

Boardings per RVH Trend



Transit Operator	Boardings per Revenue Vehicle Hour				
	FY2005	FY2012	FY2013	Percent Change FY2013 vs. FY2012	Percent Change FY2013 vs. FY2005
BART	55.95	65.44	69.49	6%	24%
ACE	34.22	38.97	39.82	2%	16%
AC Transit	36.05	33.23	34.20	3%	-5%
LAVTA	16.93	14.00	13.86	-1%	-18%
Union City	10.05	12.74	12.52	-2%	25%
WETA	75.46	110.22	107.25	-3%	42%

Source: National Transit Database (2005-2012) and preliminary NTD filings (2013)

# Transit: Other Trends

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## Cost Efficiency

- Most operators have seen increasing in cost per rider and/or cost per Revenue Vehicle Hour since 2005

## State of Good Repair

- Frequency of service interruptions declined for all operators in FY12/13
- Fleets of most operators are in midlife on average
  - Union City Transit (relatively new fleet) and BART (very old fleet) are exceptions
  - AC Transit unveiled first shipment of new bus purchase in late FY12/13 and BART procuring new cars

## Service Quality

- Experiences improving on-time performance were mixed
  - AC Transit achieves lower on-time performance but must contend with dense, congested urban conditions
- AC Transit has seen steady decline in commercial speed (speed accounting for delays) since 2005

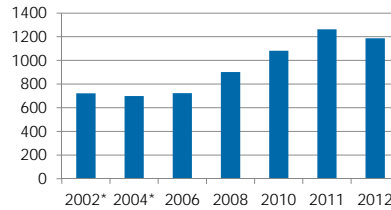


# Bicycling and Walking: Counts

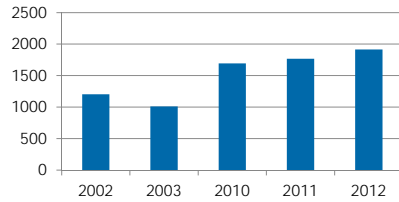
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Data collected through the Alameda CTC bicycle and pedestrian count program suggest that levels of cycling and walking are growing and that the diversity of cyclists is increasing

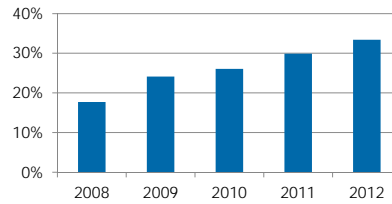
Number of Bicyclists Counted (9 long-term monitoring locations)



Number of pedestrians counted (6 long-term monitoring locations)



Female Percent of Cyclists Counted



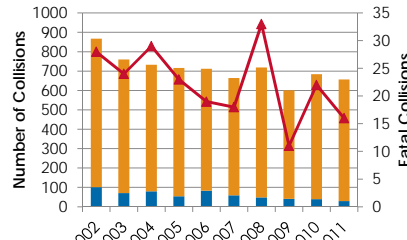
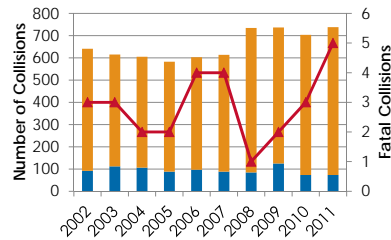
Source: Alameda CTC Bicycle and Pedestrian Count Program

# Bicycling and Walking: Collisions

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Collisions involving bicyclists have increased, however bicycle counts have increased faster.

Collisions involving pedestrians have declined even as counts of pedestrians have increased



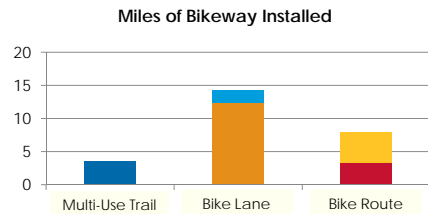
■ Injury & Fatal  
■ Property Damage Only  
▲ Fatal Collisions

	Changes from 2002 to 2011	Injury/Fatal Collisions	Counts
Biking		+21%	+75%
Walking		-18%	+47%

Sources: Statewide Integrated Traffic Reporting System, Alameda CTC Bicycle and Pedestrian Count Program

# Bicycling and Walking: Network Completion

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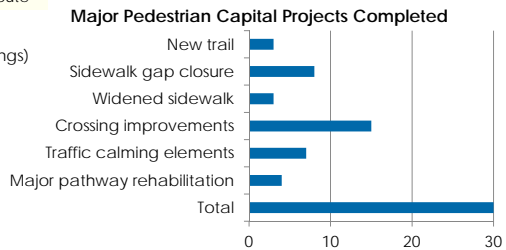


- Bike route (bicycle boulevard)
- Bike route (route with shared lane markings)
- Bike lane (upgraded\*)
- Bike lane (not upgraded\*)
- Multi-use trail (paved)



Source:  
Survey of  
Local  
Jurisdictions

Jurisdictions reported installing more than 25 miles of bikeways and completing more than 30 major pedestrian capital projects FY12/13



Note: categories defined by Alameda CTC staff based on responses from local jurisdictions staff. A project may fall in multiple categories. Chart does not include improvements including signal timings or detection to improve crossing safety, curb ramp installations, or installation of standalone traffic calming elements (e.g. single speed bump)

# Alameda CTC Performance Monitoring: What's Next?

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- Identify new performance measures as part of Goods Movement, Arterials, and Transit plans
  - *System-level to Facility-level*
- Coordinate with regional agencies on collection of land use data (e.g. development approvals) and evaluation of land use/transportation coordination measures
- Evaluate investments in relation to performance

Questions?