

Alameda County Transportation System

FACT SHEET

March 2018



Alameda County's Multimodal Transportation Network

SNAPSHOT:

Population:



1.6 million people

21% of total Bay Area population

Bay Area Jobs:



746,000 jobs

20% of all Bay Area jobs

Daily Transit Use:



320,000 average weekday riders

18% of Bay Area weekday ridership

Daily Vehicle Delay:



52,000 hours in traffic

30% of severe delays in the Bay Area

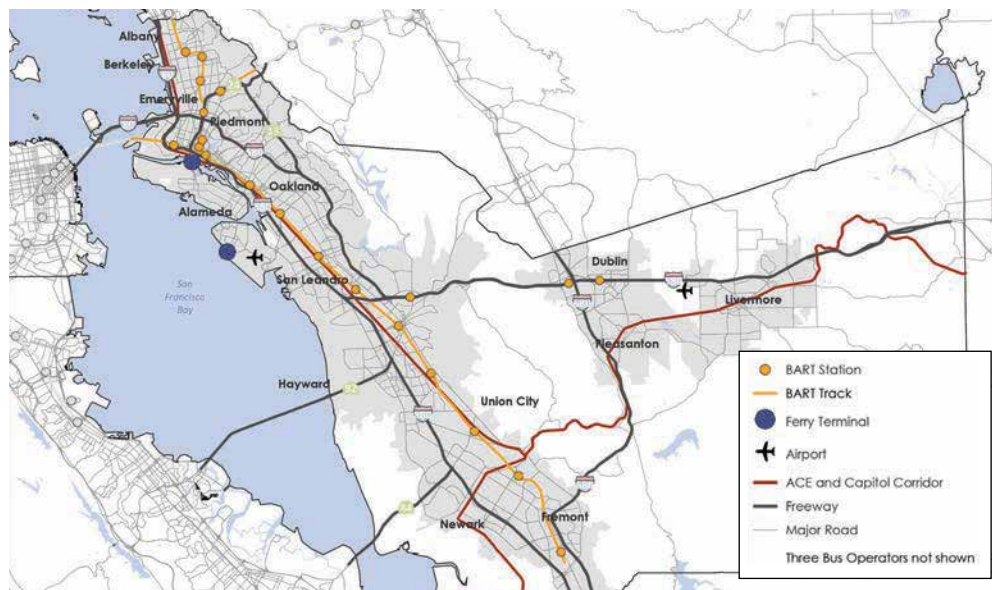
Alameda CTC annually evaluates the performance of the county's transportation system. Alameda CTC monitors trends in a series of performance measures that track overall travel patterns, roadways, transit, paratransit, biking, walking, and livable communities.

Alameda County's rich and multimodal transportation network of roadways, rail, transit, paratransit, and biking and walking facilities allows people and goods to travel within the county and beyond. Today, population growth and a booming economy have increased travel demand and congestion significantly and Alameda CTC continues to develop and deliver projects to expand choices and improve access and efficiency.

GROWING COMMUTER TRAVEL DEMAND

Alameda County's multimodal transportation system accommodates a significant share of the San Francisco Bay Area's commuter travel. Roughly one-third of regional commutes involve Alameda County in some way, either traveling within, to, from, or through Alameda County. Alameda County residents commute to work using various transportation modes, and non-driving modes are growing. Between 2007 and 2015 the county saw 85,000 new commuters using transit, biking, walking, or working remotely, compared to only 22,000 new commuters driving alone.

The map below shows the freeways, major roadways, and transit routes in Alameda County's transportation network.



ALAMEDA COUNTY TRANSPORTATION NETWORK

Alameda County Roadways Are the Most Congested in the Bay Area

Alameda County's roadway network includes freeways, highways, arterials, collectors, local roads, bridges, tunnels, as well as a growing network of carpool and express lanes. It includes some of the most heavily used and congested roads in the region.



Congested Roadways:

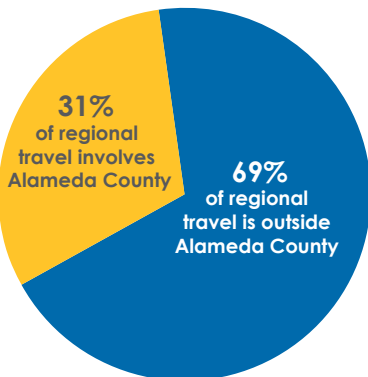
most congested corridors

Half of top 10 in Bay Area

31 minute average commute

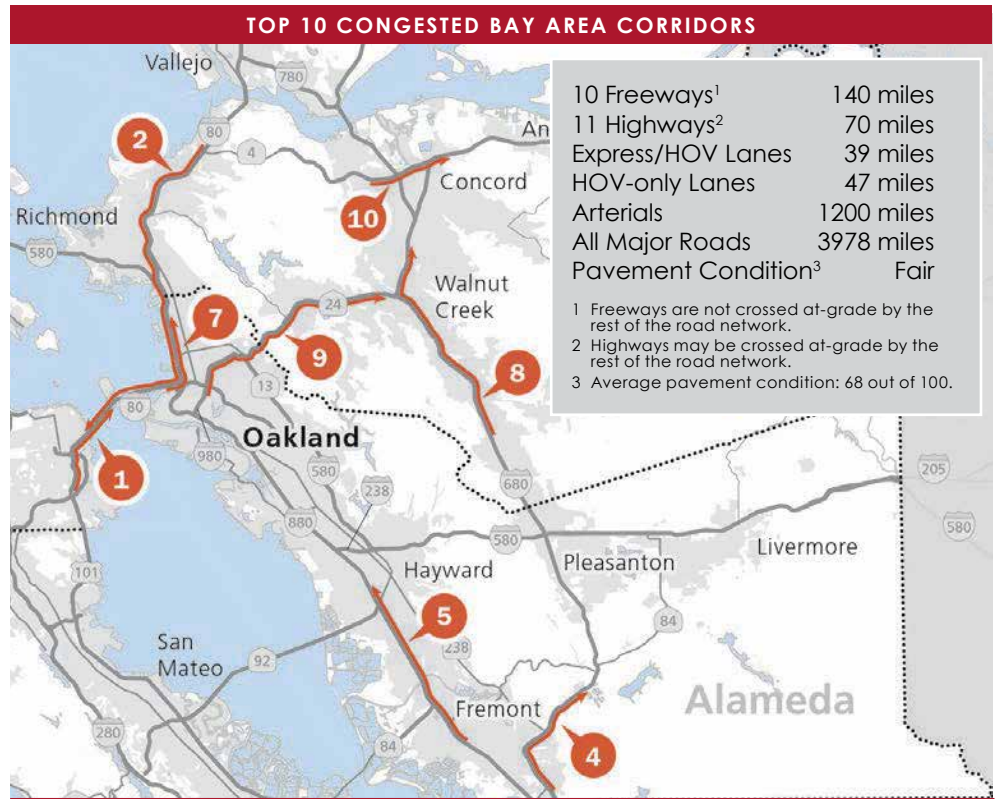
5th longest in the Bay Area

- **Six of 10 interstates** in the Bay Area pass through Alameda County.
- **42 million miles traveled daily** on Alameda County roads, almost one-quarter of all travel for the entire Bay Area.
- **Almost one-fifth of freeway miles are heavily congested** with speeds below 30 mph at the p.m. peak.



BAY AREA TRIPS

Alameda County supports 31 percent of regional trips, despite having only 21 percent of the regional population. Nearly one-fifth of these trips are pass-through.



Data source: MTC Vital Signs, Bay Area Freeway Locations with Most Weekday Traffic Congestion, 2016, September 2017.



ALAMEDA COUNTY COMMUTING FACTS:

- **47 percent of trips on Alameda County roads** originate outside of the county
- **3rd longest commute** for single-occupancy vehicles in the Bay Area:
 - **29 minutes** on average for single-occupancy vehicles
- **46 mph** average p.m. speed on freeways
- **1.2 million daily trips** through nine county gateways, 2nd most regional gateway trips
- **412,000 vehicles** travel across the three bay-crossing bridges daily
- Collisions declined over the last decade, but have been increasing since the end of the recession.
 - **One fatal collision** every five days
 - **20 injury collisions** each day
 - **Pedestrians and cyclists more than twice as likely** to be involved in collisions than motorists

Transit Improves Mobility in Congested Corridors

Transit is a critical travel mode for improving mobility throughout the county, particularly on our most congested corridors. Alameda County has one of California's most transit-rich environments.



ALAMEDA COUNTY TRANSIT FACTS:

BART:

- **22 of 46** BART stations are in Alameda County
- **157,000 people** board BART every weekday
- **34 percent of all BART** riders board trains in Alameda County
- BART has one of the **highest farebox recovery ratios** in the county at 73 percent

Bus:

- **Three bus operators** service 190 bus routes and over 1,500 route-miles
- **160,000 people** board buses every weekday
- **1.7 million hours** of bus service were provided by operators last year
- **Transbay bus ridership grew 30 percent** in the last four years

Rail and Ferry:

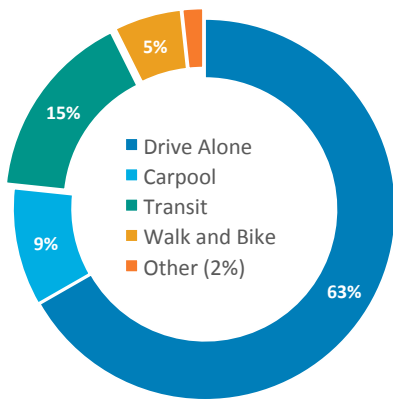
- **Three commuter rail operators** serve 10 stations
- **2.8 million people** board commuter trains annually
- **Three ferry terminals** serve 8,000 commuters each weekday

Transit Commuting:



100 million transit riders annually

take BART, bus, rail, and ferry



TRIP SHARE

About 15 percent of Alameda County residents take transit to work, the second highest share in the Bay Area.



ACTIVE TRANSPORTATION

Alameda County's temperate weather provides a highly supportive environment for active transportation.

- **394 miles of bikeways** are in the countywide network.
- **5 percent** of Alameda County residents walk or bike to work.
- Local cities and agencies added **150 new miles** to the bike network in the last four years.

Alameda County: Goods Movement Hub

Alameda County is the goods movement hub of Northern California. One-third of all jobs in Alameda County depend on goods movement, which is essential to the vibrancy of the regional economy and generates tax revenues to support crucial public investments.



ALAMEDA COUNTY GOODS MOVEMENT FACTS:

- **1.5 million tons of air freight** move through Oakland International Airport annually
- **123 freight rail miles** and 131 public at-grade mainline crossings
- **2.4 million containers** annually shipped and received by the Port of Oakland
- **7th busiest port** in the United States by container throughput
- **20,000 trucks per day** travel I-580, more than on any other road in the Bay Area
- **110 miles** of the National Highway Freight Network

Transportation System Challenges and Opportunities

Alameda County's multimodal transportation system faces increasing demand from a growing population of 1.6 million, congestion on freeways and arterial corridors, safety issues, and rising greenhouse gas emissions. Strategic infrastructure investments expand access and mobility, accommodate travel demand, and provide more flexibility on different modes that can reduce emissions.



Alameda County has 39 miles of express lanes, with 71 planned in the near future. **Express lanes run 2-18 mph faster** than overall freeway traffic.

CHALLENGES

Alameda County roads experience a disproportionate amount of regional congestion. Alameda County has five of the top 10 most congested roads and 31 percent of the the Bay Area's congestion-related vehicle delay. Severe delay increased by 24 percent in 2016. Congestion on freeway corridors also significantly impacts the movement of goods.

Approximately, one-third of regional commuter trips involve Alameda County in some way although Alameda County only has 21 percent of the region's population.

Alameda County has the second fastest population growth rate in the Bay Area over the last decade, leading to increased travel demand on the already congested system.

Although commute patterns have become more multimodal over the last decade, most trips (63 percent) are still made in single-occupancy vehicles.

The goods movement hub in the region, Alameda County has the highest volumes of truck and freight rail traffic due to the Port of Oakland, major rail lines, and designated highway freight corridors.

OPPORTUNITIES

Alameda County is served by a rich multimodal transportation system which can be leveraged to increase the efficiency and throughput of the existing infrastructure for all modes and to expand transportation opportunities in more modes.

Express lanes increase the efficiency of our transportation system for commuters, transit, and freight by taking advantage of existing capacity to reduce peak-hour congestion. Alameda County already has 39 miles of express lanes and more in the project pipeline.

Alameda County has strong connections to national and international trade markets through the Port of Oakland and the Northern California megaregion. Plans at the Port of Oakland include increasing the share of goods transported by rail, which, if realized, could reduce the number of truck trips on congested roads.

Data sources:
 Active transportation: 2016 Performance Report, Alameda CTC.
 Air and seaports: FAA Enplanements, Vital Signs, MTC; FAA All-Cargo Data for US Airports, Vital Signs, MTC; Port of Oakland Container Statistics, Vital Signs, MTC.
 Bridges: Caltrans AADT via RM3 Briefing Memo; Travel Model, RM3 Briefing Memo, Alameda CTC.
 Congested roadways: 2014 ACS 1Yr Estimate, Vital Signs, MTC; 2016 Level of Service Monitoring Report, Alameda CTC; INRIX VHD, Vital Signs, MTC 2016.
 Economy: CA DOF Table E-5: Pop/Housing Estimates (2011-2016), Vital Signs, MTC; DMV and 2015 ACS Table B01001, Alameda County 2015 Performance Report; DMV and 2015 ACS Table B01001, Alameda County 2015 Performance Report.
 Gateways: 2016 Performance Report, Alameda CTC.
 Mode split: Vital Signs, December 2015, MTC.
 Rail: Rail Strategy Study, Alameda CTC; NTD Annual Boardings; National Highway Freight Network Map and Tables for CA, Federal Highway Administration.
 Roadways: 2016 Performance Report, Alameda CTC; LOS Monitoring Report, Alameda CTC; 2015 County Average, Vital Signs, MTC; Caltrans Highway Performance Monitoring System Library, Vital Signs, MTC; INRIX, 2015, Vital Signs, MTC.
 Safety: 2016 Performance Report, Alameda CTC.
 Transit: December 2016 Ridership Report, BART; 2015 Performance Report, Alameda CTC; National Transit Database, FTA 2016; Vital Signs, MTC, 2017.



1111 Broadway
 Suite 800
 Oakland, CA 94607
 (510) 208-7400
 AlamedaCTC.org