


ALAMEDA COUNTY TRANSPORTATION COMMISSION  
2016 LOS Monitoring Results



A presentation to ACTAC  
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June 9, 2016

## Presentation Overview

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- LOS Monitoring Legislative Background
- CMP Network
- Data Collection Methods
- Observed Economic & Population Trends
- 2016 LOS Results – Freeways and Tiers 1 & 2 Arterials
- 2016 Congested Segments
- Planned Improvements
- Next Steps
  - Deficiency determination by the week of June 20<sup>th</sup>

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## Background

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- As part of the Congestion Management Program, state law requires the Congestion Management Agencies (CMAs) to:
  - Designate a CMP roadway network
  - Monitor the level of service on the CMP network at least biennially
  - Develop deficiency plans to improve deficient segments if the level of service standard (LOS E) is not met
- As Alameda County's CMA, Alameda CTC has been performing the LOS Monitoring on the CMP network since 1991
  - CMP network – 328 miles

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## CMP Network

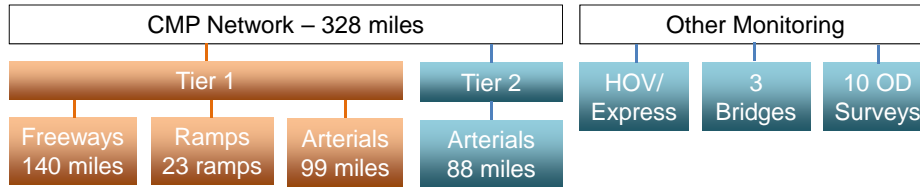
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# CMP Network and Monitoring Periods

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- Monitored for: Conformity Informational
- Monitoring Periods:
  - Two hour AM (7-9) and PM (4-6) peak periods and Weekend peak period (12-2 PM)
    - Tier 1 PM peak period data is used for Conformity

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# Data Types

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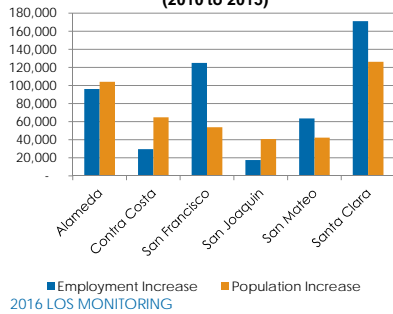
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# Observed Economic & Population Trends

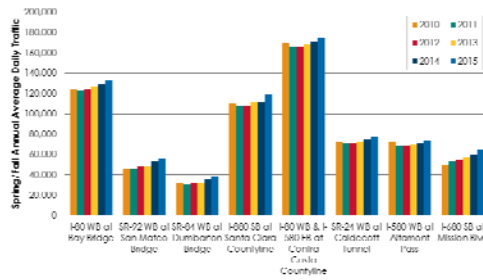
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- Increased population and strong job growth – more traffic and more congested roads
- Interregional traffic has also increased due to relatively stronger job growth in San Francisco and Santa Clara

Employment and Population Growth by County (2010 to 2015)



Alameda County Gateway Annual Average Daily Traffic

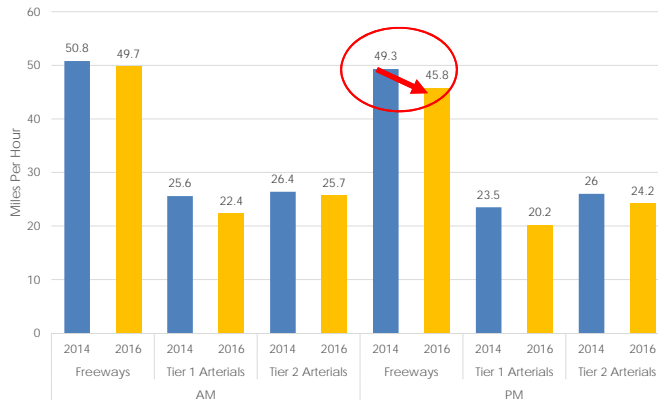


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# 2016 LOS Results - Highlights

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- System-wide speeds have decreased from 2014
- Highest decrease of 3.5 mph on freeways in the PM peak period



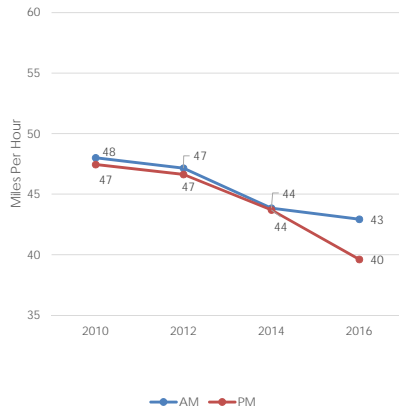
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Note: 2016 freeways speeds do not include I-580 data in Tri-Valley as it is in Express Lane ramp up period.

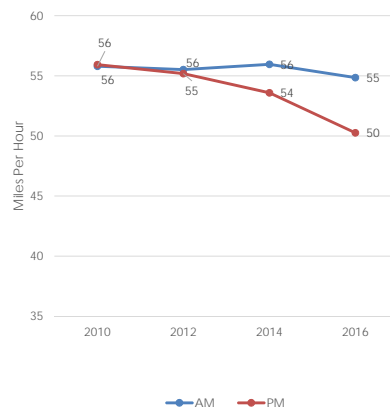
# LOS Results: Freeways 2010-2016 Trends

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### Freeways (Peak Direction Speed)



### Freeways (Reverse Peak Direction Speed)



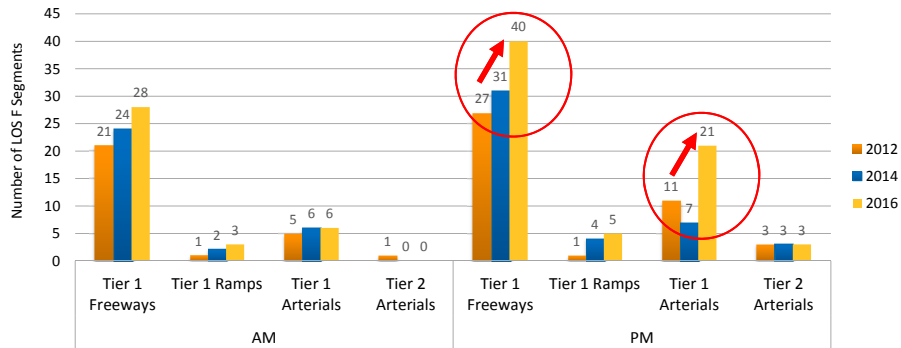
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# Congested (LOS F) Segments 2012-2016

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- 2016 has more segments performing at LOS F than in 2012 and 2014
- Greatest increase of LOS F segments is on Tier 1 Arterials and Freeways during PM

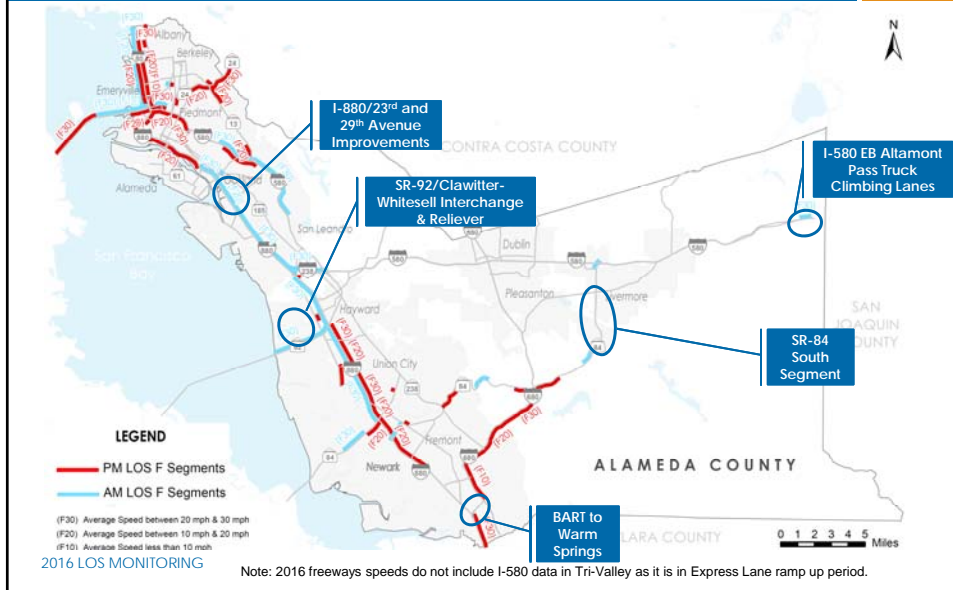


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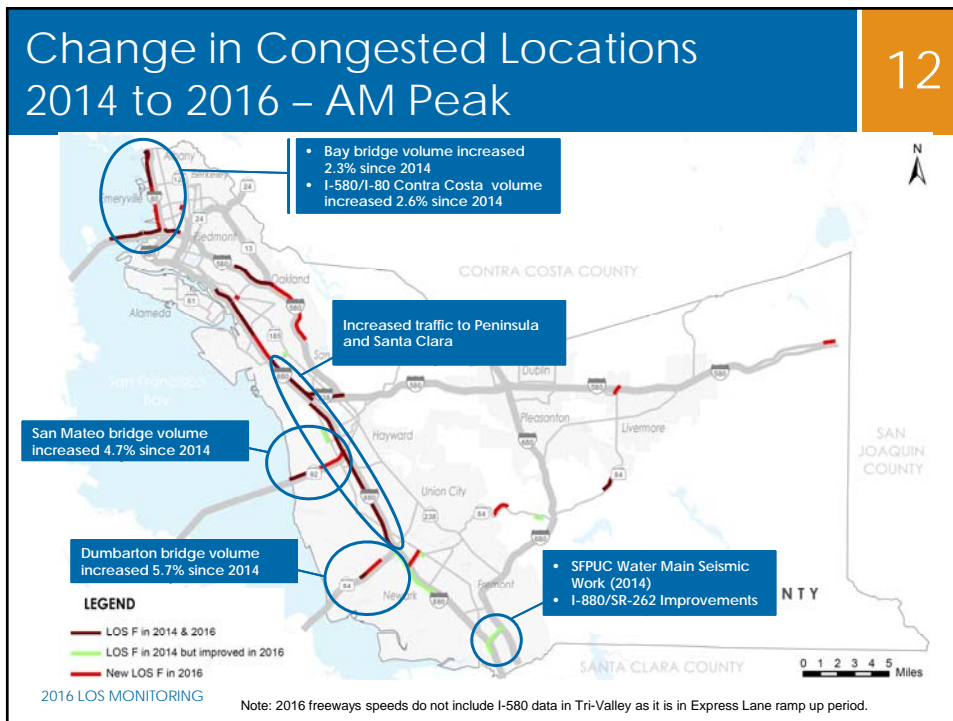
# 2016 LOS F Segments – AM & PM Peak

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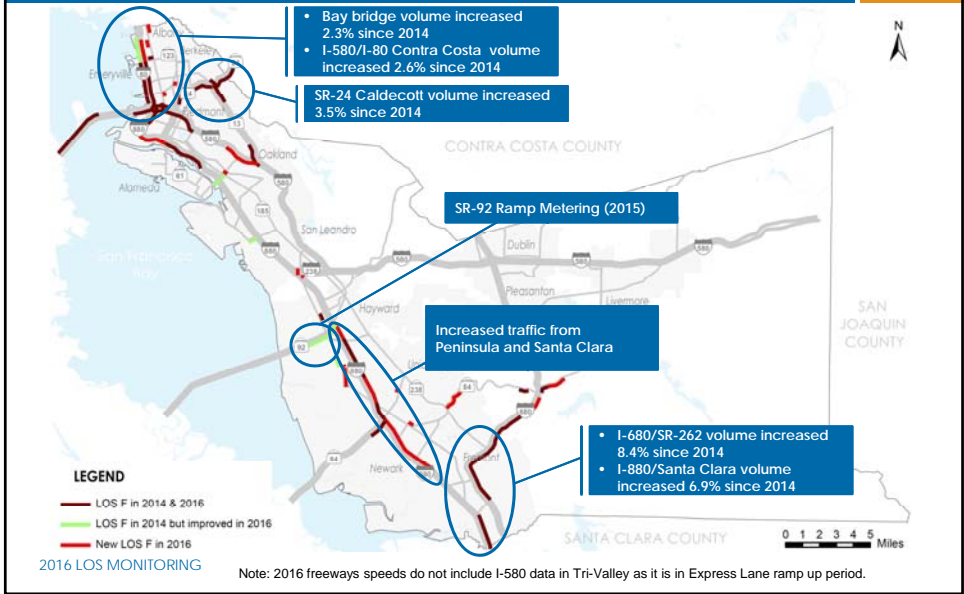
# Change in Congested Locations 2014 to 2016 – AM Peak

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# Change in Congested Locations 2014 to 2016 – PM Peak

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# Planned Improvements

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<i>Construction Underway</i>	
I-880 segments in the North County	I-880 North Safety and Operational Improvements at 23 <sup>rd</sup> and 29 <sup>th</sup> Avenue
I-580 in East County	I-580 Altamont Pass Eastbound Truck Climbing Lanes
SR-84 in East County	SR-84 South Segment (South of Stanley Boulevard to Ruby Hills Drive) Widening
SR-92 in Central County	Route 92/ Clawiter-Whitesell Interchange and Reliever Route
<i>In Project Development Phase/Programmed/Planned/Being Studied</i>	
I-80 segments	I-80/Gilman Interchange
Northbound I-680	HOV/HOT lane implementation
Other Improvements	I-880 to Mission Boulevard East-West Connector
MTC Regional Express Lane Network	I-880 Hegenberger/I-238 to Santa Clara County Line

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- Next Steps
  - Deficiency determination to be made by week of June 20<sup>th</sup>
  - Final 2016 LOS Monitoring Report will be published in August
  - 2017 CMP Update will explore –
    - Updating CMP network segmentation (start/end points) based on roadway characteristics and land use

# Questions?