Presentation Overview

• 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 20th
Background

- 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

CMP Network
CMP Network and Monitoring Periods

- **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

**CMP Network – 328 miles**

- Tier 1
  - Freeways: 140 miles
  - Ramps: 23 ramps
  - Arterials: 99 miles

- Tier 2
  - Arterials: 88 miles

**Other Monitoring**

- HOV/Express
- 3 Bridges
- 10 OD Surveys

Data Types
Observed Economic & Population Trends

• 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)

2016 LOS Monitoring

2016 LOS Results - Highlights

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

2016 LOS Monitoring

Note: 2016 freeway 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

Freeways (Peak Direction Speed)

Freeways (Reverse Peak Direction Speed)

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

Congested (LOS F) Segments 2012-2016

- 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

Note: 2016 freeways speeds do not include I-580 data in Tri-Valley as it is in Express Lane ramp up period.
2016 LOS F Segments – AM & PM Peak

I-880 23rd and 29th Avenue Improvements
SR-92/Cloverfield-Whitesell Interchange & Reliever
I-580 EB Altamont Pass Truck Climbing Lanes
BART to Warm Springs

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

Change in Congested Locations 2014 to 2016 – AM Peak

- Bay bridge volume increased 2.3% since 2014
- I-800 & 80/Contra Costa volume increased 2.6% since 2014
- SFPUC Water Main Seismic Work (2014)
- I-880/SR-262 Improvements
- Increased traffic to Peninsula and Santa Clara
- Dumbarton bridge volume increased 5.7% since 2014

Note: 2016 freeways speeds do not include I-580 data in Tri-Valley as it is in Express Lane ramp-up period.
Change in Congested Locations 2014 to 2016 – PM Peak

Bay bridge volume increased 2.3% since 2014
- I-580/I-80 Contra Costa volume increased 3.6% since 2014
SR-24 Caldecott volume increased 3.9% since 2014

Bay bridge volume increased 2.3% since 2014
- I-580/I-80 Contra Costa volume increased 3.6% since 2014
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SR-92 Ramp Metering (2013)

Increased traffic from Peninsula and Santa Clara

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

Planned Improvements

Construction Underway
- I-880 segments in the North County
- I-880 North Safety and Operational Improvements at 23rd and 29th 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/Clawitter-Whitesell Interchange and Reliever Route

In Project Development Phase/Programmed/Planned/Being Studied
- 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

2016 LOS MONITORING
Next Steps

• Next Steps
  ▪ Deficiency determination to be made by week of June 20th
  ▪ 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?