

2019 Performance Report and CTP Needs Assessment Part 1

A presentation to Planning, Policy and Legislation Committee
Carolyn Clevenger, Chris G. Marks and Kristen Villanueva
January 2020

ALAMEDA COUNTY TRANSPORTATION COMMISSION



Today's Presentation

PPLC Items 5.1 and 5.2

- Performance Report: Countywide Trends
- CTP Needs Assessment: More local focus and recommendations

Two Agency mandates

- CMP performance monitoring
- Use that information to inform planning and decision-making

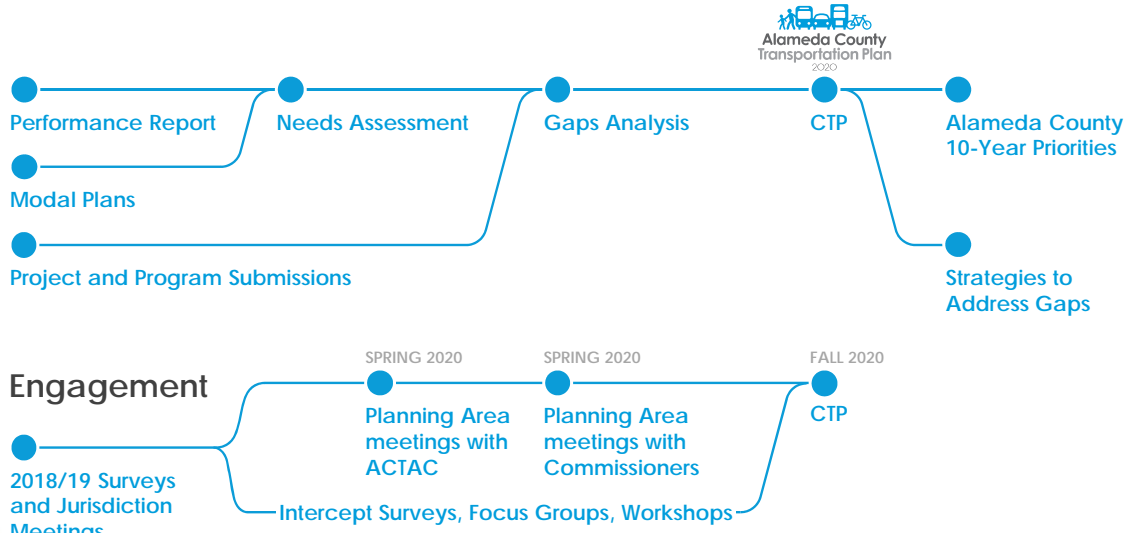


ALAMEDA County Transportation Commission

2019 Performance Report & CTP Needs Assessment

2

The 2020 CTP Development Path



2019 County Context



Economic Growth & Demographic Change



Travel Patterns and Mode Choice

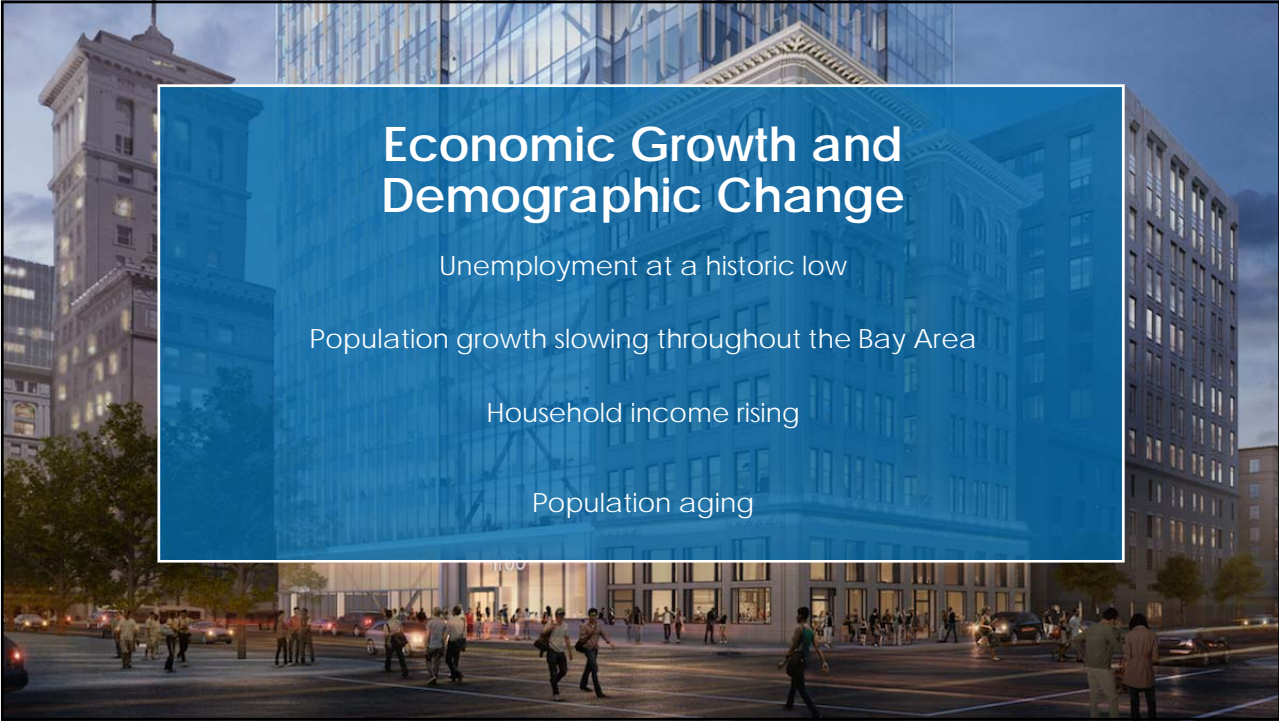


Goods Movement

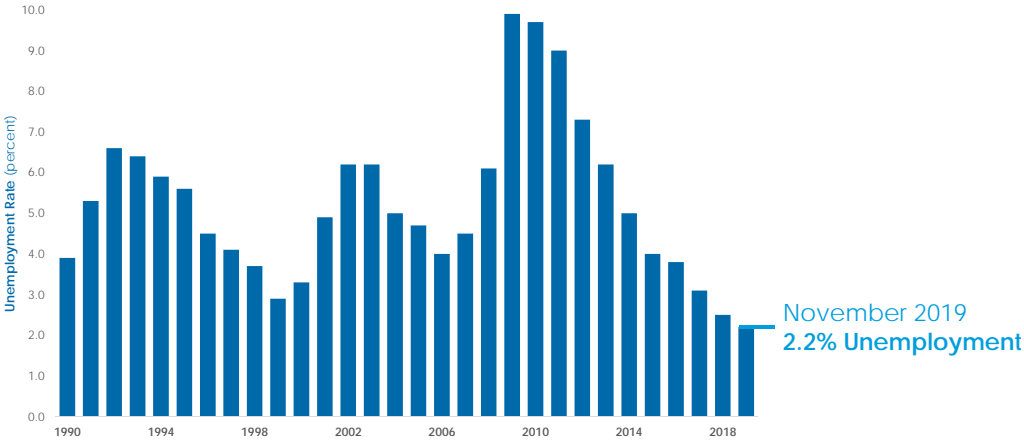


Collisions and Safety



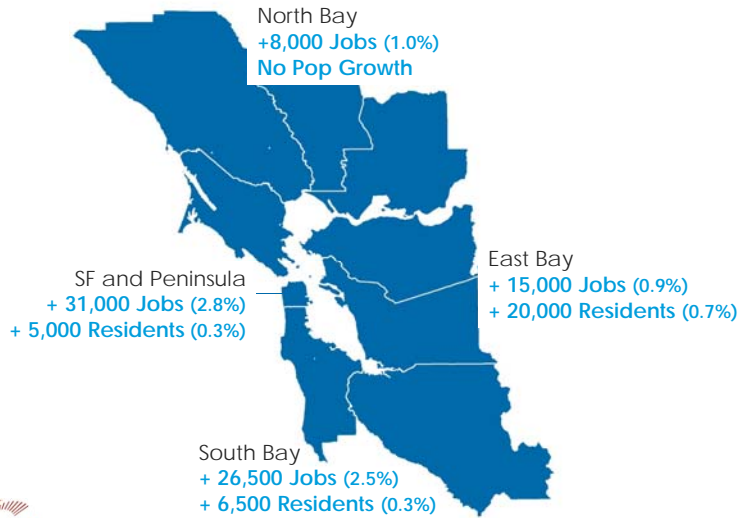


Historically Low Unemployment



Source: BLS, San Francisco, Oakland-Hayward Metropolitan Area

Job and Population Growth in 2018



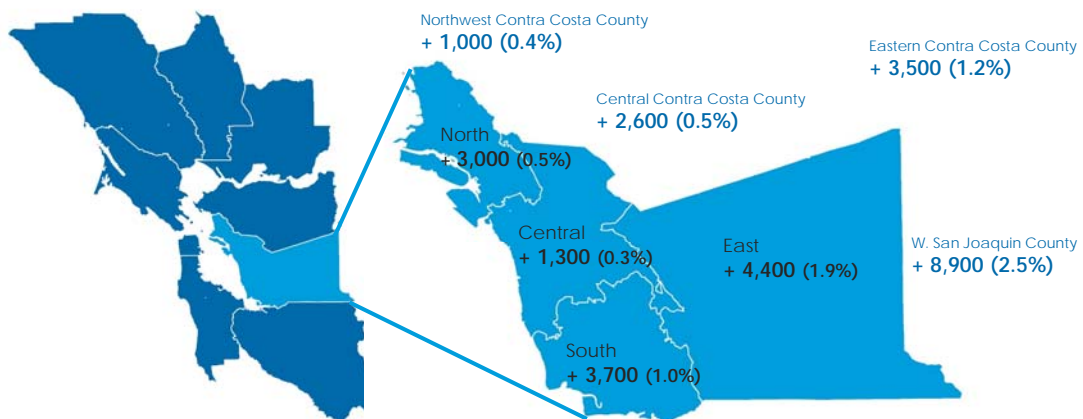
- Population **growth slowing** throughout the Bay Area, including Alameda County.
- The **East Bay added almost twice as many new residents** as the rest of the Bay Area combined.
- Peninsula and South Bay added **5 jobs for every net new resident** in 2018



Source: DOF Jan 1 2018 to Jan 1 2019, BLS QCEW Jan 2018 and Jan 2019 (provisional)

2019 Performance Report & CTP Needs Assessment

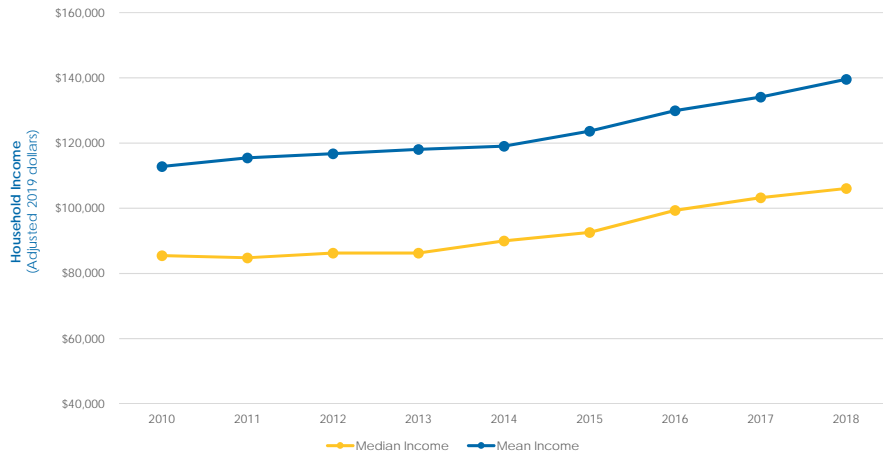
Population Growth Pushing East



Source: DOF, January 1, 2018 to January 1, 2019

2019 Performance Report & CTP Needs Assessment

Household Income Rising

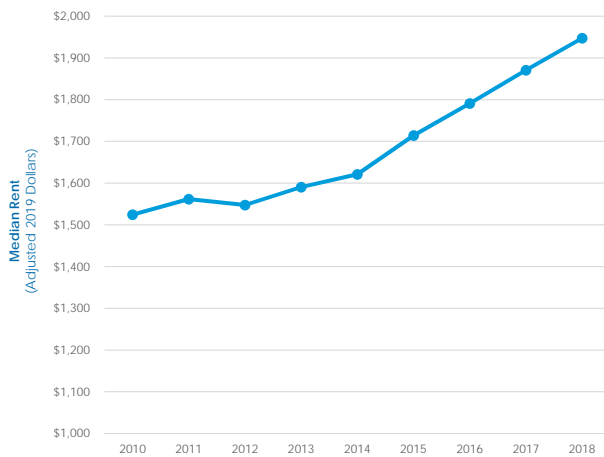


Source: US Census American Community Survey (ACS) 1-year 2010-2018

2019 Performance Report & CTP Needs Assessment

9

Rents Rising Faster than Income



- Housing costs rising faster than income
- 40% of residents are housing burdened
- Vacancy rate very low throughout the Bay Area
- Natural population growth (births) slowing

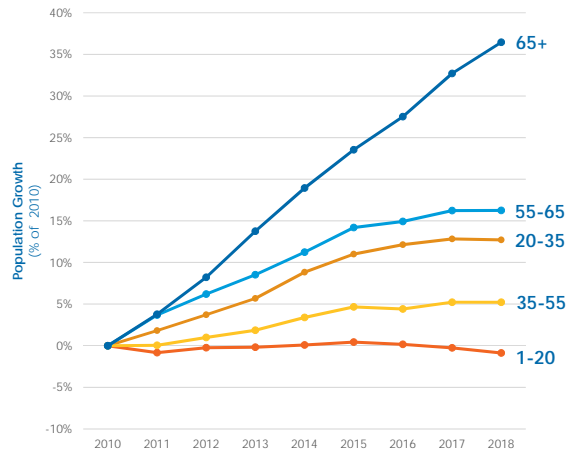
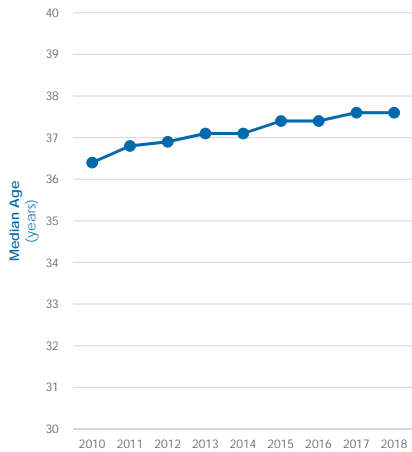


Source: US Census American Community Survey (ACS) 1-year 2010-2018

2019 Performance Report & CTP Needs Assessment

10

Alameda County Aging



Source: US Census Bureau, ACS 1-year 2010-2018

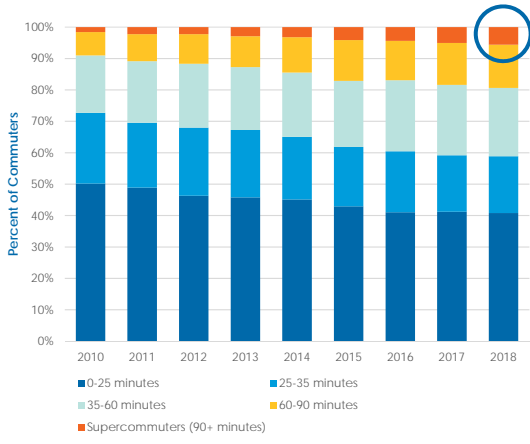
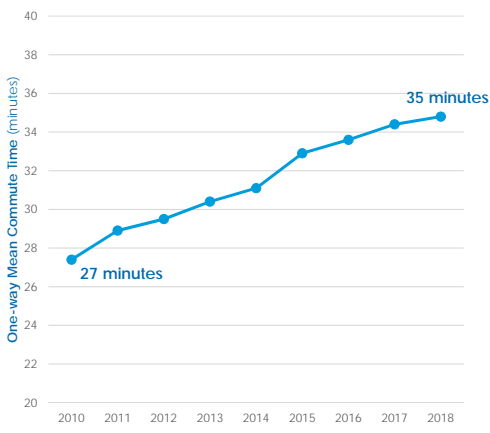
Travel Patterns and Mode Choice

Commutes getting longer

Alameda County has the second most multimodal commutes in the state

Transit ridership rebounded

Commute Times Rising



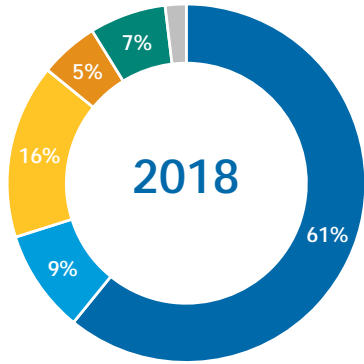
Source: US Census Bureau, ACS 1-year 2010-2018

Freeway Congestion



Source: Alameda CTC LOS Monitoring Report, 2018 (AM and PM LOS F)

Commutes Continue to be Multimodal

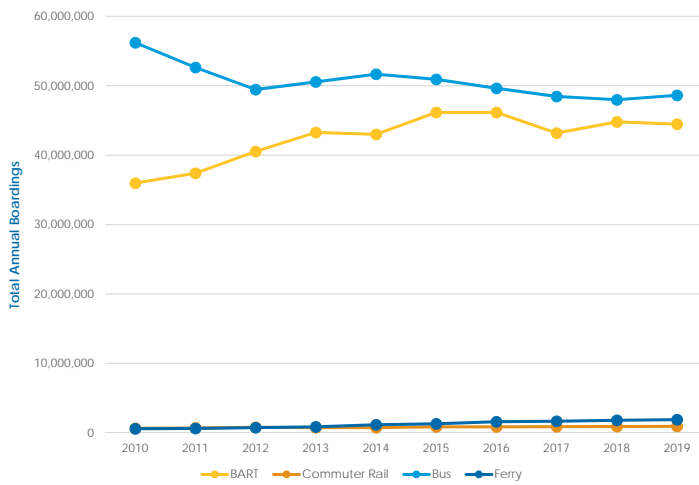


- 8th consecutive year transit mode share has increased
- Commute trips are the longest trips we make
- Walk/Bike decline and auto increase not statistically significant
- 3rd consecutive year carpool mode share has declined



Source: US Census Bureau, ACS 1-year 2010-2018

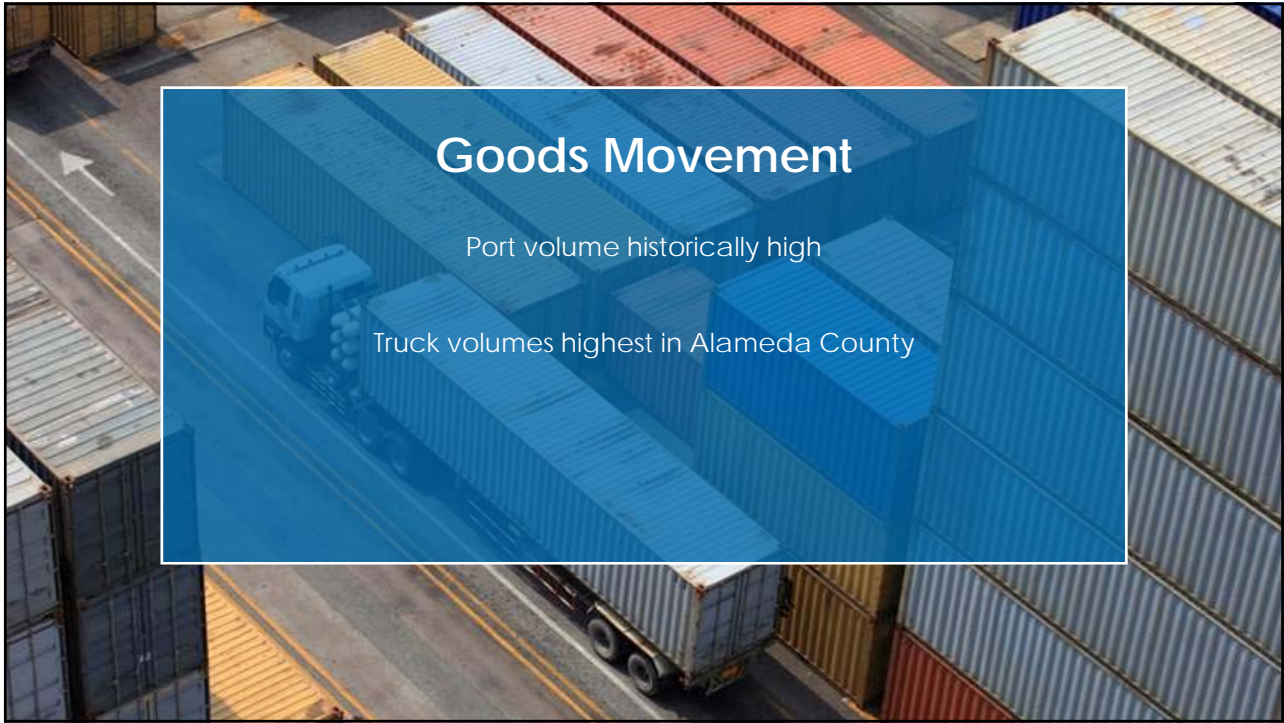
Alameda County Transit Ridership



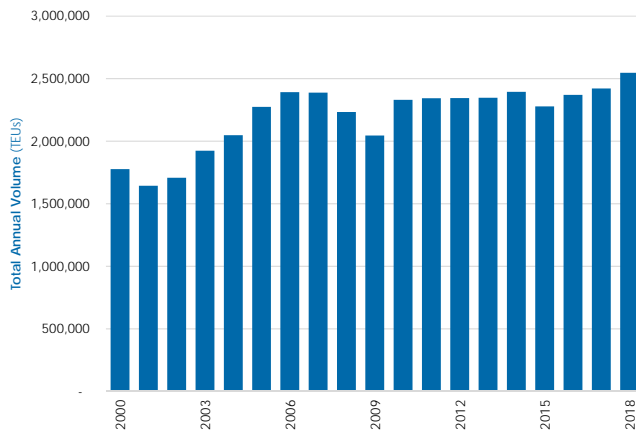
- **Bus** ridership improving after long decline
- **BART** ridership recovering after sharp decline in 2017
- **Ferry and Commuter Rail** growing fast



Source: ACE, AC Transit, BART, Capitol Corridor, LAVTA, WETA, Union City Transit



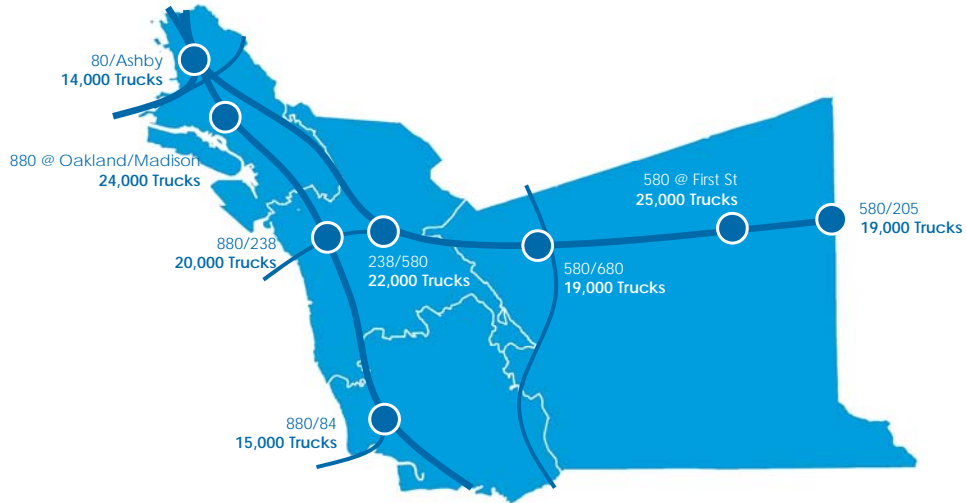
Port Volume at Record High



- Port of Oakland handled a record volume in 2018
- Preliminary data for 2019 showing signs of a slowdown



Daily Truck Volumes in Alameda County



Source: Caltrans AADT Databook 2017, BATA

2019 Performance Report & CTP Needs Assessment

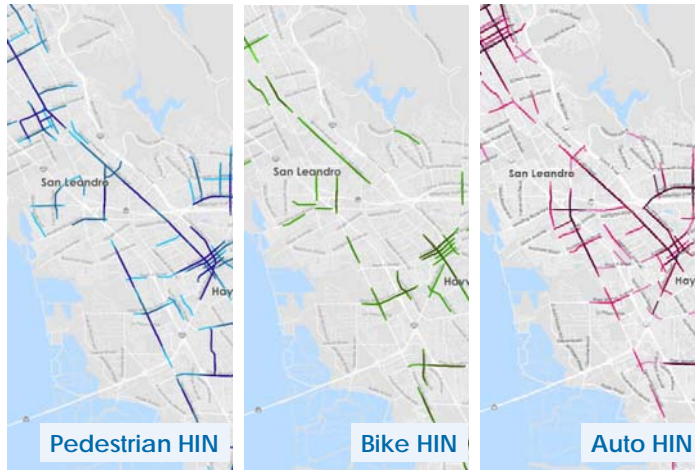


Collisions and Safety

Total collisions, per capita and per VMT all increasing

Bikes and pedestrians the most vulnerable

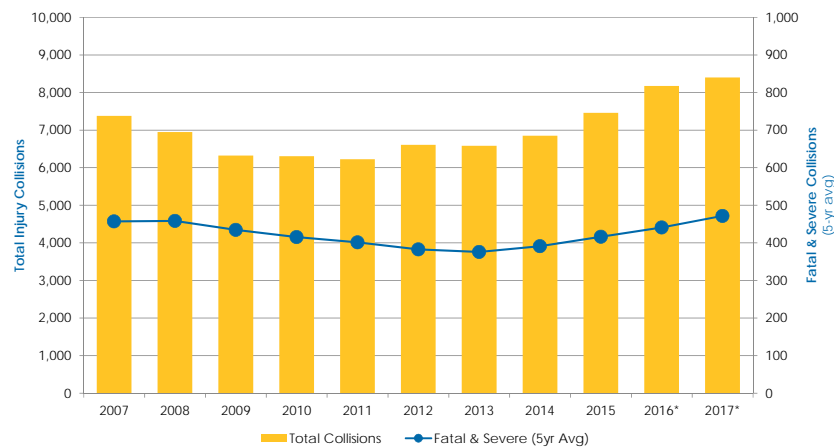
High-Injury Networks



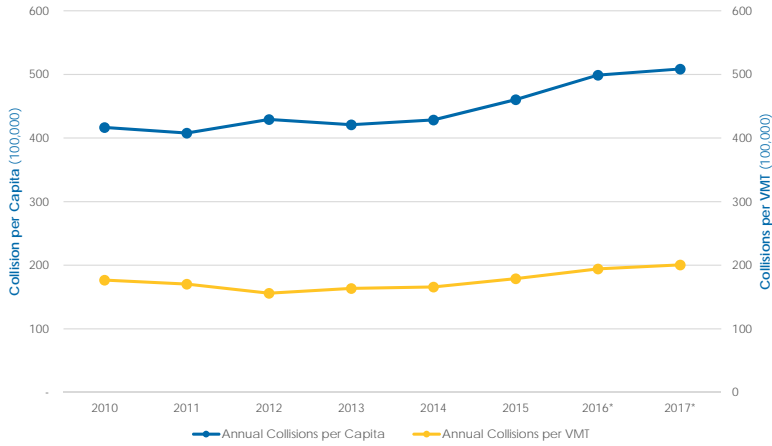
- Most collisions occur on the most heavily used roads: Just 4% of roads account for 60-65% of collisions
- Bikes and pedestrians most vulnerable: account for 10% of collisions but 45% of fatal and severe collisions
- Today's Focus: Updated numbers



Total Collisions Rising



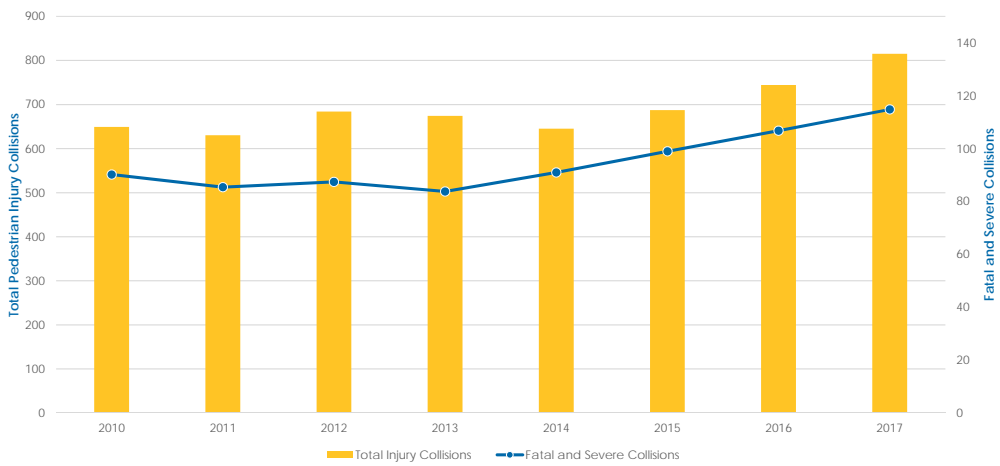
Collision Rates on the Rise



Source: TIMS 2010-2017, DOF Population (July 1) 2010-2017, Caltrans HPMS Road Data (VMT), 2010-2017

2019 Performance Report & CTP Needs Assessment

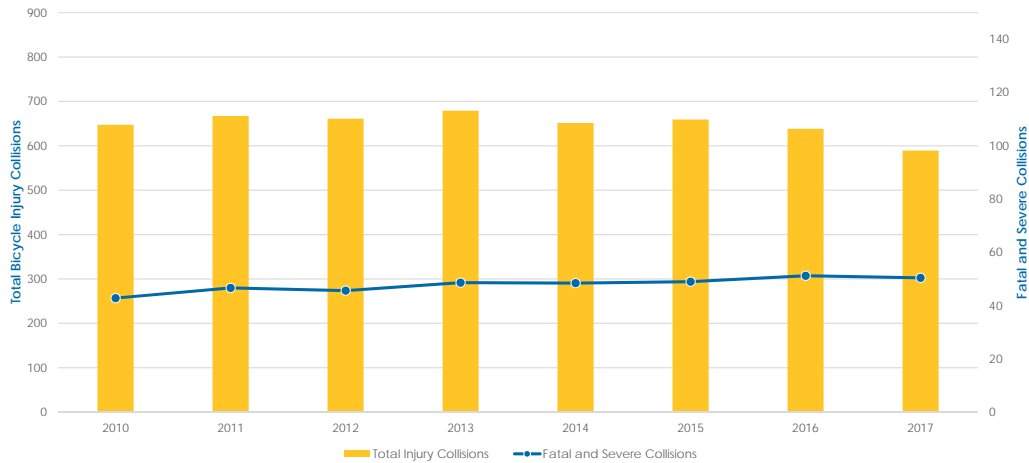
Pedestrian Collisions Rising



Source: TIMS 2010-2017

2019 Performance Report & CTP Needs Assessment

Bike Collisions Declining



Source: TIMS 2010-2017

Transportation System



Goods Movement



Freeways



Active Transportation

Arterials and Highways



Transit System

Fact sheets and more information available at:
alamedactc.org/congestion-management-program





Needs Assessment

What are cross cutting needs and issues to strategically address in the Plan?

How do needs vary by different user of the transportation system?

How can strategies, projects and programs we prioritize in the Plan help meet the needs?

Are we capturing everything?



Needs Assessment: Users



**Active
Transportation**



Freeways



**Goods
Movement**



**People with Disabilities
and Seniors**

Needs assessment for people with disabilities and seniors conducted in 2017



Transit



Arterials





Today's Focus

  <p>Active Transportation</p>	  <p>Freeways</p>	  <p>Transit</p>	  <p>Arterials</p>	  <p>Goods Movement</p>
MARCH 2020				

Needs assessment for people with disabilities and seniors conducted in 2017



Needs Assessment: Geography

 <p>Countywide</p> <ul style="list-style-type: none"> • Challenges • Potential strategies 	 <p>Planning Areas</p> <ul style="list-style-type: none"> • Context • Challenges • Opportunities
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------



Differences among Planning Areas



Mode Share



Population & Employment Density



Street Design



Direction of Commute Flow



Commute Mode Share by Planning Area

		North	Central	South	East
Drive Alone		49%	72%	73%	74%
Carpool		10%	10%	11%	8%
Transit		21%	10%	9%	8%
Walk/Bike/Other		12%	4%	2%	3%
Telecommute		8%	4%	5%	7%



Similarities among Planning Areas



Safety
across
All Users



Gaps &
Barriers to
Non-Auto
Modes



Regional &
Interregional
Commute
Travel



Transit Access
(Central, South,
East)



Impacts from
Congested
Corridors

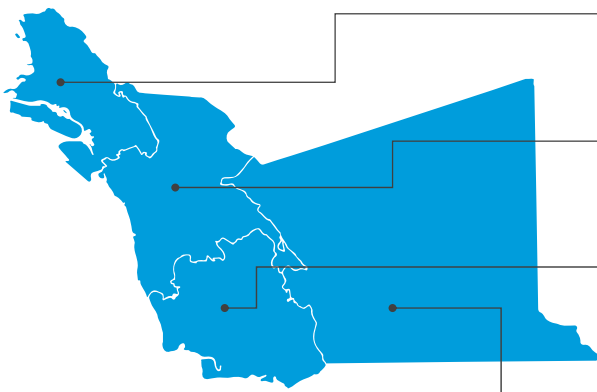


Needs Assessment Part 1

Active Transportation



Active Transportation Issues by Area



North

- >50% HIN
- Network gaps
- ROW constraints

Central

- Gaps near high capacity transit
- Rail safety at grade crossings
- Dark streets

South

- High volume roads
- Connectivity barriers
- Congestion spillover

East

- High volume roads
- Low connectivity
- Congestion spillover



Active Transportation Addressing Needs in the CTP



2020 CTP Goals

Accessible, Affordable and Equitable

Safe, Healthy and Sustainable

High Quality and Modern Infrastructure

Economic Vitality

Goals Adopted in September 2019



In the CTP, we will:

Prioritize projects and strategies that:

- Address safety on the high-injury network
- Increase coverage of high quality active facilities
- Close major gaps and address barriers



Active Transportation

Strategies to Consider for the CTP

Focus on HIN	Countywide Projects	Transit Integration	Health and Equity	Greenway and Trail Planning
Emerging Mobility	SR2S and Education	Best Practice Resources	Bike Parking	All Ages and Abilities



Note: Project prioritization is happening in a separate process

Needs Assessment Part 1 Freeways



Freeways
Safety: Incident Density

North



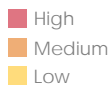
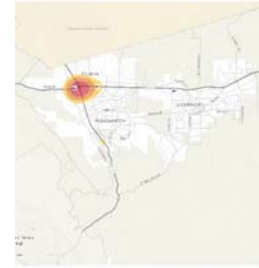
Central



South



East



Source: PeMS Incident Data, Spring 2018 via 2018 LOS Monitoring Report

Freeways
Congestion: Level of Service F

North



Central



South



East



— AM or PM LOS F



Source: AM and PM LOS F via 2018 LOS Monitoring Report

Addressing Needs in the CTP



2020 CTP Goals

- | | |
|----------------------------------------|-------------------------------|
| Accessible, Affordable and Equitable | Safe, Healthy and Sustainable |
| High Quality and Modern Infrastructure | Economic Vitality |

Goals Adopted in September 2019



In the CTP, we will:

- Prioritize projects and strategies that:
- Create alternative choices for driving alone along congested corridors
 - Make strategic bottleneck safety fixes
 - Strategically manage freeways



Strategies to Consider for the CTP

- | | | | |
|---------------|------------------------|---------------------------|--------------------------|
| Express Lanes | Interchange Operations | Bottleneck Treatment | Transit System Expansion |
| TDM Programs | First Last Mile | Housing and Jobs Policies | Pricing |



Note: Project prioritization is happening in a separate process

What we heard at ACTAC

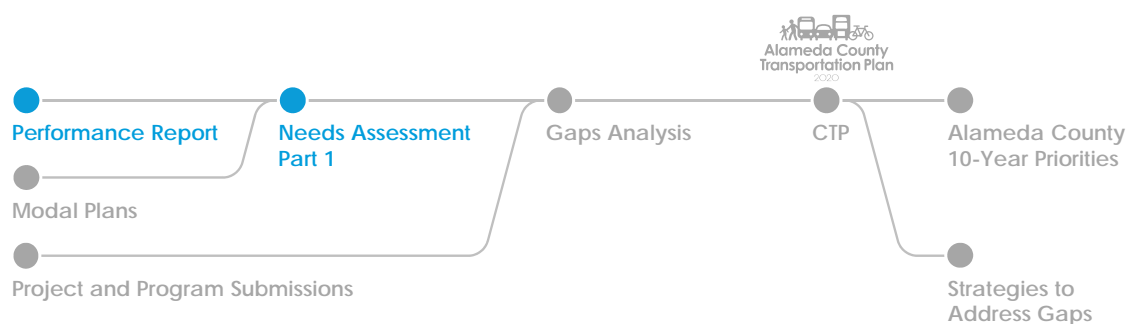
ACTAC members were supportive of the needs assessment findings and the strategies presented.

Comments and questions focused on refining the definitions of strategies:

- Expanding safety strategies for active transportation to also incorporate Vision Zero and adding monitoring
- Clarifying freeway strategies for addressing cross-county and interregional commute trips
- Include more explicit references to technology



Today's Focus



Future PPLC and Planning Area Discussions



2020 CTP Development Schedule

- January** ● Performance Report and Needs Assessment Part 1
- March – April** ●
 - Needs Assessment Part 2: Arterials, Transit, Goods movement
 - Targeted public outreach: Focus groups, intercept surveys, and pop ups
 - Planning area meetings with ACTAC on 10-year priorities, strategies, and gaps
- May – June** ●
 - Update on outreach and needs for Communities of Concern
 - Planning area meetings with Commissioners on 10-year priorities, strategies and gaps
- July** ● Presentation on the draft 2020 CTP
- Summer** ● Broad public outreach on draft Plan
- Fall** ● Review and adoption of the final 2020 CTP





Thank You

For more information, visit
www.AlamedaCTC.org

Alameda County Transportation Commission • 1111 Broadway, Suite 800
Oakland, CA 94607 • 510.208.7400