

# Alameda County Transportation System

## FACT SHEET

January 2020



## Alameda County's Multimodal Transportation Network

### SNAPSHOT:

#### Population:



**1.66 million people**

21% of total Bay Area population

#### Jobs:



**780,000 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

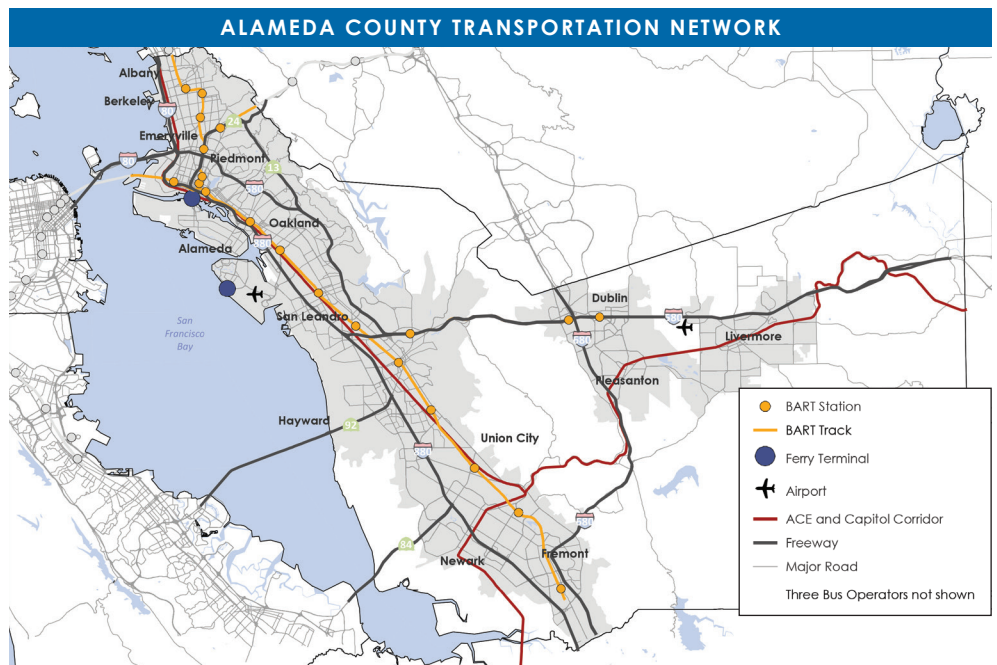
Alameda CTC annually evaluates the performance of the County's transportation system. Alameda CTC monitors trends in a series of performance measures that track overall travel patterns, roadways, transit, paratransit, biking, walking and goods movement.

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 travel 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 2010 and 2018, for every new solo driver, four people began using transit, walking, biking, or telecommuting.

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

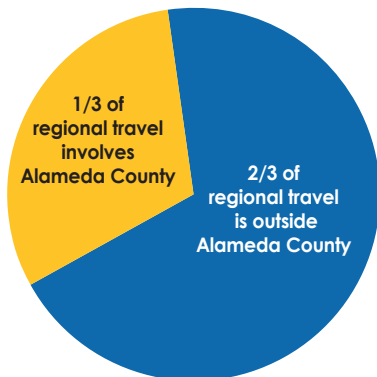


### Congested Roadways:

**most congested corridors** Half of top 10 in Bay Area

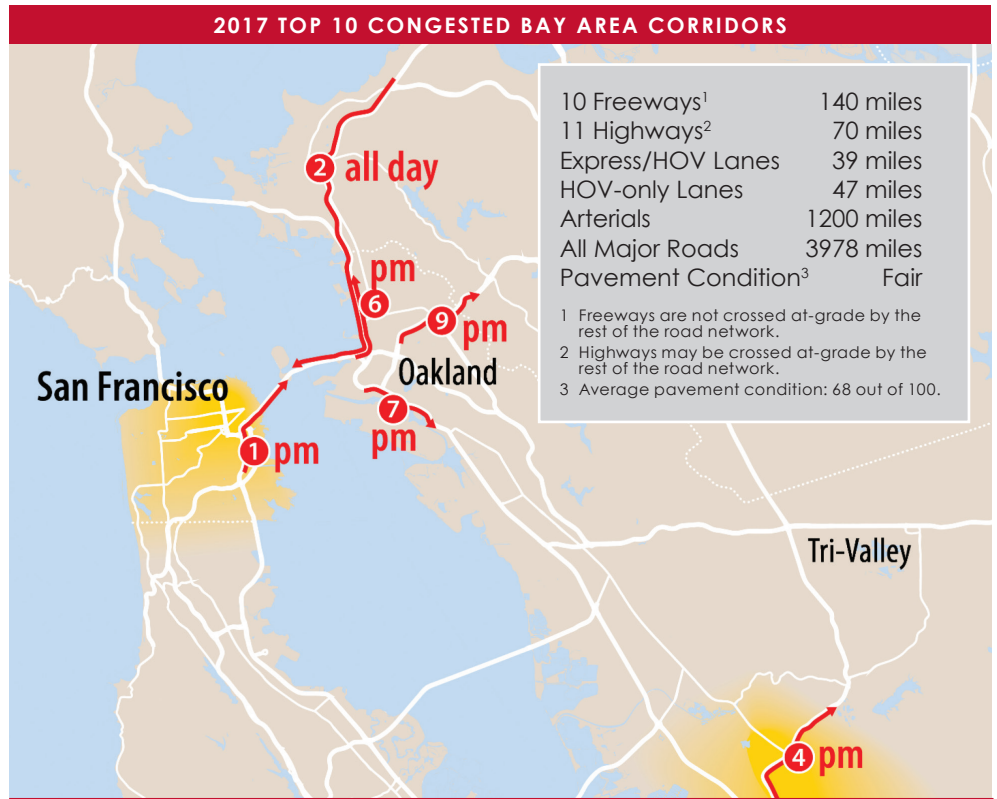
**35 minute average commute** 5th longest in the Bay Area

- **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-quarter of freeway miles are congested** with speeds below 30 mph at the p.m. peak.



### BAY AREA TRIPS

Alameda County supports 33 percent of regional commute 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, 2017



### ALAMEDA COUNTY COMMUTING FACTS:

- **47 percent of commute trips on Alameda County roads** originate outside of the county
- **3rd longest commute** for single-occupancy vehicles in the Bay Area:
  - **31 minutes** on average for single-occupancy vehicles
- **47 mph average p.m. speed** on freeways
- **412,000 vehicles** travel across the three bay-crossing bridges daily
- Collisions have been increasing since the end of the recession.
  - **One fatal collision every five days**
  - **23 injury collisions each day**
  - **Pedestrians and cyclists more than twice as likely** to be injured in a collision

## Transit Improves Mobility in Congested Corridors

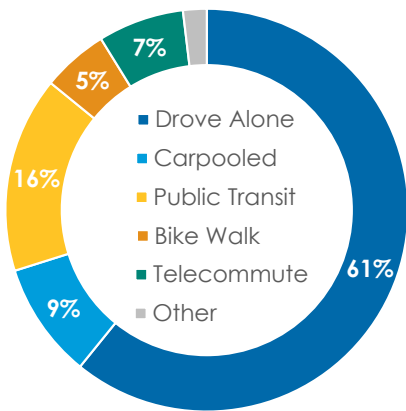
Transit is a critical travel mode for improving mobility throughout the county, particularly on our most congested corridors. Alameda County has one of California's most transit-rich environments.

### Transit Commuting:



**96 million transit riders annually**

take BART, bus, rail, and ferry



### TRIP SHARE

Alameda County has the second highest transit commute mode share in the state.



### ACTIVE TRANSPORTATION

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

- Bikes and pedestrians account for **10 percent of total collisions**, but **45 percent of fatal and severe collisions**.
- **5 percent** of Alameda County residents walk or bike to work.
- **65 percent** of pedestrian and almost **60 percent** of bike collisions occurred on just 4 percent of roads.



### ALAMEDA COUNTY TRANSIT FACTS:

#### BART:

- **22 of 48** BART stations are in Alameda County
- **150,000 people** board BART every weekday in Alameda County
- **1 in 3 BART riders** board trains in Alameda County
- **More than 100 new cars** have joined a fleet of 650 legacy cars

#### Bus:

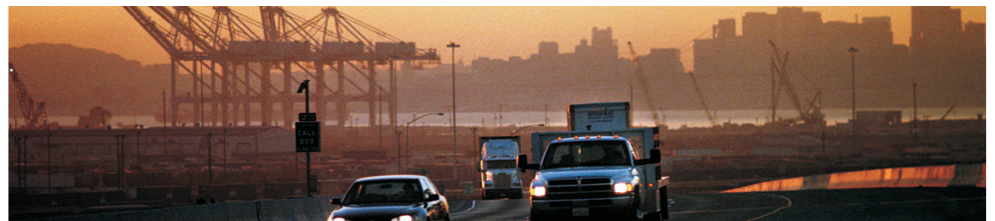
- **Three bus operators** service 170 routes and over 1,500 route-miles
- **160,000 people** board buses every weekday
- **1.8 million hours** of bus service were provided by operators last year
- **Transbay bus ridership grew 12 percent** in the last three years

#### Rail and Ferry:

- **Three commuter rail operators** serve 10 stations
- **2.8 million people** boarded commuter trains and ferries in 2019
- **Three ferry terminals** serve 10,000 commuters each weekday

## 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 are located here
- **2.5 million containers** annually shipped and received by the Port of Oakland
- **8th 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 Networks are in Alameda County

## Transportation System Challenges and Opportunities

Alameda County's multimodal transportation system faces increasing demand from a growing population of 1.66 million, congestion on freeways and arterial corridors, safety issues, and 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 miles 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 corridors and 31 percent of the Bay Area's congestion-related vehicle delay. 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 (61 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,** 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: Active Transportation Plan; Statewide Integrated Traffic Records System (SWITRS), 2017; Countywide Active Transportation Plan.

Air and seaports: FAA Enplanements, Vital Signs, Metropolitan Transportation Commission (MTC); FAA All-Cargo Data for US Airports, Vital Signs, MTC; Port of Oakland Container Statistics, Vital Signs, MTC.

Bridges: Caltrans Annual Average Daily Traffic via Regional Measure 3 (RM 3) Briefing Memo; Travel Model, RM 3 Briefing Memo, Alameda CTC.

Congested roadways: Vital Signs, MTC; 2018 Level of Service Monitoring Report, Alameda CTC; INRIX VHD, Vital Signs, MTC 2018.

Economy: California Department of Finance, July Population Estimates 2018; Vital Signs, MTC, 2018; US Census Bureau ACS (1-year estimate), 2018.

Mode split: 2018 ACS 1-Year estimate.

Rail: Rail Strategy Study, Alameda CTC; National Transit Database (NTD) Annual Boardings; National Highway Freight Network Map and Tables for CA, Federal Highway Administration.

Roadways: 2018 LOS Monitoring Report, Alameda CTC; Caltrans Highway Performance Monitoring System Library, Vital Signs, MTC; INRIX, 2015, Vital Signs, MTC.

Safety: 2017 SWITRS via Transportation Injury Mapping System.

Transit: NTD FY 2017-18 and provisional data from transit operators for FY2018-19; Transbay Ridership data provided by AC Transit; BART System Boardings by station.



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