# 2008 Mobility Monitor

*Pull Out—On Front Page?*

This newsletter provides a snapshot of last year's transportation conditions, as presented in the annual *2007-2008 Performance Report.*.
For more detailed information or a copy of the Report, please contact CMA staff at www.accma.ca.gov or 510-836-2560.

*Pull Out—Anywhere*

The CMA's directive is to manage traffic congestion. The CMA is focused on delivering quality transportation projects and programs to Alameda County.

*Sidebar—Probably on First Page*

## CUTTING RIBBONS

In October 2008, the CMA celebrated the opening of the westbound **HOV lane extension** on SR-84, between the Dumbarton Bridge and I-880. Now, carpool vehicles and buses traveling along I-880 or Decoto Road will be able to bypass congestion on SR-84. The addition of the bypass lane on the I-880 southbound off-ramp allows access to the HOV lane directly, without crossing the two existing mixed-flow lanes.

*Lead Article*

## HOW ARE WE DOING?

As the local agency responsible for congestion management in Alameda County, the CMA strategically plans, funds, and implements projects and programs for highway and local road improvements, transit maintenance and expansion, and bicycle and pedestrian facilities.

Along with serving as the Bay Area's transportation hub, Alameda County has the worst traffic congestion in Northern California. While 20 percent of Bay Area residents live in Alameda County, nearly 40 percent of the region's congestion is found here. And, notably, six of the Top 10 congestion hot spots in the nine-county Bay Area are located in Alameda County. To address this situation, transportation investments focus on:

- Collaborating with many other jurisdictions and agencies;
- Dealing with the complexities of transportation funding; and
- Seeking consensus among Board members drawn from very different parts of the county.

## Freeways and Roads

To measure how well our freeways and roads are performing, this year's newsletter relies on the most current data provided by MTC and Caltrans and the CMA's 2008 Level of Service Monitoring Report.

## Congestion, Delay and Travel Speeds

Since 2003, congestion in the Bay Area has steadily increased as measured by vehicle hours of delay. In Alameda County, this delay is most profound for commuters trying to get to and from San Francisco as I-80 retained its long-time rating as being the worst commute in the area. Also, those traveling to and from the eastern portion of the County continue to experience a protracted commute through the I-580 corridor.

*Sidebar—With this section*

Congestion in Alameda County continues to account for nearly 40 percent of total congestion in the Bay Area—more than double that of the second most congested county, Santa Clara.

The CMA measures congestion levels by evaluating the amount of time travelers are delayed in traffic (**vehicle hours of delay**). MTC's data for 2007 found:

- The largest increase of time spent in congestion was during the afternoon commute on eastbound I-80, from Treasure Island to Powell Street. The duration of congestion increased by almost three hours from the 2006 data.
- Afternoon travelers experienced a 10 percent increase in delay on eastbound I-580 in the Tri Valley.
- Morning commuters on westbound I-580 were delayed by an additional one hour and 15 minutes in the Tri Valley.

The CMA also measures the congestion by monitoring the **level of service** (LOS) on County freeways and highways and calculating travel speeds. This monitoring is conducted during even-numbered years and rates each freeway and highway from A to F—A reflecting lack of congestion and F reflecting excessive congestion. Monitoring performed in Spring 2008 revealed:

- On average, overall congestion as measured by LOS decreased from the 2006 monitoring levels.
- The percentage of roadways operating at LOS A increased significantly, from almost 26 percent to just over 38 percent.
- The percentage of roadways at LOS D, E or F also changed considerably by decreasing from just over 45 percent to 34 percent.

Another way of gauging performance of the transportation system is to measure **travel speed** on the roadways. For morning commuters, speeds have steadily increased during the past decade, including a 2.4 mph jump since 2006. For afternoon commuters, speeds have remained relatively stable over the past 10 years. For those segments that experienced reduction in speeds, primarily due to construction activity.

## Accidents

Similar to the previous year, overall accident rates dropped on Alameda County freeways. Key highlights include:

- I-680 continues to have the lowest rate in the county, at nearly 50 percent lower than other similar statewide facilities.

- I-238 had a dramatic increase in accidents, at twice the statewide average.
- Conversely, I-980 had a significant decrease in accidents and now stands below the statewide average.
- SR-24 and I-80 had modestly fewer accidents than last year, but the rates remain above the statewide average.
- SR-13 had a sharp drop in accidents, with the rate falling well below the statewide average.

## Road Repair

MTC monitors the condition of roadways in the Bay Area using a PCI, or Pavement Condition Index. On a scale of 0-100 (with 100 being newly paved roads), MTC gave Alameda County roads a rating of 65, a relatively similar conditions as the previous year. Approximately 76 percent of all County roadways were reported to be in fair to excellent condition. About 23 percent of the roadways were considered to be in poor or very poor condition.

## Transit

The eight transit operators continue to strive to create a responsive and reliable system. Overall, the number of commuters using transit was similar to the previous year. Of the different operators, AC Transit was the only one to experience a decrease in ridership (about three percent). Conversely, the Capitol Corridor experienced a 16 percent increase in ridership. This is likely due to the significant rise in gasoline prices, the economic downturn, and ongoing and coordinated systemwide transit improvements.

## Bicycle

The *Countywide Bicycle Plan*, adopted in 2006, has three investment levels: the 549-mile Vision network, the 201-mile Financially Constrained network, and a list of High Priority Projects. Collectively, the goal of the Plan is to add 28 miles of bikeway within five years of plan adoption. Each jurisdiction selected one high priority project from the Financially Constrained network. They also identified areas where better connections to transit could be made and where existing on-street bikeways should be rehabilitated. In 2007-08, progress was made on nine high priority projects, including environmental review, design, and funding. Consequently, these projects are moving closer to being ready for construction when funding becomes available.

*Pull Quote*—with this section

As of last year, 219 miles have been constructed, or 40 percent of the Countywide bicycle system.

## Pedestrian

In 2006, the ACTIA and CMA Boards adopted the first-ever *Countywide Pedestrian Plan*. Like the Bicycle Plan, it includes a Vision Network that focuses on areas of countywide significance. The Plan calls for local jurisdictions to develop their own pedestrian plans by 2011. The Plan also calls for priority access to transit, downtown areas, and inter-jurisdictional trails. Efforts are underway to implement the

Alameda County Safe Routes to Schools Program. Ways to measure progress toward the goals of the Plan are currently being developed.

*Featured Article*

## REDUCING GREENHOUSE GAS EMISSIONS

In 2006, the California State Legislator passed Assembly Bill 32, commonly known as the California Global Warming Solutions Act. Under AB 32, the State is required to reduce greenhouse gas emissions by 25 percent by 2020 (a return to 1990 emission levels) and by 80 percent by 2050.

SB 375, passed in 2008, is intended to help meet the requirements set in AB 32. SB 375 promotes land use planning that promotes denser, more compact development patterns. It aims at better integrating and balancing jobs-housing-transit with regional transportation planning, thereby reducing vehicle use. As part of SB 375, the California Air Resources Board is required to set regional targets for greenhouse gas emission reduction by September 2010.

Statewide, approximately 30 percent of all greenhouse gas emissions originate from automobiles and light trucks. In the Bay Area the percentage increases significantly, to about 50 percent. At their 2008 retreat, the CMA Board addressed potential roles and responsibilities in reducing greenhouse gas emissions, as well as global climate change. The Board directed CMA Staff to:

- Assume a larger advocacy role in supporting funding requests for projects and programs to reduce emissions;
- Support projects and programs that highlight "green building" and alternative fuel technologies; and
- Promote expanded regional planning coordination.
- Consider land use as it relates to supporting transit service.

Based on their direction and in conjunction with Alameda County, CMA Staff is in the process of developing a *Climate Action Strategy* for Board review in Spring 2009.

*Second Article*

## WORKING IN KEY CORRIDORS

The CMA continues to develop projects to relieve congestion on some of the most heavily traveled routes in the County. To this end, the CMA stepped up efforts in a number of priority areas.

### I-80 Integrated Corridor Mobility Project

Interstate 80 is the most congested commute corridor in the nine-county Bay Area, with demand on this freeway far exceeding roadway capacity. To improve safety and operational efficiency for commuters, the CMA has developed an Integrated Corridor Mobility Project. This effort, part of comprehensive program for the corridor, is intended to improve travel between the Carquinez and Bay bridges. Various improvements being considered include:

- Using closed-circuit television cameras to monitor the flow of traffic to adjust travel speeds dynamically and to meter the flow of traffic;
- Installing ramp metering HOV bypass lanes for transit access;
- Implementing emergency vehicle and transit signal priority systems; and
- Integrating arterial traffic signals.

## I-580 Corridor Improvements

Since 2000, congestion on I-580 in eastern Alameda County, has risen steadily, resulting in one of the Bay Area's worst commutes. This corridor is a vital link for major farm-to-market travel and work-force commute between the Central Valley and the Bay Area. The following key projects are underway.

- A **westbound HOV lane** will be constructed from east of Greenville Road in the Livermore Valley to Foothill Road in Dublin. Improvements include auxiliary lanes, a bus drop-off ramp to the Dublin/Pleasanton BART station, and soundwalls at the Dublin Sports Park.
- Work has begun to bring a high occupancy toll lane, commonly referred to as an **Express lane**, to the Tri-Valley area. The eastbound and westbound HOV lanes will be converted to Express lanes to better manage traffic and to generate revenue. Preliminary options are being evaluated for freeway operations and revenue generation.
- In partnership with Caltrans and ACTIA, the CMA is developing a strategy to identify and acquire **right-of-way** from the Hacienda Drive interchange in Pleasanton to the Vasco Road in Livermore. The purpose of this acquisition is to preserve the opportunity for future transit expansion of BART.
- The CMA is partnering with Caltrans for the **I-580/I-680 Interchange Modification** project. The Project Study Report (PSR) will evaluate options to address significant congestion and to identify alternatives for further evaluation, including options for direct connection from: westbound I-580 HOV to southbound I-680 HOV; and northbound I-680 HOV to eastbound I-580 HOV. The PSR will also evaluate HOV movements and update the master buildout plan for the I-580/I-680 interchange.

## I-880 CORRIDOR IMPROVEMENTS

Like other freeways in Alameda County, I-880 experiences substantial regional and inter-regional traffic. This corridor serves the Port of Oakland (the largest port in Northern California and fourth largest port in the United States), Downtown Oakland, the Oakland International Airport, and major mail distribution centers. I-880 also serves as an essential route between residential areas and employment centers in Alameda, San Francisco, Santa Clara, San Mateo, and Contra Costa counties.

Caltrans has identified significant bottlenecks on I-880, with the frequency of accidents five times higher than the statewide average in certain areas. In response, the CMA has three projects underway to address the safety and mobility issues.

- The CMA's adopted *Strategic Plan for I-880* includes various recommended improvements to increase safety and reduce delay. One key project in this Plan is to provide operational and safety

improvements to northbound I-880 at **23rd and 29th Avenue in Oakland.** Improvements will include reconfiguring the on- and off-ramps and constructing a soundwall to mitigate noise impacts for nearby elementary schools and residents of Oakland's Jingletown neighborhood.

- Recurring congestion is found in South Hayward, from Tennyson to Whipple roads. This portion of I-880 is impacted by motorists seeking access to the San Mateo Bridge, SR-92, I-238, I-580, and I-80. Improvements needed to provide congestion relief include **ramp modifications** at the Industrial Parkway and the Whipple Road interchanges, as well as the addition of **auxiliary lanes** between Industrial Parkway West and Whipple Road.
- A **southbound carpool lane** is being added from Hegenberger Road in Oakland to Marina Boulevard in San Leandro. The project will extend the start of the HOV lane to the north by approximately three miles, reconstruct the bridges over I-880 at Davis Street and Marina Boulevard to increase lateral clearance, widen the bridge over the Union Pacific Railroad and San Leandro Creek, and install nearly 3,000 feet of soundwalls.

## Transit-Oriented Development

The CMA is involved in a number of emerging transit-oriented developments (TOD). TODs typically contain a mix of residential, retail, and public uses and are designed to maximize access to public transit. The following projects were awarded grants through State Department of Housing and Community Development bonds in 2008:

- The Union City Intermodal Station received $9 million;
- The MacArthur BART Transit Village received $34 million;
- The Coliseum BART Transit Village received $24 million; and
- The San Leandro Transit Village received $24 million.

The following TOD projects were awarded MTC's Station Area Planning Grants in 2008:

- Lake Merritt BART, Oakland $720,000
- Upper Broadway, Oakland, $400,000
- Berkeley Downtown Area Planning & Implementation, $300,000
- Union City Station Area, $125,000
- Newark Station Area, $544,000
- West Dublin BART Specific Plan, $200,000
- San Leandro Infrastructure, $75,000 & San Leandro Blvd, $175,000

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*Sidebar—Anywhere in Document*

## Breaking Ground

The CMA and related partners were busy breaking ground on a number of construction projects aimed at reducing congestion and improving air quality.

- The **I-680 Express lane** is under construction at the Sunol Grade, a 14-mile stretch considered to be one of the worst commutes in the Bay Area. This lane, commonly known as a high occupancy toll lane, offers motorists the option of paying a fee to use a faster-moving lane, thereby avoid congestion and saving travel time. The project will widen southbound I-680 from SR-84 to Santa Clara County and rehabilitate existing pavement.
- An **eastbound I-580 HOV lane** is under construction from Portola Avenue to Greenville Road overcrossing in Livermore (including auxiliary lanes at several interchanges). The project will also widen the existing bridge over Arroyo Las Positas to accommodate the auxiliary lane between North Livermore Avenue and First Street.
- **Ardenwood Park-n-Ride Lot** is operating at capacity. This project will provide an additional 250 stalls at the existing park-and-ride lot serving commuters using AC Transit's Dumbarton Bridge transbay services. This additional capacity is expected to attract additional transit users, thereby reducing vehicle trips and improving air quality.
- **Ed Roberts Campus** will transform the Ashby BART Station to the nation's first universally designed TOD, fully accessible by public transportation. As part of a public-private collaboration, the campus will house an array of organizations focused on providing services to people with disabilities.

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*Back Page—Sidebar*

You are reading the tenth edition of Mobility Monitor, published by the CMA—the local agency responsible for congestion management in Alameda County. The CMA's governing Board is composed of elected officials representing the governments and major transit agencies in Alameda County.

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*Following will be in Map Form (like last year)*

## The 10 Most Congested Corridors in Alameda County

| Ranking | Freeway Corridor |
|---|---|
| 1 | WB I-80, SR-4 to Bay Bridge (a.m.) |
| 2 | EB I-580, I-680 to west of El Charro (p.m.) |
| 3 | WB I-580, west of North Flynn to west of Airway (a.m.) |
| 4 | EB SR-92, Clawiter to I-880 (p.m.) |
| 5 | EB I-80, 5th Street to Powell (p.m.) |
| 6 | WB I-80, toll plaza to Fifth Street (p.m.) |
| 7 | EB I-80, I-580 to Gilman (p.m.) |
| 8 | NB I-880, West Grand Avenue to Maritime (a.m.) |
| 9 | EB SR-24, east of Telegraph to Caldecott Tunnel (p.m.) |
| 10 | SB I-880: north of Fremont Boulevard to south of SR-262 (a.m.) |

*Source: MTC, Highway Congestion Data (2008)*

*Pull Quote between Maps (like last year)*
Consistent with recent years, Alameda County roadways dominated MTC's list of Top 10 most congested corridors of the nine-county Bay Area.

*Prepare in Map Form (like last year)*
*MIG—Bold segments represent Alameda County location*

## The 10 Most Congested Corridors in the Bay Area

| Ranking | Freeway Corridor |
|---|---|
| **1** | WB I-80, SR-4 to Bay Bridge (a.m.) |
| **2** | EB I-580, I-680 to Greenville Road (p.m.) |
| 3 | SB US-101, Rowland Boulevard to I-580 (a.m.) |
| **4** | WB I-580, I-205 to Hacienda Drive (a.m.) |
| 5 | NB US-101, Alemany Boulevard to I-80 (p.m.); and<br>EB I-80, US-101 to Sterling Street on-ramp (p.m.) |
| 6 | WB SR-4, A Street/Long Tree Way to SR-242 (a.m.) |
| **7** | EB SR-92, Industrial Boulevard to I-880 (p.m.) |
| **8** | SB I-880, Marina Boulevard to south of Industrial Parkway (a.m.) |
| **9** | EB I-80, 5th Street (S.F.) to east of Powell Street (p.m.) |
| 10 | SB US-101, Great America Parkway to North 13th Street/Oakland Road (p.m.) |