

Alameda County Freeway System

FACT SHEET

March 2018



Alameda County's Freeway System Connects the Region



TOP 10 CONGESTED FREEWAYS



Alameda County has 140 miles of freeways, including **half of the top 10 most congested corridors** in the Bay Area.

As the geographic center of the San Francisco Bay Area, Alameda County connects the region with an extensive freeway network of almost 140 miles on six Interstates and four state routes. These freeways provide critical mobility for millions of commuters each day, and they are some of the most heavily used and congested roads in the entire Bay Area.

Alameda County's freeways also facilitate the movement of more goods than any other county in the Bay Area. The freeway network includes 86 miles of managed lanes (carpool and express lanes) which extend the overall capacity of the network.

Carrying Goods



Alameda County freeways **move more freight than any other county** in the Bay Area.



IMPORTANCE OF FREEWAYS

Alameda County's freeways are key regional and interregional connectors.

- **More than two-thirds of traffic** on the eight bay-crossing bridges travels to, from or through Alameda County.
- **The freeway network carries goods** between the Port of Oakland, the region and domestic markets beyond.
- **The county's freeways carry the most pass-through trips** in the region (47 percent) i.e., those trips with origins and destinations outside Alameda County.

MANAGED LANES

Alameda County has **39 miles of express lanes**, including segments on I-580 and I-680, with another **71 miles planned**. These lanes are free for carpools, busses, and motorcycles and available to those driving alone for a fee, based on distance and demand at peak hours. Express lanes in Alameda County have been shown to improve overall performance where after studies have been conducted.

Alameda County has another **47 miles of carpool lanes**. These lanes are free to high-occupancy vehicles (two or three persons per vehicle) and off-limits to single-occupancy vehicles during peak hours.

Alameda County Freeway Inventory (2016)

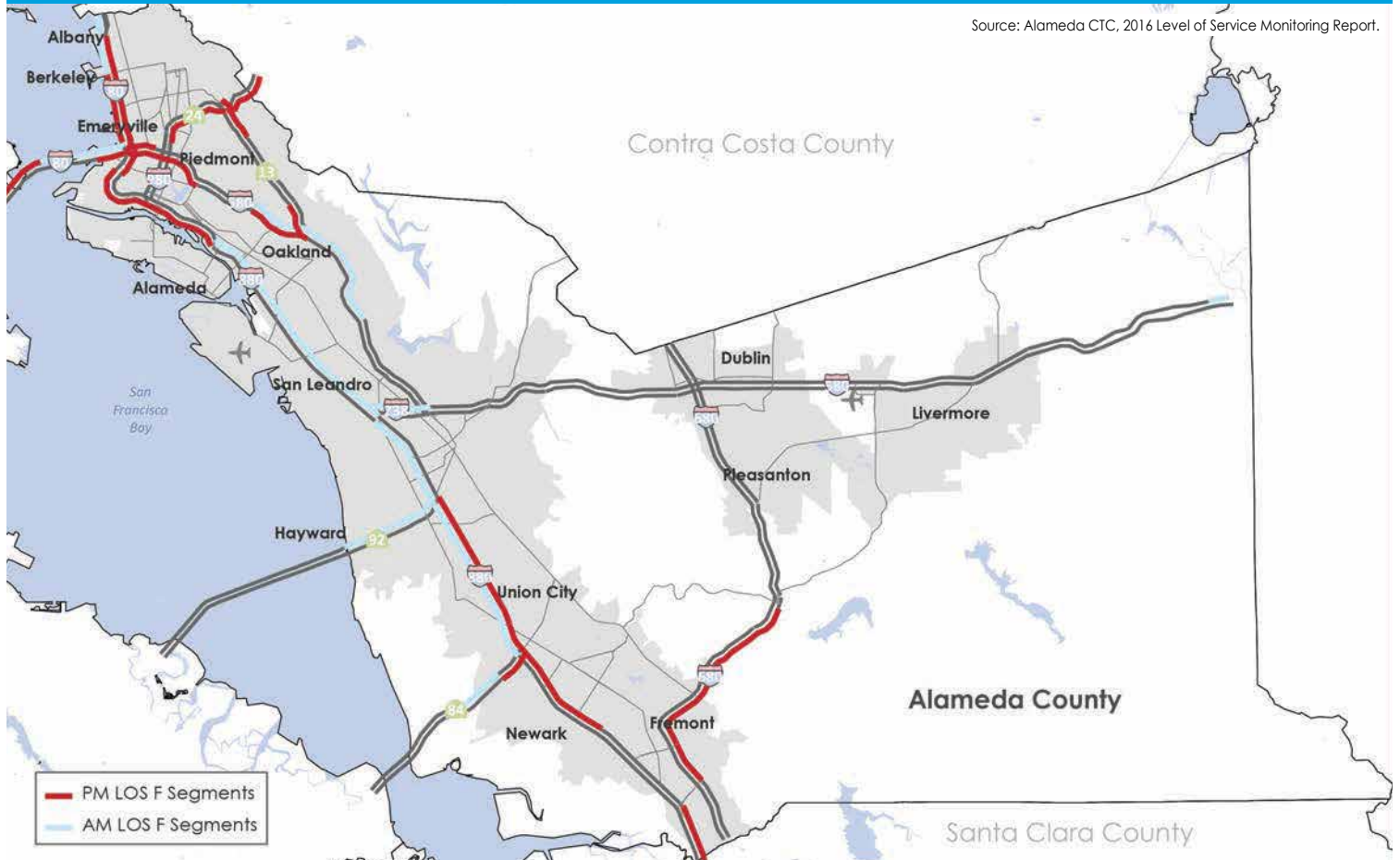
Freeway	Direction	Freeway Length*	Express Lanes	Peak Daily No. of Vehicles	Severe Vehicle Delay (hours per day)	AM Congested Miles** (morning peak)	PM Congested Miles** (afternoon peak)
I-80	N/S	8.0	–	275,000 vehicles at SR-13	11,519	8.0	11.0
I-238	E/W	2.5	–	155,000 vehicles at I-580	94	2.5	–
I-580	E/W	46.7	yes	254,000 vehicles at SR-123, Oakland	9,176	9.3	6.5
I-680	N/S	21.3	yes	172,000 vehicles at I-580, Pleasanton	7,730	–	8.5
I-880	N/S	35.3	–	277,000 vehicles at A Street, Hayward	19,456	18.9	19.2
I-980	E/W	2.5	–	134,000 vehicles at I-580, Oakland	60	–	–
SR-13	N/S	5.9	–	83,000 vehicles at Broadway Terrace	640	–	3.0
SR-24	E/W	3.5	–	173,000 vehicles at Caldecott Tunnel	2,269	–	4.5
SR-84	E/W	6.2	–	76,000 vehicles at I-880	180	1.7	1.2
SR-92	E/W	8.4	–	125,000 vehicles at I-880, Hayward	1,400	3.9	–

* Centerline miles.

** Directional miles of LOS-F with average speeds below 35 mph.

CONGESTED FREEWAY SEGMENTS IN ALAMEDA COUNTY IN 2016

Source: Alameda CTC, 2016 Level of Service Monitoring Report.



Freeway System Performance

Alameda County freeways experienced more congestion than ever in 2016. Systemwide freeway speeds are at their lowest; congestion has spread across more of the network and is lasting longer than in any year on record. The overall decline in freeway performance can be attributed to steady population growth, a booming economy and related job growth.

Drivers are spending more time in congestion each year, including on weekends

Severe delay occurs when the average freeway speed drops below 35 mph. Severe delay on Alameda County freeways increased by 24 percent in 2016.



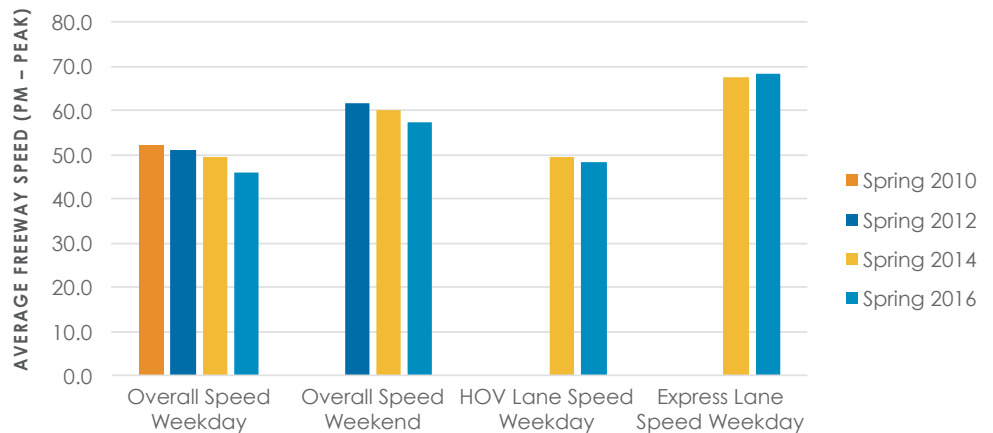
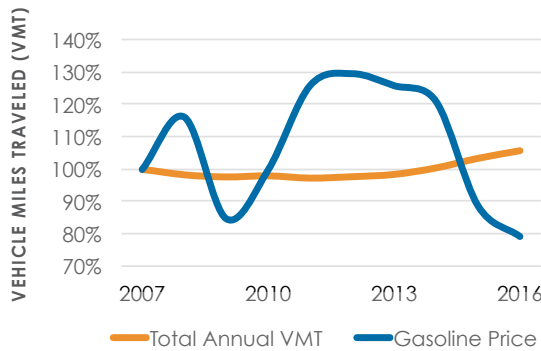
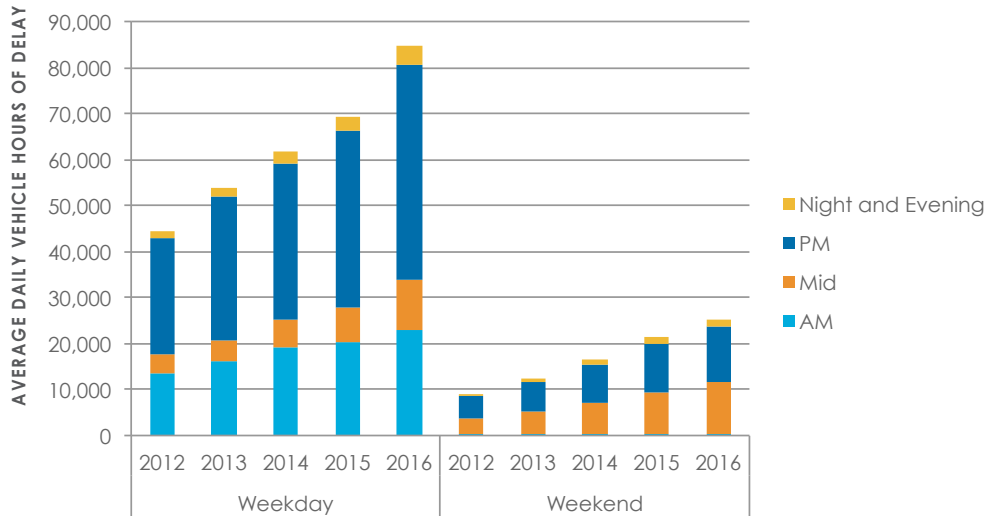
Demand for road space is on the rise

More miles are being driven on Alameda County roads as the regional economy booms and gas prices fall. The increase in volume on key roads has led to widespread congestion throughout Alameda County. In 2016, drivers traveled 42 million miles each day, about 25 percent of the total for the entire Bay Area.



Average freeway speeds are falling, except on express lanes

Average freeway speeds have continued to decline since the end of the recession. In the last two years alone, weekday afternoon speeds fell 6 percent, and weekend and carpool lane speeds each fell 2 percent.



Freeway System Challenges and Opportunities

As the geographic center of the Bay Area, Alameda County's extensive freeway network has been experiencing increasing congestion due to population and job growth, housing demand, and an increasing number of commuters. Strategic improvements are underway or planned which present the opportunity to increase overall network throughput and promote the use of alternative transportation modes.



As the region's freeway network hub, Alameda County experiences a **disproportionately high share of the region's congestion.**

Many Alameda CTC improvement projects are on major freight corridors and **benefit goods movement.**



Data sources:
2016 Level of Service Monitoring Report, 2016 Performance Report, Alameda CTC.
Traffic: Census Program, Traffic Volumes: Annual Average Daily Traffic, California Department of Transportation, 2016.

CHALLENGES

As the region's freeway network hub, Alameda County experiences a disproportionately high share of the region's congestion.

Alameda County freeways carry a high number of commuters traveling either to, from, or through Alameda County. Although only 21 percent of the Bay Area's population lives in Alameda County, it hosts roughly one in three commutes regionwide (31 percent).

Carpool trips declined by over 4 percent since 2000, the steepest decline of any mode.

The absolute number of drive-alone trips and vehicle miles travelled are increasing.

Congestion across more of the network is more severe and lasts longer.

OPPORTUNITIES

Using local sales tax dollars and other regional, state, and federal funds, Alameda CTC funds operational improvements and limited strategic improvement projects on the county's freeways, many of which are already underway, and more are planned. Many of these projects are on major freight corridors and benefit goods movement.

Working with partners at all levels, Alameda CTC is maximizing existing capacity. As most freeways are built out, and the options for improvements are limited, Alameda CTC is working with partners at all levels of government to explore opportunities to maximize use of existing capacity through improved operations and to promote use of alternative modes on Alameda County's major local roads.

Although the absolute number of commuters who drive alone has increased since 2000, the drive-alone mode share has fallen 4 percent since that time.

Increasing the number of managed lanes provides an opportunity to expand carpool opportunities and offer excess capacity at the appropriate marginal cost, and reinvest revenues into the corridors.



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