



# ALAMEDA COUNTY FREEWAY SYSTEM

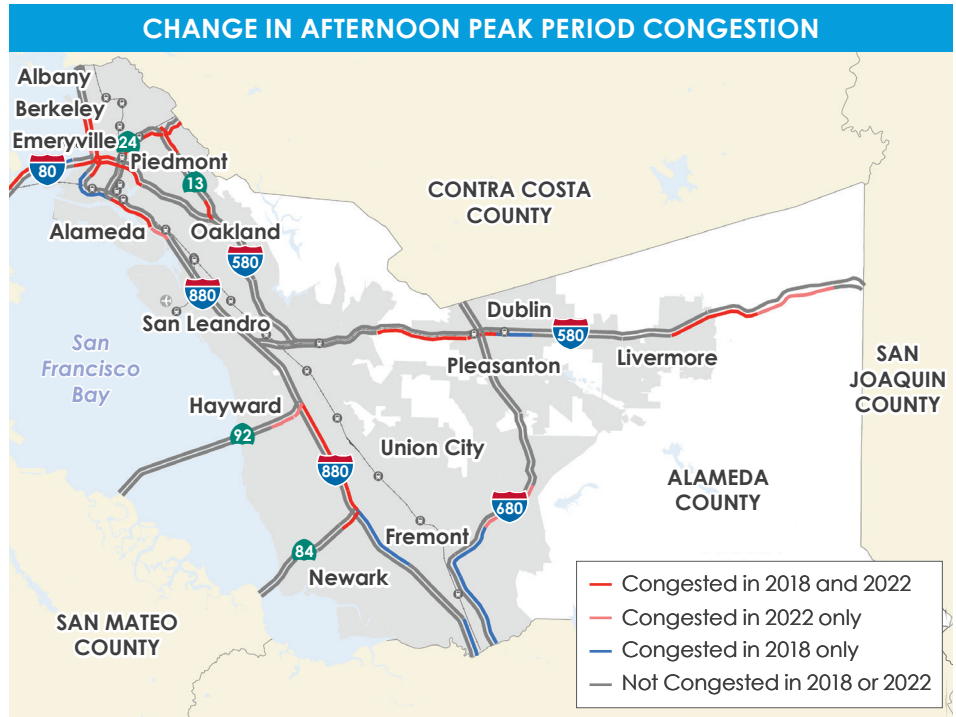
FACT SHEET | JUNE 2023

## Alameda County Freeways Connect Region

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 travelers each day, and they are some of the most heavily-used and congested roads in the entire Bay Area.

*Note: Freeway segments are defined as congested if average speeds during the spring monitoring period dropped below 30 mph (Level of Service F)*

*Spring Monitoring Period: Reflects typical weekday conditions, March through May. Peak Periods: 7–9 AM and 4–6 PM*



## Alameda County Freeway Inventory

Freeway	Direction	Freeway Length*	Peak Daily No. of Vehicles	Congested Miles**	
				AM	PM
<b>I-80</b>	N/S	8.1	<b>275,000 vehicles</b> at SR-13	6.0	6.4
<b>I-238</b>	E/W	2.6	<b>137,000 vehicles</b> at I-580	2.5	–
<b>I-580 (EL)</b>	E/W	46.6	<b>231,000 vehicles</b> at SR-13, Oakland	2.6	19.9
<b>I-680 (EL)</b>	N/S	21.3	<b>131,000 vehicles</b> at I-580, Pleasanton	–	3.4
<b>I-880 (EL)</b>	N/S	35.4	<b>260,000 vehicles</b> at A Street, Hayward	10.2	11.6
<b>I-980</b>	E/W	2.4	<b>103,000 vehicles</b> at I-580, Oakland	–	–
<b>SR-13</b>	N/S	5.8	<b>71,000 vehicles</b> at Broadway Terrace	–	3.0
<b>SR-24</b>	E/W	4.5	<b>144,000 vehicles</b> at Caldecott Tunnel	–	4.5
<b>SR-84</b>	E/W	6.2	<b>70,000 vehicles</b> at I-880	–	1.2
<b>SR-92</b>	E/W	6.7	<b>98,000 vehicles</b> at I-880, Hayward	–	2.1

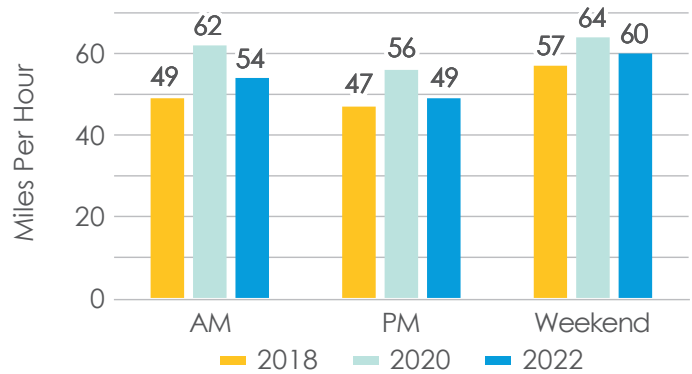
\*Centerline miles; \*\*Directional miles

# Freeway System Performance

Overall congestion has increased significantly since 2020, although it has not yet returned to pre-pandemic levels. As of Spring 2022, 19% of freeway miles were regularly congested in the afternoon, up from just 7% in 2020 but still slightly below the 22% seen in 2018. While nearly a third of employees countywide worked remotely in 2021, of those who commuted to work in person, the share that drove increased from 74% to 86% between 2019 and 2021.

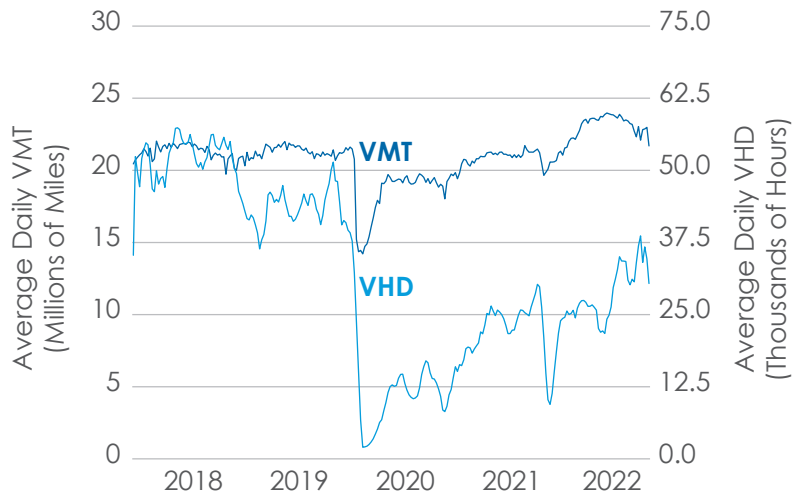
## Freeway Speeds Remain Elevated Over Pre-Pandemic Levels

Countywide freeway speeds dropped from 2020 highs, but still averaged 3.5mph faster over the course of a typical spring day in 2022 than in 2018. Faster speeds persisted during both peak and off-peak periods, and contributed to shorter and less severe peak periods of congestion compared to pre-pandemic conditions.



## Rising Vehicle Miles Traveled

Countywide freeway vehicle miles traveled (VMT) and vehicle hours of delay (VHD), which measures time spent in congestion, both dropped sharply at the onset of the pandemic. However VMT recovered quickly, and surpassed 2019 levels by eight percent in 2022. Even as overall driving increased, drivers spent nearly 40 percent less time stuck in traffic compared to 2019 as indicated by trends in total vehicle hours of delay.



## Total Collisions Rising

Countywide, total collisions for all modes and on all roadways rose slightly from a low in 2020, but remained well below pre-pandemic levels in 2021. However, the share of severe collisions continued to rise, reaching a new high with nearly 1 in 10 collisions resulting in a severe injury or fatality. Speeding remains the most common factor in all collisions.

