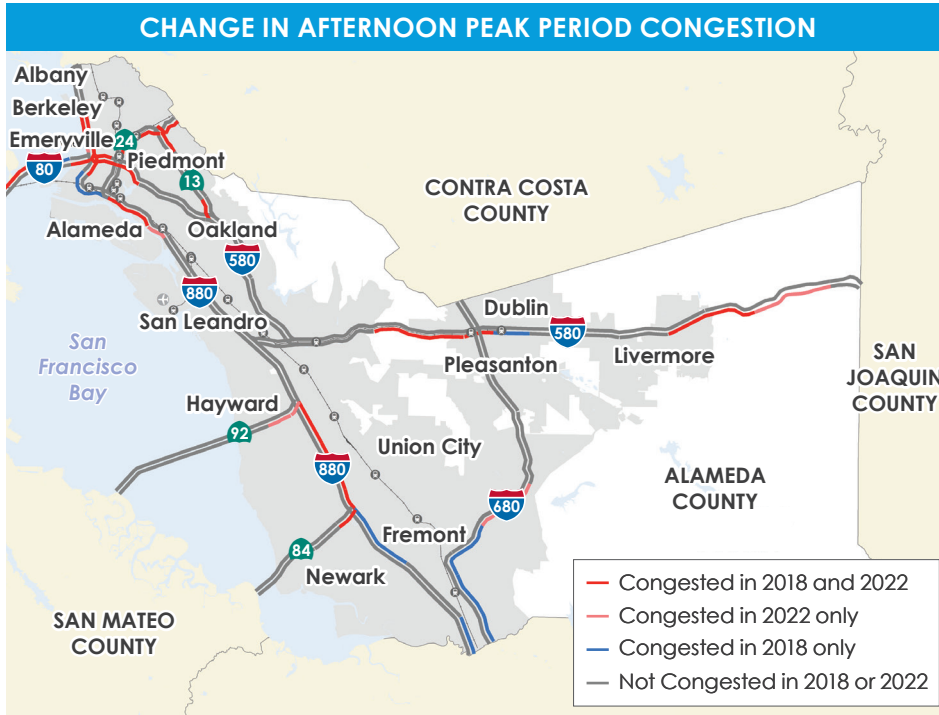




# ALAMEDA COUNTY FREEWAY SYSTEM

FACT SHEET | MARCH 2024

## 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
I-80	N/S	8.1	275,000 vehicles at SR-13	6.0	6.4
I-238	E/W	2.6	137,000 vehicles at I-580	2.5	–
I-580 (EL)	E/W	46.6	231,000 vehicles at SR-13, Oakland	2.6	19.9
I-680 (EL)	N/S	21.3	131,000 vehicles at I-580, Pleasanton	–	3.4
I-880 (EL)	N/S	35.4	260,000 vehicles at A Street, Hayward	10.2	11.6
I-980	E/W	2.4	103,000 vehicles at I-580, Oakland	–	–
SR-13	N/S	5.8	71,000 vehicles at Broadway Terrace	–	3.0
SR-24	E/W	4.5	144,000 vehicles at Caldecott Tunnel	–	4.5
SR-84	E/W	6.2	70,000 vehicles at I-880	–	1.2
SR-92	E/W	6.7	98,000 vehicles at I-880, Hayward	–	2.1

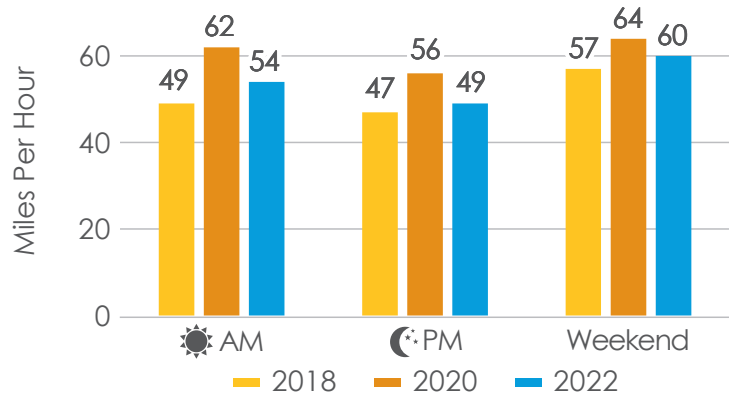
\*Centerline miles; \*\*Directional miles

# 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 28% of employees countywide worked remotely in 2022, of those who commuted to work in person, the share that drove was 82%, higher than the pre-pandemic share of about 75 percent.

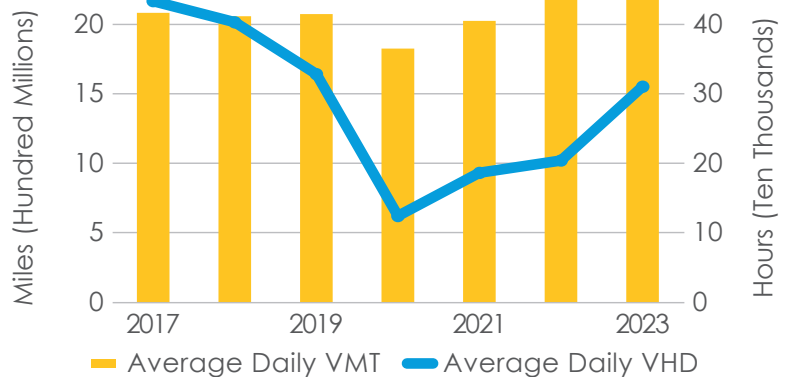
## Freeway Speeds Remain Elevated Over Pre-Pandemic Levels

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 and Vehicle Hours of Delay

Countywide freeway vehicle miles traveled (VMT) and vehicle hours of delay (VHD), which reflects time spent in congestion, both dropped sharply at the onset of the pandemic. VMT recovered quickly and surpassed 2019 levels in 2022. Freeway congestion has been slower to return, but increased 52% year-over-year to just 5% below pre-pandemic levels in 2023.



## Bridge Volumes Remain Below Pre-Pandemic Levels

Average daily traffic volumes on the county's three gateway bridges combined remained 13% below pre-pandemic levels in 2023, with some variation by location and day of the week. Daily traffic on the San Mateo and Dumbarton Bridges was still nearly 20% below 2019 levels, while traffic on the Bay Bridge has remained 9% below pre-pandemic levels for the past two years.

