

Overview of Day-Two Focus Projects

I-880 Corridor Planning

presented to

Faster Freight – Cleaner Air 2004 EXPO

presented by

Dike Ahanotu

Cambridge Systematics, Inc.

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Transportation leadership you can trust.

I-880 Corridor Planning

Objective of Breakout Session

- **Identify types of problems addressed in conducting a freight-oriented corridor plan**
 - **Infrastructure issues**
 - **Operational Issues**
 - **Institutional issues**
- **Apply issues discussed during today's breakout sessions to a specific corridor**
- **“Bring Today's Solutions to Tomorrow's Projects”**

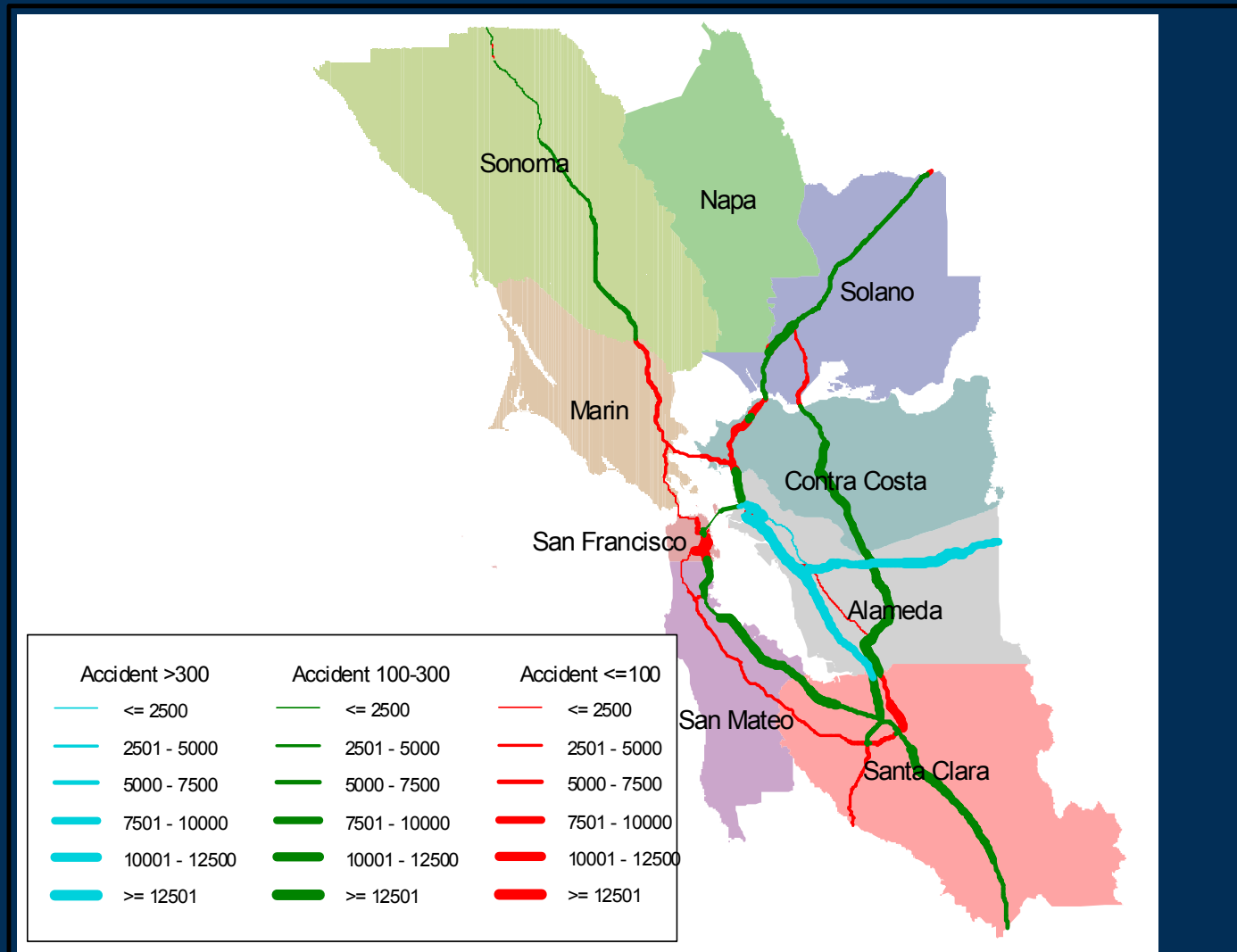
I-880 Corridor Planning

Why focus on I-880?

- **Most heavily traveled route for trucks in the Bay Area**
- **Connects with major intermodal facilities**
 - **Port of Oakland**
 - **Oakland International Airport**
 - **Major railyards**
- **Adjacent to major industrial facilities**
- **Key route for distributing goods around the Bay Area**
- **Heavily-congested interstate for cars and trucks**

High Truck Volumes and Safety Concerns on I-880

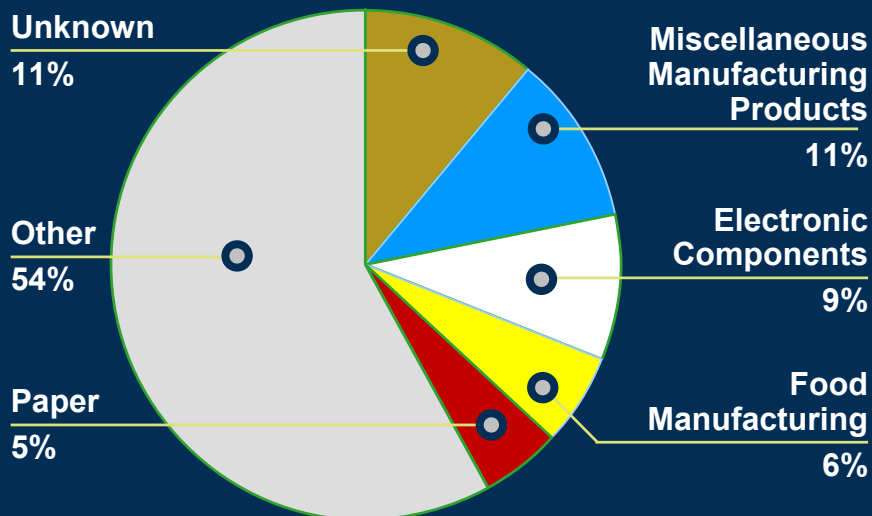
Truck Volume Extrapolated between Postmiles and Truck Related Highway Accidents



Multiple O-D Combinations and Commodities

Caltrans Truck Survey Summary on I-880

Location	Dir	Origin County											
		ALA	CC	MRN	NAP	SF	SCL	SM	SOL	SON	Other	Total	
I-880	Origin Facility	NB	12%	0%	0%	0%	0%	70%	1%	0%	0%	17%	100%
	Destination Facility		87%	5%	2%	0%	1%	0%	1%	1%	1%	3%	100%
I-880	Origin Facility	SB	79%	9%	1%	0%	4%	2%	0%	2%	0%	4%	100%
	Destination Facility		11%	0%	0%	0%	67%	0%	0%	0%	0%	22%	100%

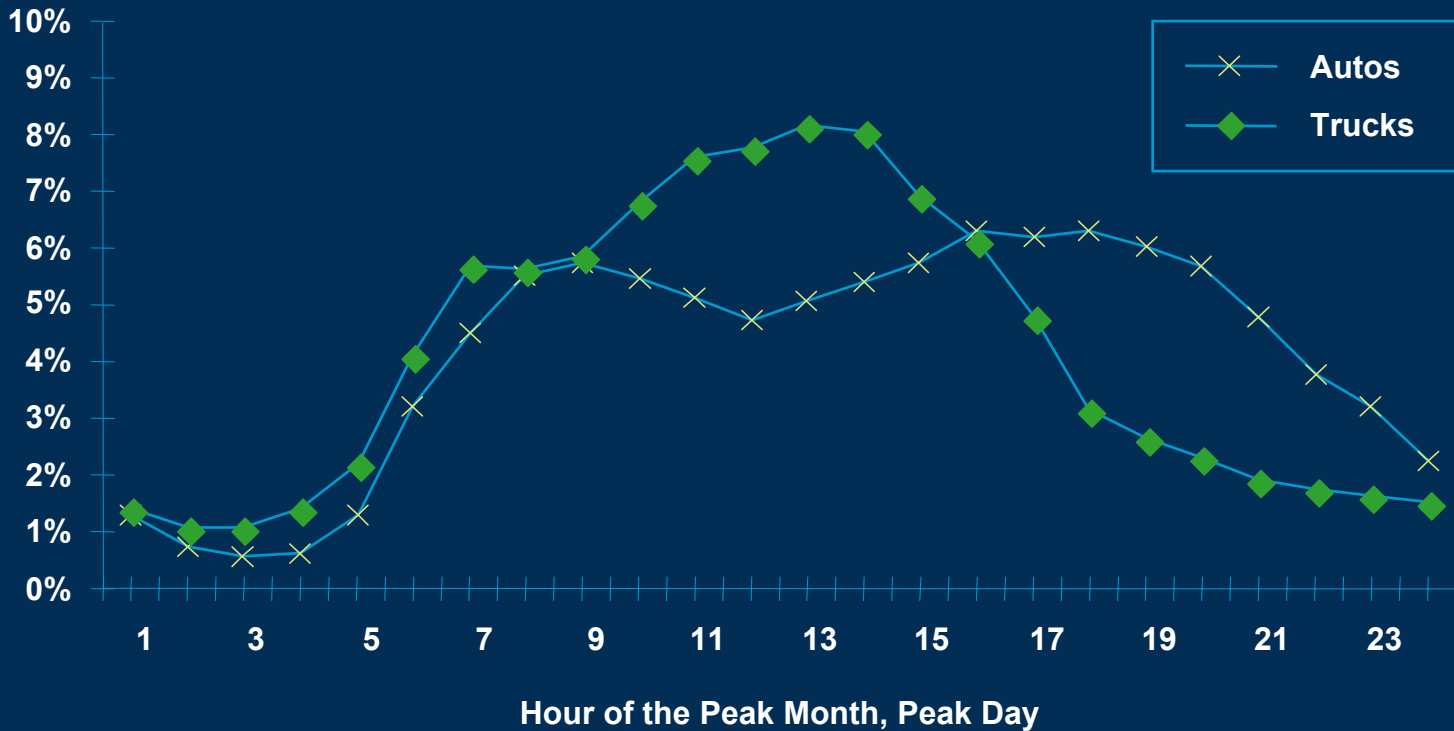


Average Distance Between Stops*	50 miles (NB)	70 miles (SB)
Average Stops* Per Day	6.9 stops (NB)	5.6 stops (SB)
Average Miles Driven Day of Survey	182 miles (NB)	184 miles (SB)

Trucks Conflicting with Autos on I-880

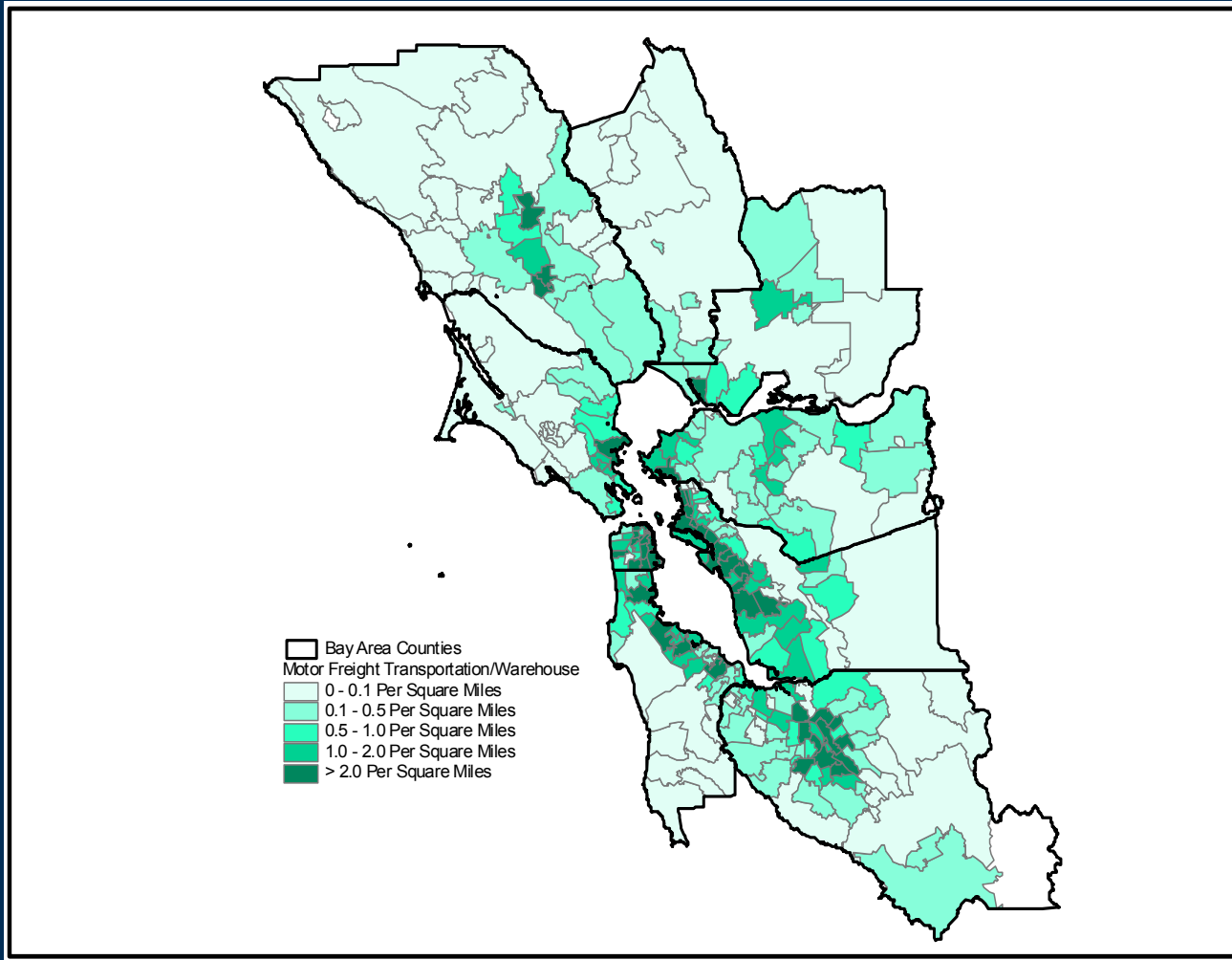
ALA – Hwy 880 – Nimitz Freeway

Percentage of Autos and Truck Counts



High Concentration of Freight Facilities on I-880

Distribution of Freight Facilities - Motor Freight Transportation/Warehouse



Multiple Facility Types Served by I-880

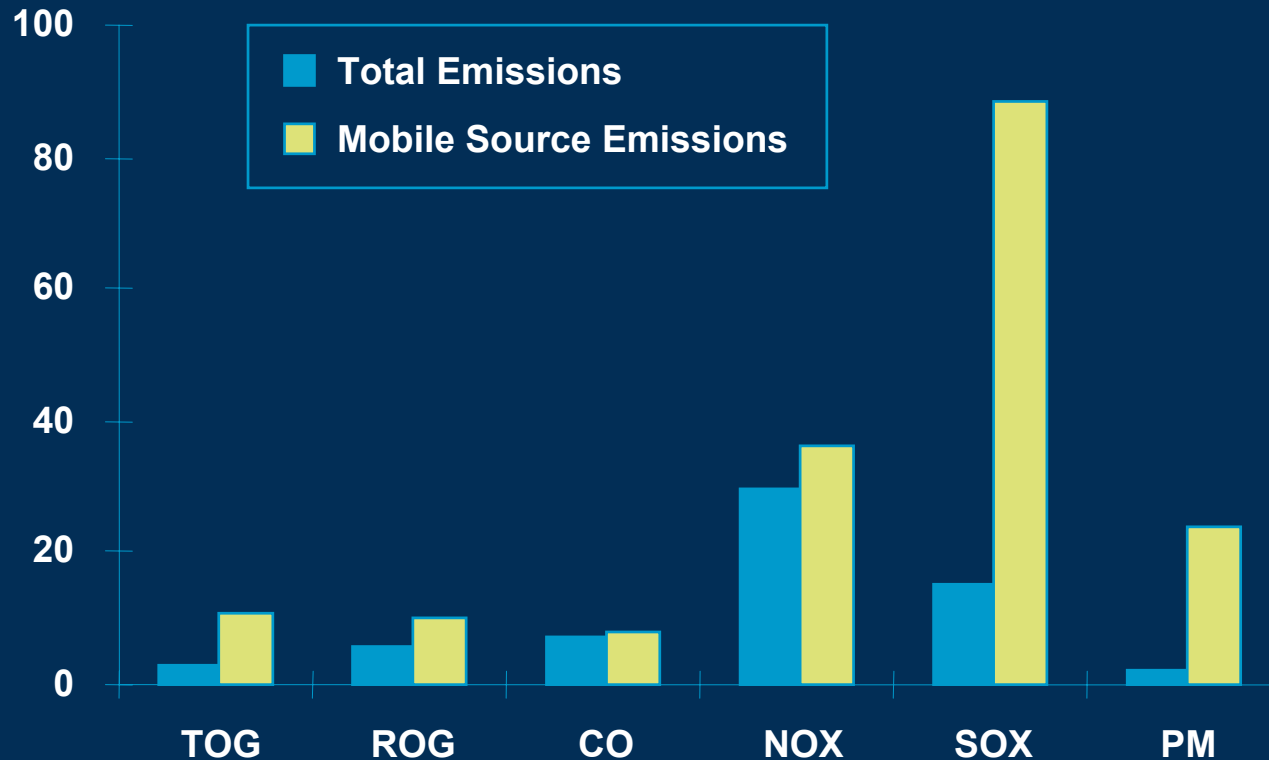
Caltrans Truck Survey Summary on I-880

Northbound		Southbound	
Origin Facility	Percent	Origin Facility	Percent
Distribution Center	32%	Distribution Center	48%
Manufacturing Facility	21%	Retail store	14%
Retail store	17%	Manufacturing Facility	14%
Truck Terminal/Reload Facility	7%	Truck Terminal/Reload Facility	10%
Other	24%	Other	13%
TOTAL	100%	TOTAL	100%
Northbound		Southbound	
Destination Facility	Percent	Destination Facility	Percent
Distribution Center	24%	Distribution Center	20%
Truck Terminal/Reload Facility	19%	Retail Store	20%
Retail store	13%	Manufacturing Facility	15%
Manufacturing Facility	12%	Truck Terminal/Reload Facility	14%
Other	31%	Other	30%
TOTAL	100%	TOTAL	100%

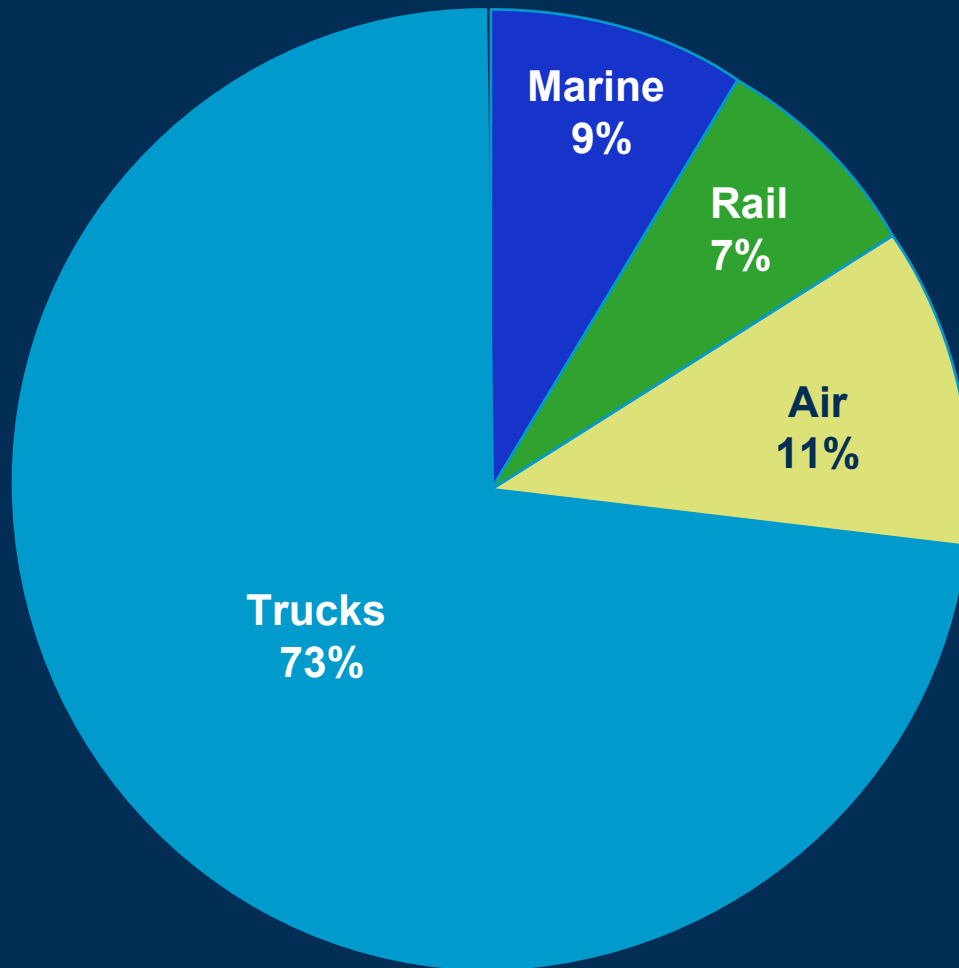
Trucks Contribute to Emissions Inventory

Truck Percentage of Emmissions – Bay Area

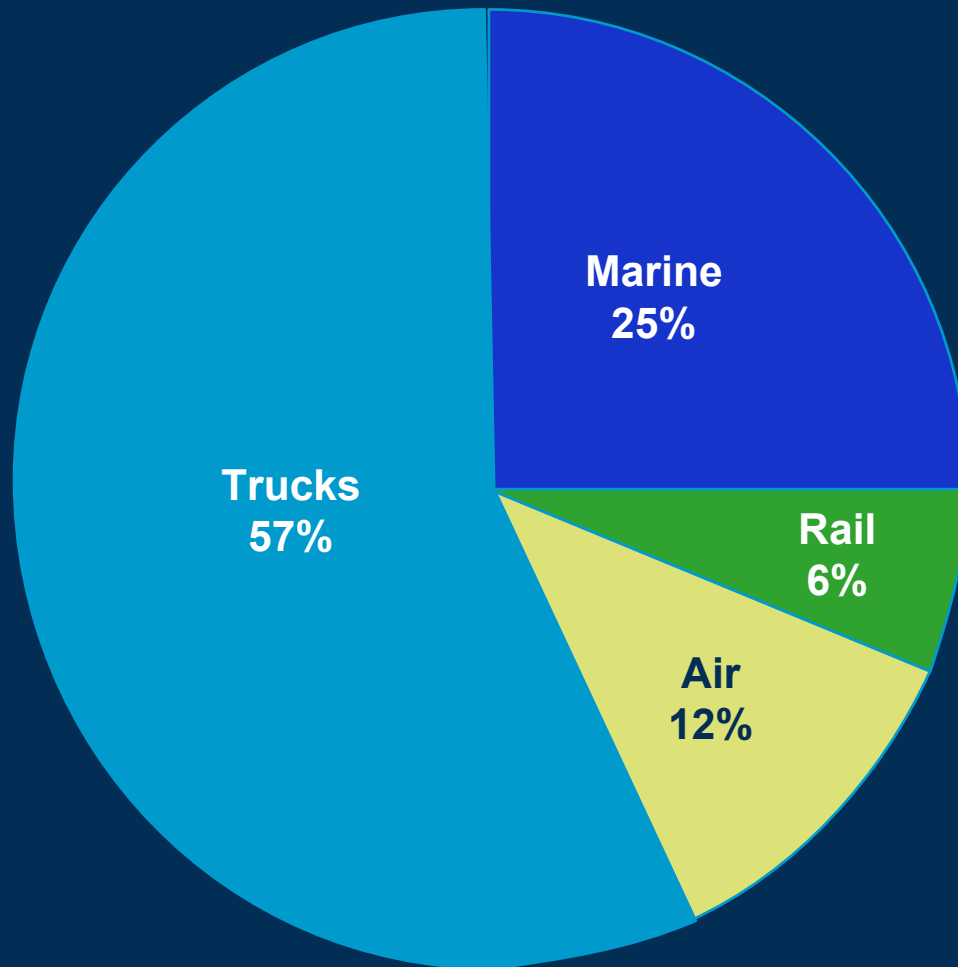
Percentage of Truck Emissions



NOx Emissions by Freight Mode – Bay Area



PM Emissions by Freight Mode – Bay Area



I-880 Corridor Planning Agenda

- **Description of Specific Freight Needs in the corridor**
 - Overview of freight activities on I-880
 - A look at I-880 from a trucker's perspective
 - Current, ongoing and future I-880 corridor plans and programs
 - Land use trends in the corridor
- **Issue Area Working Groups: Infrastructure solutions, IT, and Land Use/Regulatory Practices**
- **Share issues and strategies with larger group**

I-880 Corridor Planning Participants

- **Private sector**
 - Shippers
 - Truck owner's/operators
 - Warehouse and distribution center operators
 - Logistics service providers
- **Community groups**
- **Public Sector**
 - MTC, Caltrans and CMA staff
 - Local elected officials
 - Port of Oakland staff, economic development officials
 - Many others