

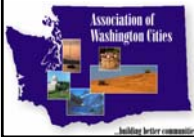
SFTA Origin-Destination Freight Data 1993/1994 – 2002 Spring/Summer Preliminary Comparisons:

Presentation to

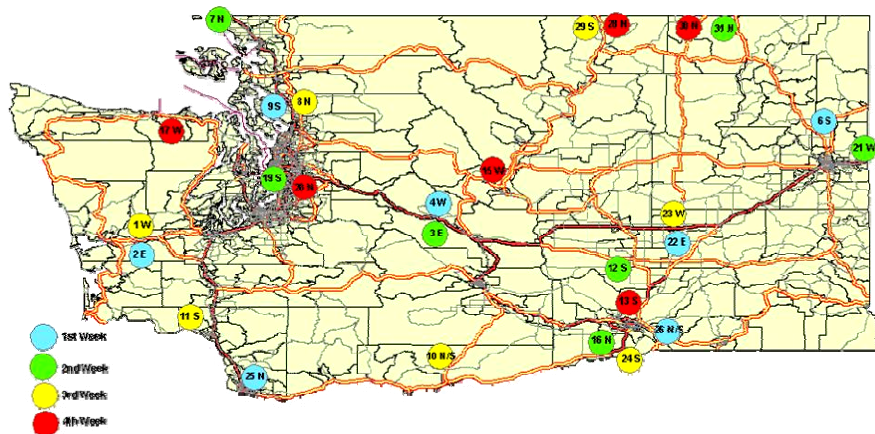
*SFTA Advisory Committee Meeting
Walla Walla, Washington*

Eric Jessup
Mike Clark

Washington State University



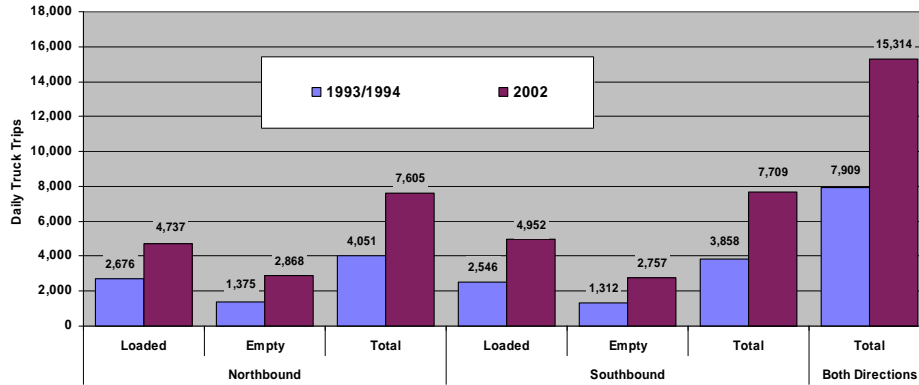
O-D Survey Sites



Daily Truck Trips, I-5



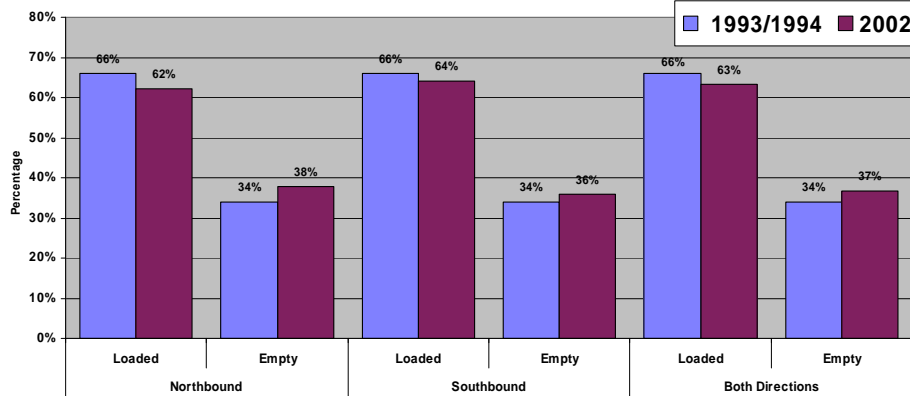
Daily Truck Trips on I-5 by Direction, Empty/Loaded Status and Year



Loaded/Empty Trucks, I-5



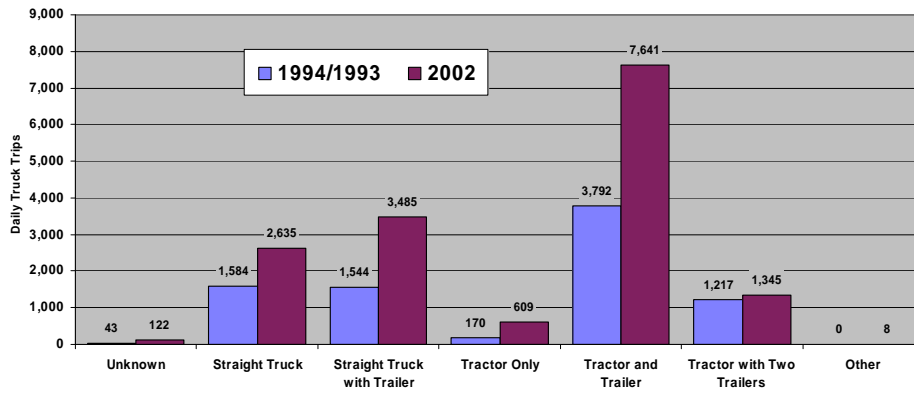
Percentage of Empty/Loaded Trucks on I-5 by Direction and Year



Truck Configuration (#), I-5



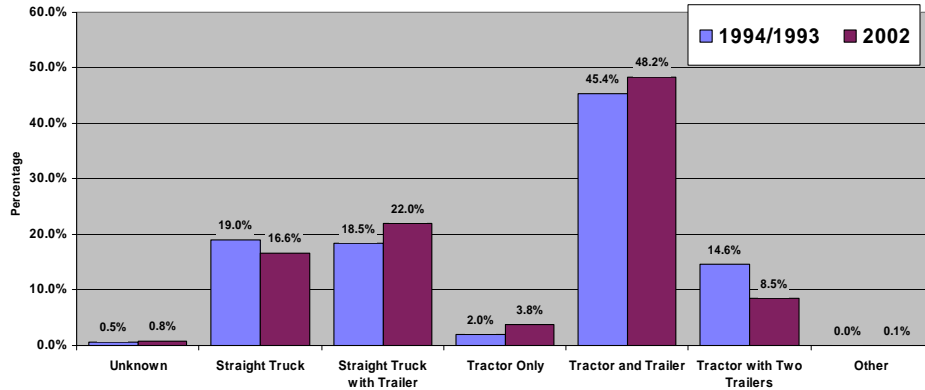
Truck Configuration Profiles on I-5 by Year



Truck Configuration (%), I-5



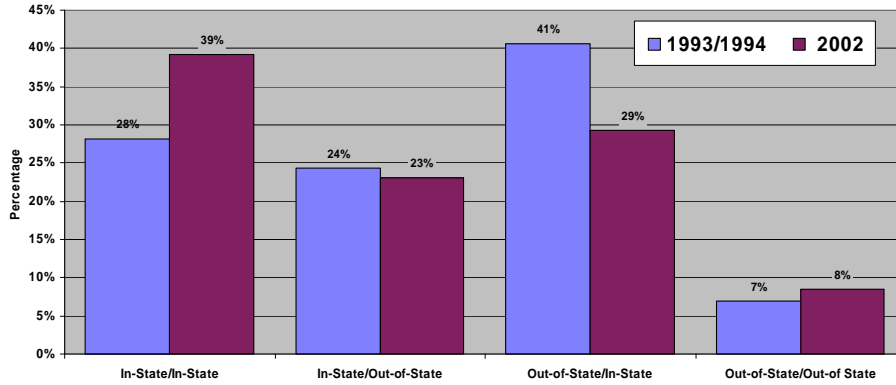
Truck Configuration Profile for I-5 in Percentages by Season



Origin/Destination (%), I-5



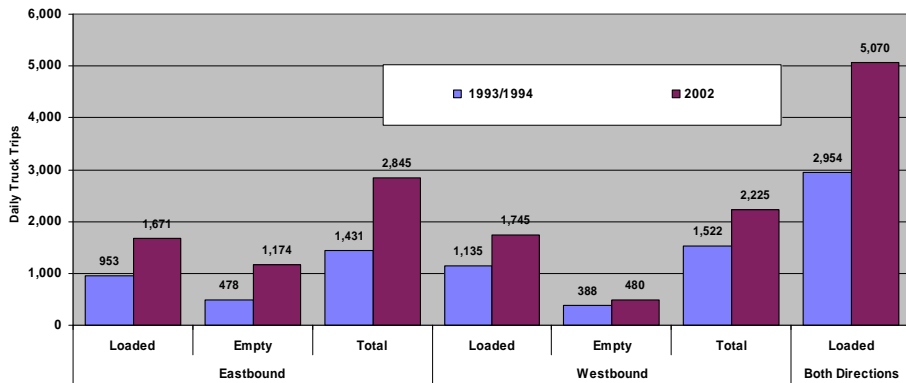
Percentage of Truck Trips by Origin/Destination on I-5 by Year



Daily Truck Trips, I-90



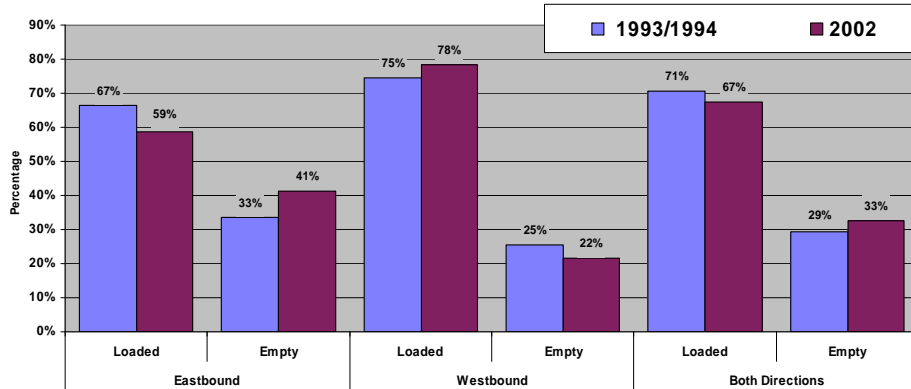
Daily Truck Trips on I-90 by Direction, Empty/Loaded Status and Year



Loaded/Empty Trucks, I-90



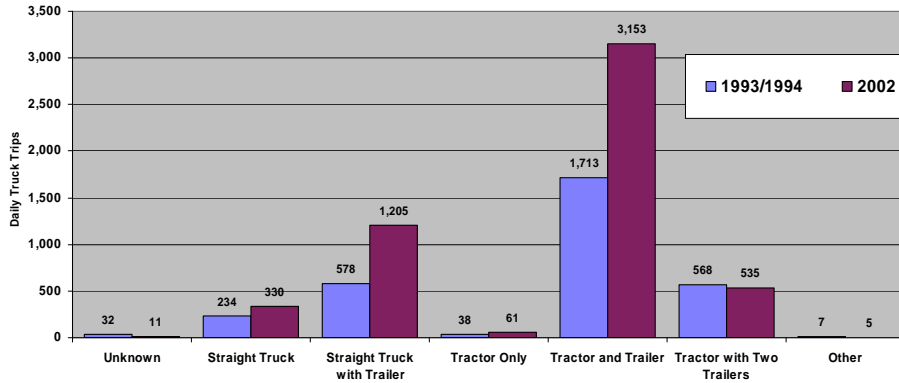
Percentage of Empty/Loaded Trucks on I-90 by Direction and Year



Truck Configuration (#), I-90



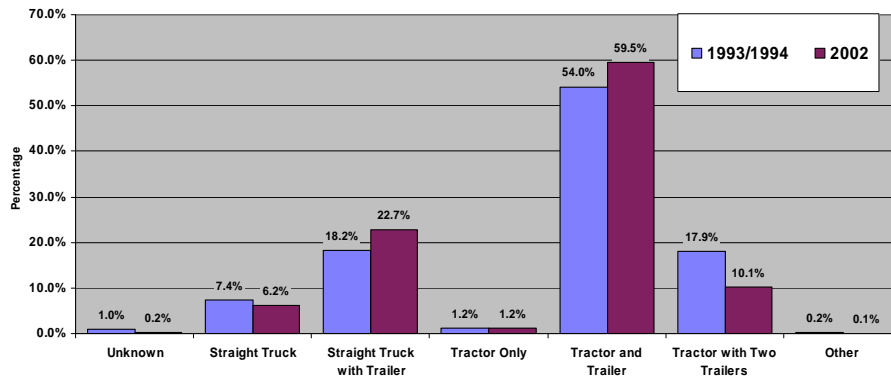
Truck Configuration Profiles on I-90 by Year



Truck Configuration (%), I-90



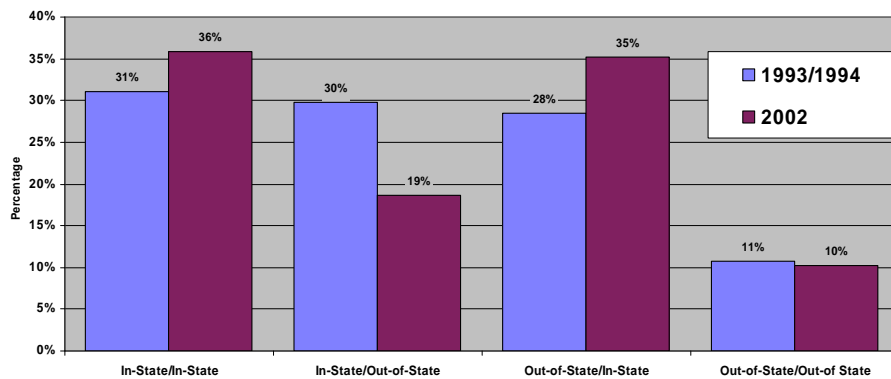
Truck Configuration Profile for I-90 in Percentages by Season



Origin/Destination (%), I-90



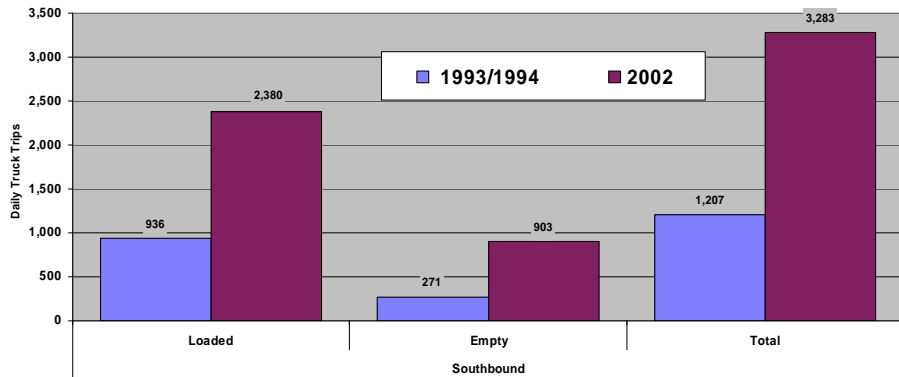
Percentage of Truck Trips on I-90 by Origin/Destination and Year



Daily Truck Trips, Hwy-395



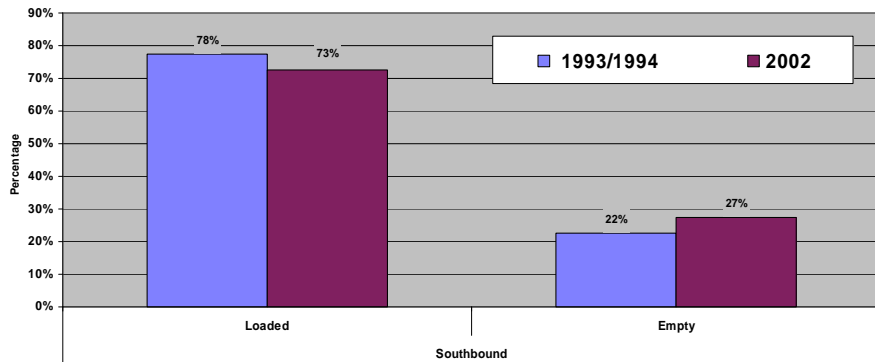
Daily Truck Trips on Southbound US-395, by Empty/Loaded Status and Year



Loaded/Empty Trucks, Hwy-395



Percentage of Empty/Loaded Trucks on Southbound US-395 by Year



Truck Configuration (#), Hwy-395



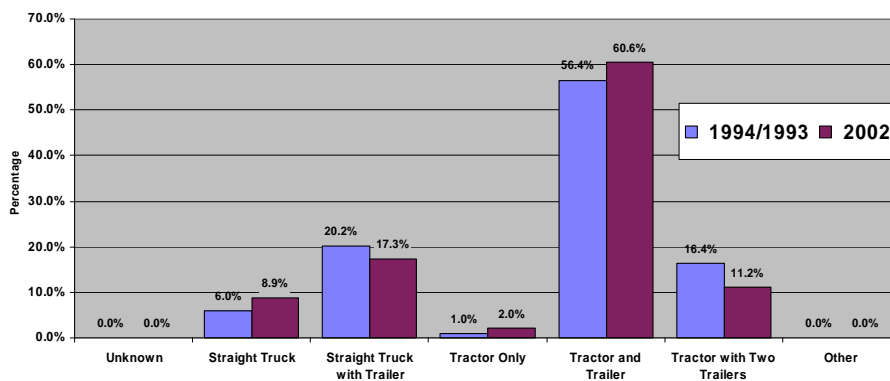
Truck Configuration Profiles on Southbound US-395 by Year



Truck Configuration (%), Hwy-395



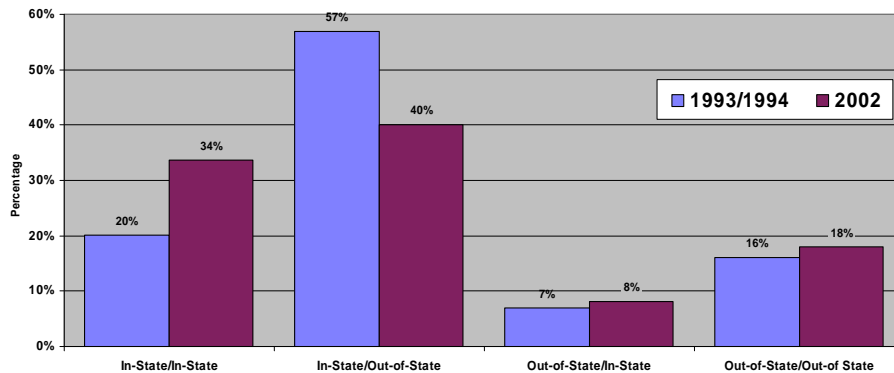
Truck Configuration Profile for Southbound US-395 in Percentages by Season



Origin/Destination (%), Hwy-395



Percentage of Daily Truck Trips on US395 by Origin/Destination and Year



I-5 Summary Findings

- Freight truck traffic increased 94% between 1994 - 2002.
- Northbound traffic slightly heavier.
- Proportion of loaded trucks roughly the same, slightly less.
- Tractor and trailer configuration represents the largest truck type, and the configuration with the largest increase, followed by truck and trailer.
- Out-of-State to In-State shipments represented the largest % in 1994, In-State to In-State shipments have the largest share in 2002.

I-90 Summary Findings

- **Freight truck traffic increased 72% between 1994 - 2002.**
- **Eastbound traffic slightly heavier than westbound.**
- **Proportion of loaded trucks greater for westbound traffic.**
- **Tractor and trailer configuration represents the largest truck type, and the configuration with the largest increase, followed by truck and trailer.**
- **Big increase in In-State to In-State, and Out-of-State to In-State shipments.....decrease in In-State to Out-of-State and Out-of-State to Out-of-State shipments.**

US 395 Summary Findings

- **Freight truck traffic increased 172% between 1994 - 2002.**
- **Proportion of loaded trucks roughly the same, slightly less.**
- **Tractor and trailer configuration represents the largest truck type, and the configuration with the largest increase, followed by truck and trailer.**
- **In-State to In-State shipments represent the largest relative increase, but In-State to Out-of-State shipments still represents the largest share.**

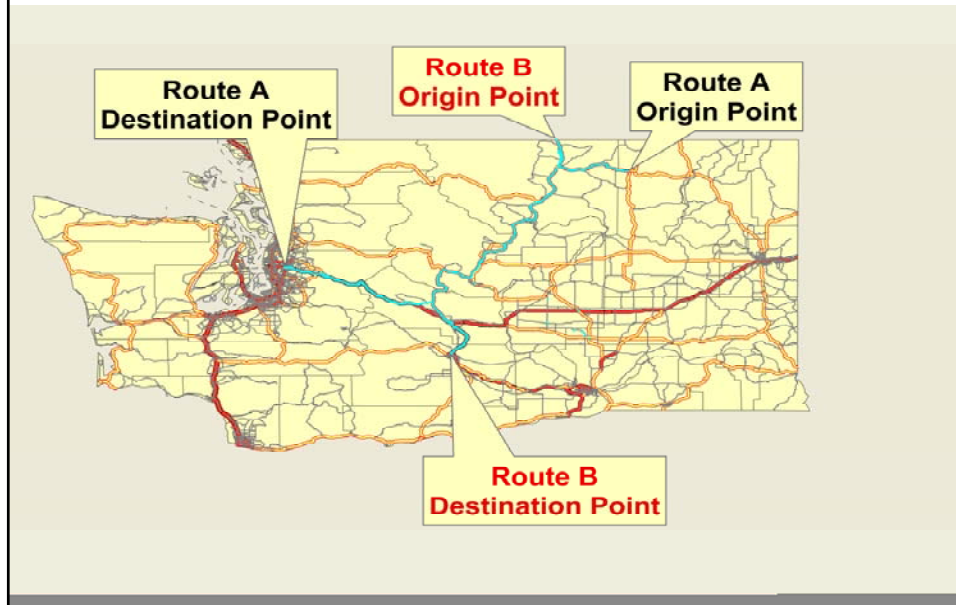
Questions ?



Geo-Coding O-D Surveys

- What does it mean?
 - Assigning a collection of road and highway segments to each individual truck shipment (survey). Every survey record will be linked to the collection of arcs that comprise that unique route.

Geo-Coded Routes



Geo-Coding O-D Surveys

- **What analytical capabilities does it bring?**
 - Associates all information captured from survey with specific geographical attributes (roads and highways).
 - Commodity (Industry)
 - Truck Configuration
 - Weight
 - Origin/Destination
 - Time of Day
 - Facility Type