

Active Transportation Challenges and Opportunities

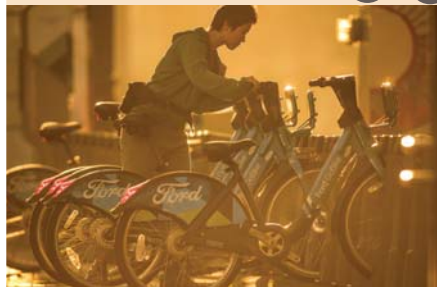
Alameda County's temperate weather provides a highly supportive environment for outdoor active transportation. Biking and walking are quick and efficient ways to travel short distances, affordable, pollution- and emission-free, and positive for public health.

Bikeshare in the East Bay

79
Bikeshare
Stations

850+
bikes

Launched in 2017 in Oakland, Berkeley, and Emeryville. Albany and Alameda have dockless bikeshare; Fremont is in planning phase.



Walking Trips



Half
of Alameda County
BART stations
have at least 30 percent
of their boardings from
walking trips.



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CHALLENGES

Curb management becoming complex. Transportation network companies (like Uber and Lyft) have increased the demand for curb space which impacts some bicycle facilities and pedestrian crossings.

Collisions rise with exposure. Total collisions involving cyclists may reflect a rising use of bicycles for a number of types of trips, which in turn increases exposure.

Commutes are the longest trip we make. The average Bay Area commute is 13.5 miles or 34 minutes — not always conducive to daily biking and walking.

Partnerships are essential for regional trails. Developing, building and maintaining trails and greenways requires extensive partnerships with cities, counties, park districts, Caltrans, transportation agencies, community members, regulatory agencies, funding partners and in some cases, non-profits.

Benefits should be shared equitably. Active modes have the potential to reduce the share of household income spent on transportation, but only if disadvantaged communities share access to new facilities.

OPPORTUNITIES

Emergence of new technologies. New markets for scooters, dockless bikes, and e-bikes, all of which are in Alameda County, represent both a challenge and opportunity for public agencies to manage. The proliferation of new technology poses risks for safety as well — 21 percent of pedestrians in California reported they had been hit, or nearly hit, by a driver distracted by a cell phone.

Alameda County has the second most multimodal commutes of all Bay Area counties. 15 percent of residents use transit, 6 percent bike and walk to work. Only San Francisco County has a lower automobile mode share.

Every trip begins and ends with a walk. As a commute mode, walking has held steady—used by between 3 and 4 percent of Alameda County workers, by every trip begins with a walk, so a safe pedestrian environment is important for all.

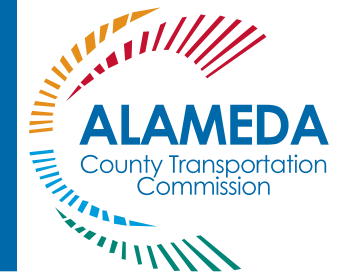
The Countywide Active Transportation Plan (CATP). The CATP, set to be adopted in the Spring of 2019 is a framework for building a safer and more connected countywide network, comfortable for all ages and abilities.

Sources:
Statewide Integrated Traffic Records System (SWITRS) via the UC Berkeley Transportation Injury Mapping System (TIMS), 2017 Countywide Active Transportation Plan, Ford GoBike, Bay Area Rapid Transit District 2015 Station Access Survey, 2016 American Community Survey 1-year estimates

Alameda County Active Transportation

FACT SHEET

October 2018



Alameda County Active Transportation: for All Ages and Abilities



6 percent
of Alameda County
residents bike or walk
to work.



The number of people bicycling and walking in the United States continues to grow as communities realize the benefits these activities have for public health and quality of life. Cities and counties across the Bay Area continue to invest in bicycle and pedestrian infrastructure, which continues to improve conditions for walking and biking.

Alameda County is home to an extensive major trails network, which includes the Bay Trail, East Bay Greenway, Ohlone Greenway and the Iron Horse Trail. In addition, several other trails are under development throughout the County.

COUNTYWIDE ACTIVE TRANSPORTATION PLAN

The Alameda County transportation system should inspire people of all ages and abilities to walk and bicycle for everyday transportation, recreation, and health, and provide a safe, comfortable, and interconnected network, which links to transit and major activity centers, and support programs and policies that encourage bicycling and walking.

COMPLETE STREETS

Complete Streets are roadways planned, designed, operated, and maintained for safe and convenient access by all users — including bicyclists, pedestrians, and transit riders — and in ways that are appropriate to the function and context of the facility. Since 2013, Alameda CTC has required that each jurisdiction adopt a Complete Streets policy.

CONNECTION TO TRANSIT

Bicycle and pedestrian facilities provide safe and convenient access to transit services such as BART, buses, the ferry, and regional rail.



65 percent of pedestrian collisions

60 percent of bike collisions

occur on just
4 percent
of roads in
Alameda County

Regional Trails: For Recreation and Daily Commutes



East Bay Greenway:

0.7 mile built ✓ 37 miles planned

Stretching from Lake Merritt BART to South Hayward BART, The East Bay Greenway will be a 16-mile long active transportation spine connecting seven BART Stations in Alameda County. The first completed segment, in Oakland, extends from the Coliseum to 85th.

Bay Trail:

135 miles built ✓ 57 miles planned

The expansive trail system, when complete, will ring the San Francisco and San Pablo bays. 135 miles have already been built along the Alameda County shoreline. This trail functions as both a recreational facility, and a valuable corridor for commuting.

Iron Horse Trail:

4 miles built ✓ 25 miles planned

The existing multi-use path extends between the cities of Concord, in Contra Costa County, and Dublin and Pleasanton following the abandoned Southern Pacific Railroad right-of-way. When completed it will cover 52 miles (25.5 miles of which are in Alameda County) connecting 12 cities from Suisun Bay to Livermore.

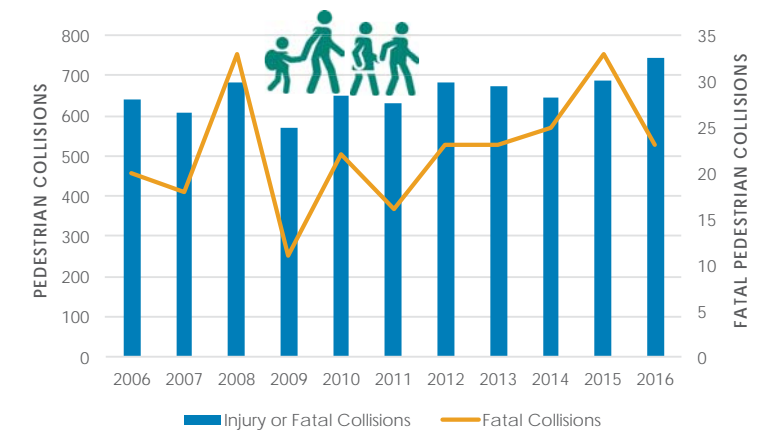
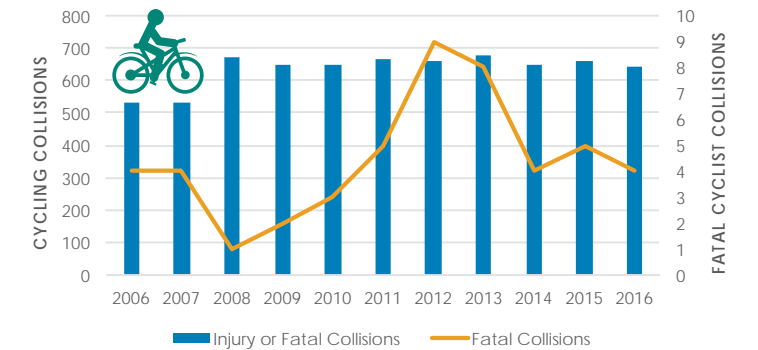
Active Transportation Safety Remains an Issue

A safe experience while walking and biking is integral to improving quality of life across the County. Yet, collisions remain high for bicyclists and pedestrians, who are the most vulnerable users on roads. One of Alameda CTC's goals is to provide a safe, comfortable, and interconnected multimodal network throughout the county.

Cyclists and pedestrians are involved in about **20 percent of all collisions.**

Total cyclist collisions remain high. Collisions involving cyclists rose 26 percent between 2007 and 2008 and have generally plateaued since then. While collisions have remained high for cyclists, this may partially be a function of increased exposure due to increased bicycling in the county.

Pedestrian collisions at record levels. Pedestrian collisions have continued to rise over the last decade and have reached a record number. Fatal collisions are also rising. Pedestrian safety remains an issue that requires education, enforcement, and infrastructure-based strategies, particularly for aging populations.



SAFE ROUTES TO SCHOOLS (SR2S)

Infrastructure is only one aspect of providing a safe, comfortable transportation system. The **Alameda County Safe Routes to Schools Program** promotes

and teaches safe walking and biking (as well as carpooling and transit use) as a viable way for students and families to travel to and from school.

Over 200 public elementary, middle, and high schools in Alameda county are currently enrolled in the SR2S program.