Alameda County’s Multimodal Transportation Network

Alameda County’s rich and multimodal transportation network of roadways, rail, transit, paratransit, and biking and walking facilities allows people and goods to travel within the county and beyond. Today, population growth and a booming economy have increased travel demand and congestion significantly, and Alameda CTC continues to develop and deliver projects to expand travel choices and improve access and efficiency.

GROWING COMMUTER TRAVEL DEMAND

Alameda County’s multimodal transportation system accommodates a significant share of the San Francisco Bay Area’s commuter travel. Roughly one-third of regional commutes involve Alameda County in some way, either traveling within, to, from, or through Alameda County. Alameda County residents commute to work using various transportation modes, and non-driving modes are growing. Between 2010 and 2018, for every new solo driver, four people began using transit, walking, biking, or telecommuting.

The map below shows the freeways, major roadways and transit routes in Alameda County’s transportation network.
Alameda County’s roadway network includes freeways, highways, arterials, collectors, local roads, bridges, tunnels, as well as a growing network of carpool and express lanes. It includes some of the most heavily-used and congested roads in the region.

- Six of 10 interstates in the Bay Area pass through Alameda County.
- 42 million miles traveled daily on Alameda County roads, almost one-quarter of all travel for the entire Bay Area.
- Almost one-quarter of freeway miles are congested with speeds below 30 mph at the p.m. peak.

### Congested Roadways:

<table>
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<tr>
<th>Most congested corridors</th>
<th>Half of top 10 in Bay Area</th>
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<tr>
<td>35 minute average commute</td>
<td>5th longest in the Bay Area</td>
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**BAY AREA TRIPS**

Alameda County supports 33 percent of regional commute trips, despite having only 21 percent of the regional population. Nearly one-fifth of these trips are pass-through.
Transit Improves Mobility in Congested Corridors

Transit is a critical travel mode for improving mobility throughout the county, particularly on our most congested corridors. Alameda County has one of California’s most transit-rich environments.

**ALAMEDA COUNTY TRANSIT FACTS:**

**BART:**
- 22 of 48 BART stations are in Alameda County
- 150,000 people board BART every weekday in Alameda County
- 1 in 3 BART riders board trains in Alameda County
- More than 100 new cars have joined a fleet of 650 legacy cars

**Bus:**
- Three bus operators service 170 routes and over 1,500 route-miles
- 160,000 people board buses every weekday
- 1.8 million hours of bus service were provided by operators last year
- Transbay bus ridership grew 12 percent in the last three years

**Rail and Ferry:**
- Three commuter rail operators serve 10 stations
- 2.8 million people boarded commuter trains and ferries in 2019
- Three ferry terminals serve 10,000 commuters each weekday

**ALAMEDA COUNTY GOODS MOVEMENT FACTS:**

- 1.5 million tons of air freight move through Oakland International Airport annually
- 123 freight rail miles and 131 public at-grade mainline crossings are located here
- 2.5 million containers annually shipped and received by the Port of Oakland
- 8th busiest port in the United States by container throughput
- 20,000 trucks per day travel I-580, more than on any other road in the Bay Area
- 110 miles of the National Highway Freight Networks are in Alameda County

**TRIP SHARE**

Alameda County has the second highest transit commute mode share in the state.

**ACTIVE TRANSPORTATION**

Alameda County’s temperate weather provides a highly-supportive environment for active transportation.

- Bikes and pedestrians account for 10 percent of total collisions, but 45 percent of fatal and severe collisions.
- 5 percent of Alameda County residents walk or bike to work.
- 65 percent of pedestrian and almost 60 percent of bike collisions occurred on just 4 percent of roads.

**Transit Commuting:**

96 million transit riders annually take BART, bus, rail, and ferry.
Transportation System Challenges and Opportunities

Alameda County’s multimodal transportation system faces increasing demand from a growing population of 1.66 million, congestion on freeways and arterial corridors, safety issues, and greenhouse gas emissions. Strategic infrastructure investments expand access and mobility, accommodate travel demand and provide more flexibility on different modes that can reduce emissions.

**CHALLENGES**

Alameda County roads experience a disproportionate amount of regional congestion. Alameda County has five of the top 10 most congested corridors and 31 percent of the Bay Area’s congestion-related vehicle delay. Congestion on freeway corridors also significantly impacts the movement of goods.

Approximately one-third of regional commuter trips involve Alameda County in some way, although Alameda County only has 21 percent of the region’s population.

Alameda County has the second fastest population growth rate in the Bay Area over the last decade leading to increased travel demand on the already congested system.

Although commute patterns have become more multimodal over the last decade, most trips (61 percent) are still made in single-occupancy vehicles.

The goods movement hub in the region, Alameda County has the highest volumes of truck and freight rail traffic due to the Port of Oakland, major rail lines, and designated highway freight corridors.

**OPPORTUNITIES**

Alameda County is served by a rich multimodal transportation system which can be leveraged to increase the efficiency and throughput of the existing infrastructure for all modes and to expand transportation opportunities in more modes.

Express lanes increase the efficiency of our transportation system, by taking advantage of existing capacity to reduce peak-hour congestion. Alameda County already has 39 miles of express lanes and more in the project pipeline.

Alameda County has strong connections to national and international trade markets through the Port of Oakland and the Northern California megaregion. Plans at the Port of Oakland include increasing the share of goods transported by rail, which, if realized, could reduce the number of truck trips on congested roads.