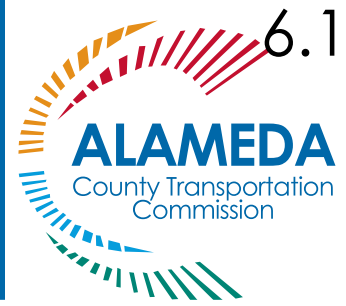


Alameda County Active Transportation

FACT SHEET

January 2020



Alameda County Active Transportation: for All Ages and Abilities



The number of people biking 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 safety and comfort.

Alameda County is home to an extensive major trails and greenways 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 first Alameda Countywide Active Transportation Plan (CATP) combines updates of the Countywide Bicycle Plan and Countywide Pedestrian Plan. The CATP serves two purposes: 1) At the countywide level, the CATP includes analysis of low stress bike networks, identifies a countywide high injury pedestrian and bicycle network, evaluates major barriers to the bicycle and pedestrian network, and establishes a framework for prioritizing projects of countywide significance to inform decision-making around active transportation funding at Alameda CTC. 2) At the local level, the CATP provides resources to member agencies to help advance projects that provide complete, safe, and connected networks for biking and walking, including better connections to the regional transit network.



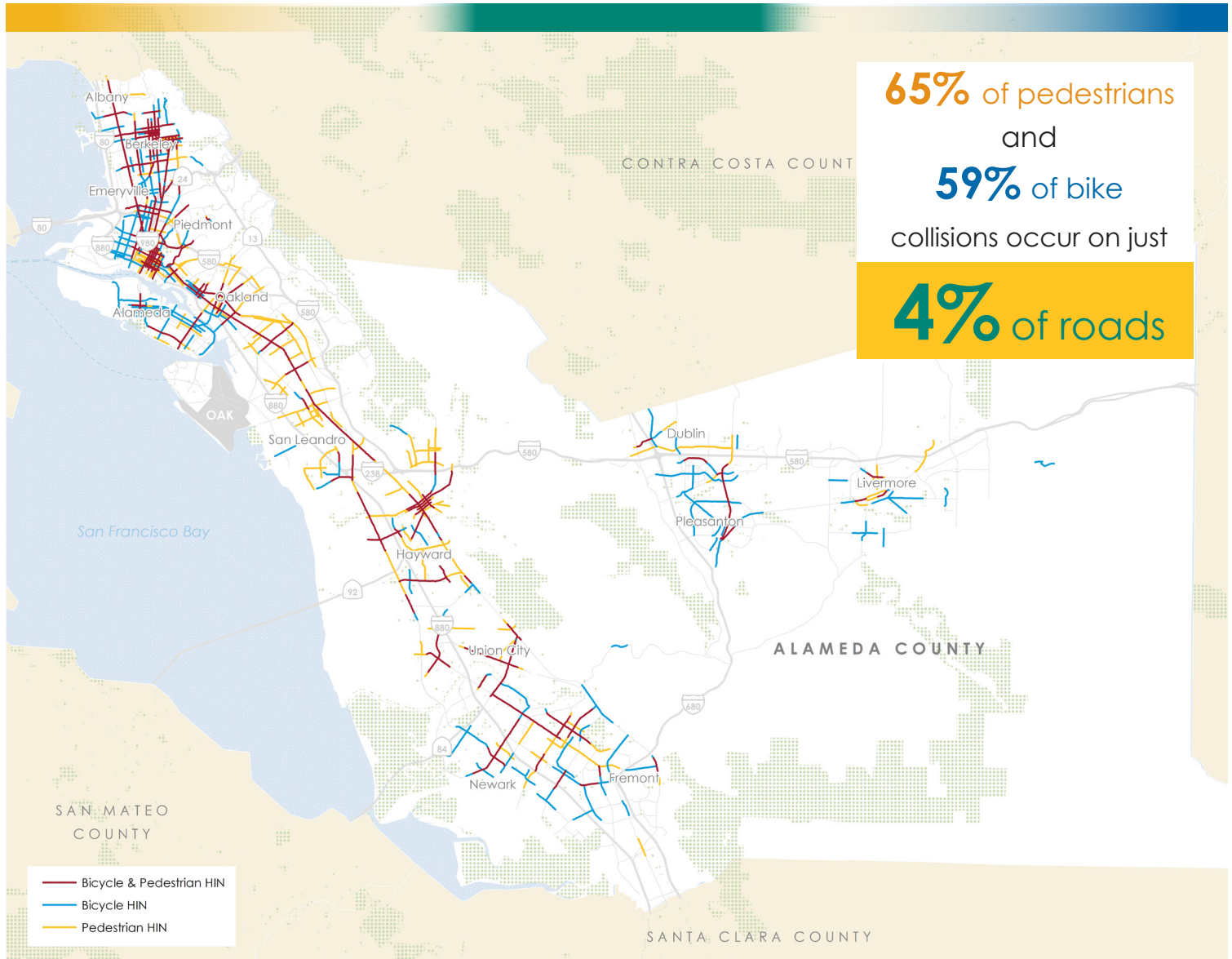
6 percent
of Alameda County
residents bike or walk
to work.



SAFE ROUTES TO SCHOOLS

Infrastructure is only one aspect of providing a safe, comfortable transportation system. The Alameda County Safe Routes to Schools Program (SR2S) 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.

Countywide High-Injury Network



HIGH-INJURY NETWORK

The **High-injury Network (HIN)** identifies the **least-safe streets** in Alameda County, based on severity and frequency of collisions*. As is common in many locations nationwide, collisions are concentrated on just a few high-risk streets, **primarily surface highways and major arterials**. Addressing unsafe conditions on those streets can significantly reduce collisions systemwide.

KEY FINDINGS

- Men are involved in 75 percent of bicycle collisions.
- Injury collisions are more than twice as likely to occur in disadvantaged communities.
- 1 in 5 pedestrian and 1 in 7 bike collisions are either a felony or misdemeanor hit and run.
- Older pedestrians (65+) are most at risk.
- Surface highways and major arterials make up less than 15 percent of road miles, but almost 80 percent of the bike and pedestrian HINs.

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 to better support all users.

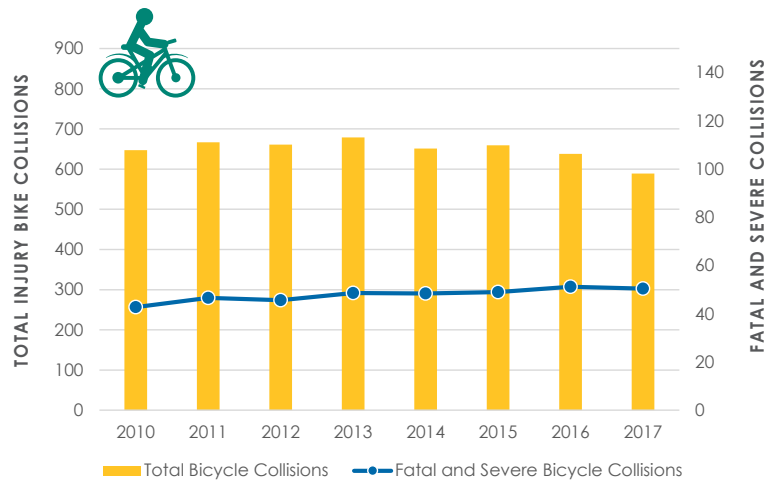
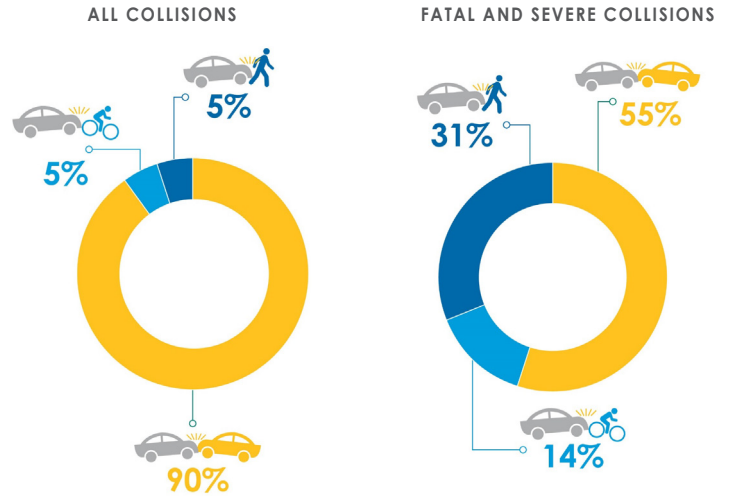


BIKE AND PEDESTRIAN COLLISIONS

Bikes and pedestrians are involved in...

10 percent
of total crashes, but

45 percent
of fatal and severe crashes

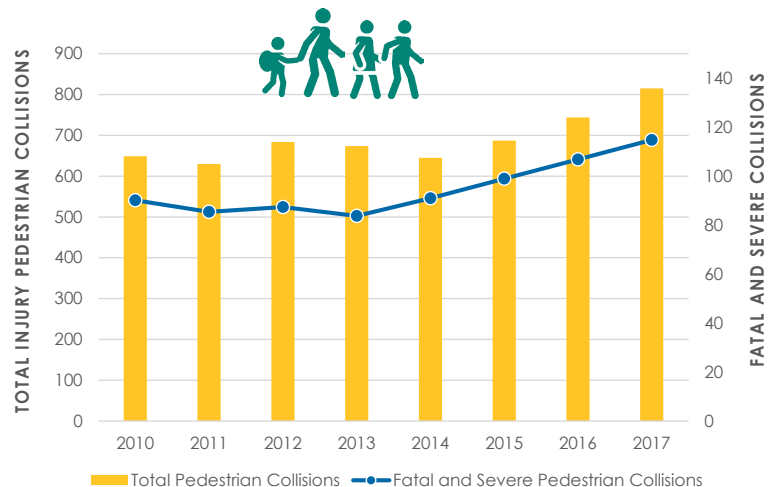


Bike collisions remained flat.

While bicyclist safety remains a concern, total collisions in Alameda County have remained flat over the last decade, even as the population has grown. Per capita collisions fell almost 20 percent, yet more than 50 cyclists are killed or injured each year.

Pedestrians are the most vulnerable.

The numbers of pedestrians, killed or seriously injured in collisions has continued to rise over the last five years. Further, collisions with pedestrians are the most severe. While pedestrians are involved in just five percent of collisions, they are involved in more than 30 percent of fatal and severe collisions. Seniors are the most at risk; the California Office of Traffic and Safety ranks Alameda County as the least safe county for pedestrians over the age of 65.



Active Transportation Challenges and Opportunities

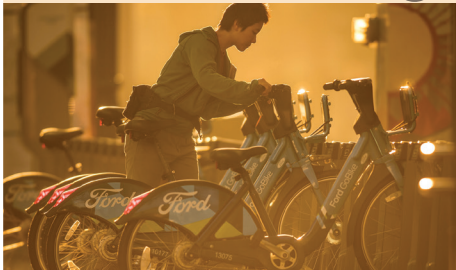
Alameda County's temperate weather provides a highly supportive environment for outdoor active transportation. Biking and walking are quick and efficient ways to travel short distances, affordable, pollution- and emission-free, and positive for public health.

Bikeshare in the East Bay

79
Bikeshare
Stations

850+
bikes

Launched in 2017 in Oakland, Berkeley and Emeryville. The City of Fremont also has a dockless bikeshare program.



Walking Trips



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



CHALLENGES

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

Commuters are the longest trip we make. The average Bay Area commute more than 13 miles — 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. 16 percent of residents use transit, 6 percent bike or 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.



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