

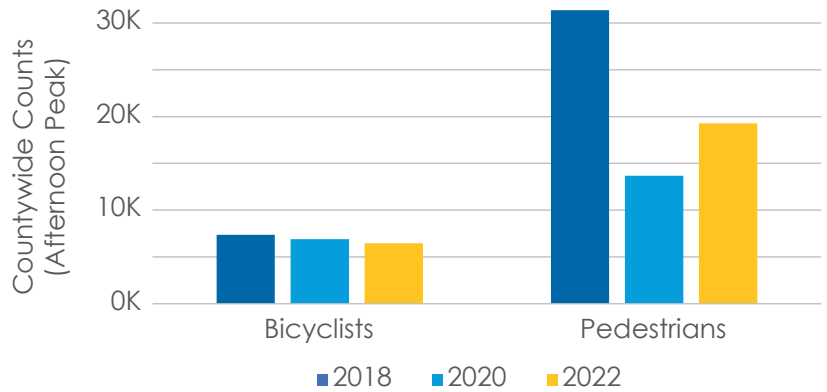


# ALAMEDA COUNTY ACTIVE TRANSPORTATION

FACT SHEET | JUNE 2023

## Active Transportation in Alameda County

Active modes of transportation, such as walking, biking and scootering, have been largely resilient to pandemic forces. Bicycle activity didn't see the same significant drop-off that most other modes did in 2020, and has remained stable. Walking and scootering both dropped in commercial areas, but have significantly rebounded as of 2022. Given that these counts reflect a single day at 150 locations, they may point to general trends but do not capture all walking and biking in the county.



### SAFETY REMAINS AN ACUTE ISSUE

Both bicyclists and pedestrians are disproportionately represented in fatal and severe crashes. Together, they are involved in...

**14%**  
of total  
crashes

BUT...

**29%**  
of fatal  
and severe  
crashes

### SHARED MOBILITY CONTINUES TO GROW

Bikeshare and scootershare ridership both dipped during the pandemic, but are steadily rebounding with the resumption of commercial activities. This trend is likely to continue, as the region has recently invested in bringing e-bikes (which see more use than traditional pedal bikes) to all Baywheels service areas, and more cities continue to permit scootershare operations.

On an average weekday afternoon, there were:

**137** Baywheels  
trips in 2022  
+66% from 2020

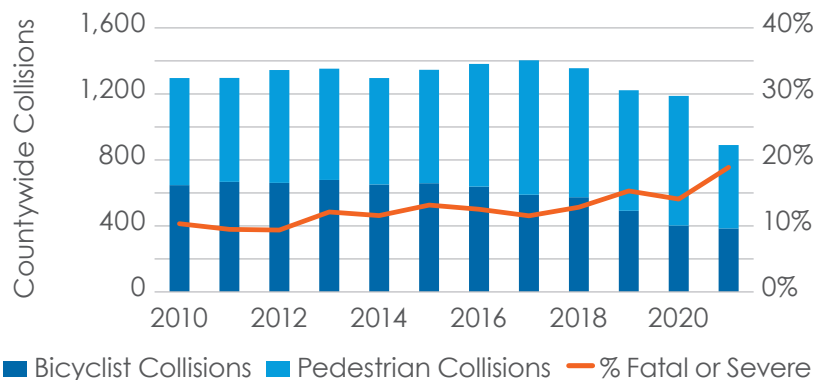


**569** Scooter  
trips in 2022  
+131% from 2020

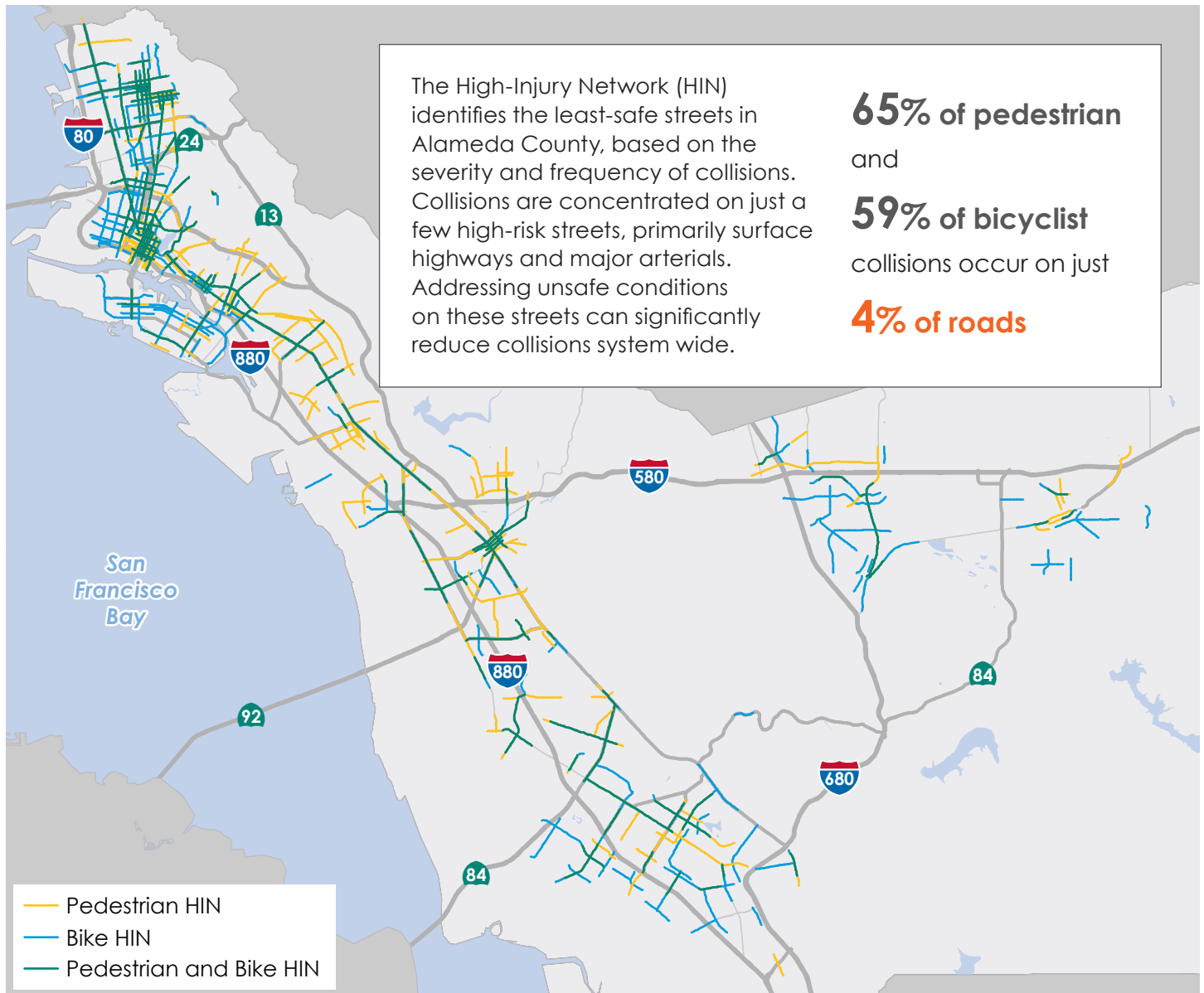


### TOTAL COLLISIONS FALLING, SEVERITY RATE RISING

Bicycle and pedestrian collisions dropped 27 percent from 2019, to a new low of 890 crashes in 2021. However the share of bicycle and pedestrian collisions that resulted in a severe injury or fatality continued to rise to a new high of 19 percent. In 2020, Alameda County had the second highest share of senior pedestrian collisions statewide.



# Alameda County High-Injury Network



A safe experience while walking and biking is integral to improving quality of life across the County. While active transportation collisions have fallen during the pandemic, bicyclists and pedestrians remain the most vulnerable road users, particularly as auto speeds have increased. In 2022, Alameda CTC adopted a 400-mile Countywide Bikeways Network as well as an All Ages and Abilities Policy to support the implementation of a safe, comfortable, and interconnected bicycle network throughout the county.

## KEY FINDINGS

Unsafe speed remains the most common factor in all collisions.

Injury collisions are more than twice as likely to occur in the county's equity priority communities (EPCs).

Statewide, Alameda County had the second highest share of senior pedestrian collisions.