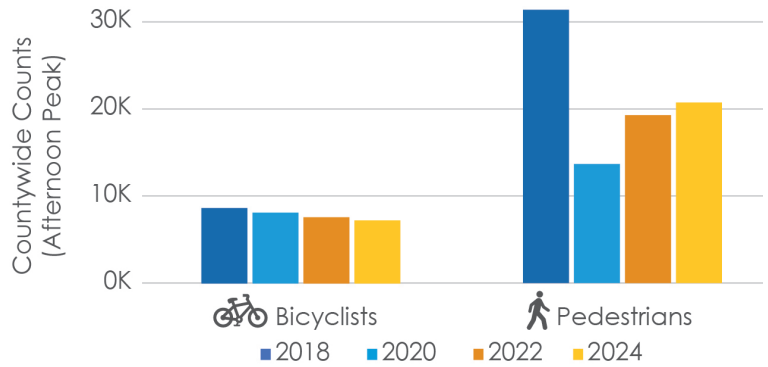




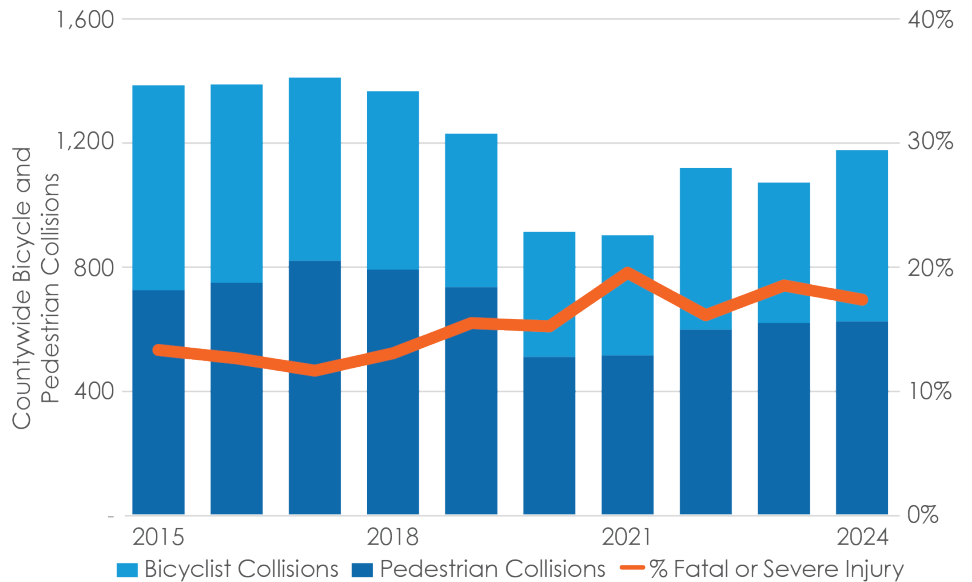
## Active Transportation in Alameda County

Active modes of transportation, such as walking, biking and scootering, have been largely resilient to pandemic forces as they serve both essential and recreational trips. Alameda CTC collects point-in-time active transportation counts every other year in the fall. Although these counts likely underestimate total activity, they showed that bicycle activity remained stable during 2020 but declined slightly in 2022 and 2024, which suggests shifting activity patterns. While walking and scootering initially dropped in commercial areas during the pandemic, they have significantly increased as of 2024.



### COLLISION SEVERITY RATE REMAINS ELEVATED FOR BICYCLISTS AND PEDESTRIANS

There were around 1,200 bicycle and pedestrian collisions in 2024, up from the 1,100 collisions in 2023. The share of bicycle and pedestrian collisions that resulted in a severe injury or fatality decreased slightly to 17% in 2024, compared to 18% in 2023, but remained above the overall severe injury or fatal rate of 8% for all modes of travel.



### SAFETY REMAINS AN ACUTE ISSUE

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

**16%**  
of total collisions

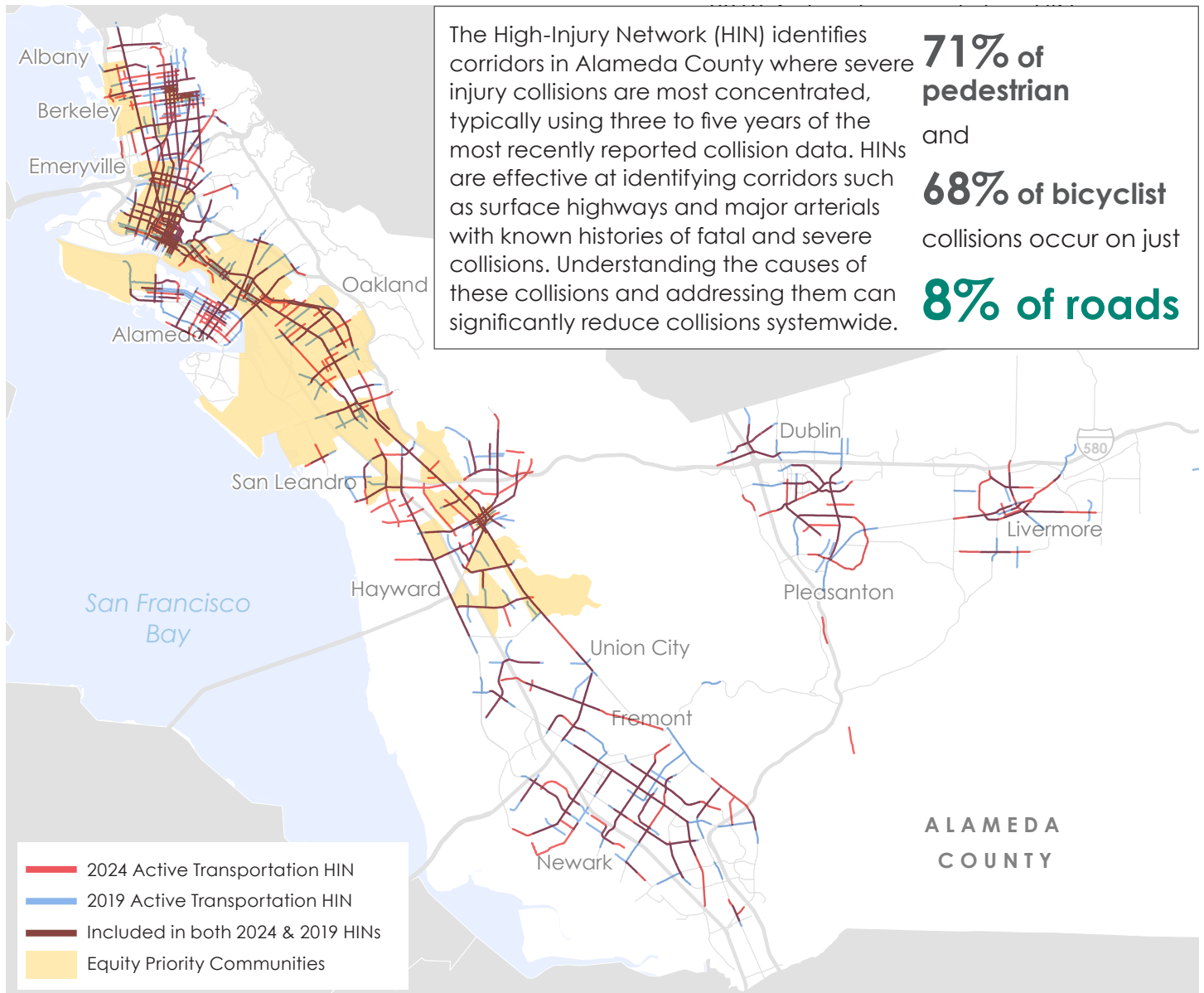
BUT...

**34%**  
of fatal and severe injury collisions



Unsafe speed remains the most common factor in all collisions.

# Alameda County 2024 Active Transportation HIN



A safe experience while walking and biking is integral to improving quality of life countywide. While active transportation collisions fell during the pandemic, bicyclists and pedestrians remain the most vulnerable road users, particularly as auto speeds have increased. In 2024, Alameda CTC updated the countywide HIN to incorporate more recent collision data from 2018 through 2022. The 2024 HIN provides a comprehensive picture of safety needs that persisted into the early pandemic years.

## KEY FINDINGS

The HIN is overrepresented in Equity Priority Communities (EPCs). 18% of the total street network falls within an EPC, versus 49% of the HIN.

Statewide, Alameda County ranked 29th in the number of pedestrians killed or injured in traffic collisions and 26th for bicyclists, which improved from the 2022 ranking of 6th in both categories.

Alameda County had the 3rd highest number of collisions involving pedestrians over 65 years old and the 15th involving bicyclists under 15 years old statewide.