

A man wearing a helmet and a grey hoodie is riding a bicycle on a paved path. He is holding a leash for a brown dog that is walking alongside him. In the background, there are blue metal structures, possibly part of a playground or park equipment. The scene is captured in a warm, golden light, suggesting late afternoon or early morning. The overall mood is active and healthy.

CITY OF ALAMEDA

# ACTIVE TRANSPORTATION PLAN

2023 PERFORMANCE  
MEASURES REPORT



# CONTENTS

<b>PERFORMANCE MEASURES . . . . .</b>	<b>106</b>
Safety . . . . .	106
Equity . . . . .	107
Connectivity and Comfort . . . . .	108
Community . . . . .	109
Mode Shift . . . . .	110
<b>FUTURE YEAR REPORTING . . . . .</b>	<b>111</b>



## BOOK 3.2

# PERFORMANCE MEASURES REPORT

This is the first annual report on the Active Transportation Plan, which the Alameda City Council adopted on December 20, 2022. It reports on the performance measures listed in Table 11 of the Plan for the 2023 calendar year. For further details on active transportation projects and programs, see the Transportation Plans 2023 Annual Report & 2024 Work Plan.

---

**Alameda will be a city where people of all ages, abilities, income levels, and backgrounds can safely, conveniently, and comfortably walk, bike, and roll (using wheelchairs, mobility scooters and micro-mobility devices) to their destinations and to transit. As a result, Alameda will be a healthier and safer place to live, work, and recreate; Alameda will have reduced its greenhouse gas emissions; and the quality of life in Alameda will be enhanced for everyone.”**

---

# + PERFORMANCE MEASURES

Measures marked with an asterisk (\*), still need to have the baseline and target data determined, which will be completed with the citywide performance measures effort.

## SAFETY

### Measure: Number of people walking and bicycling involved in crashes that resulted in an injury

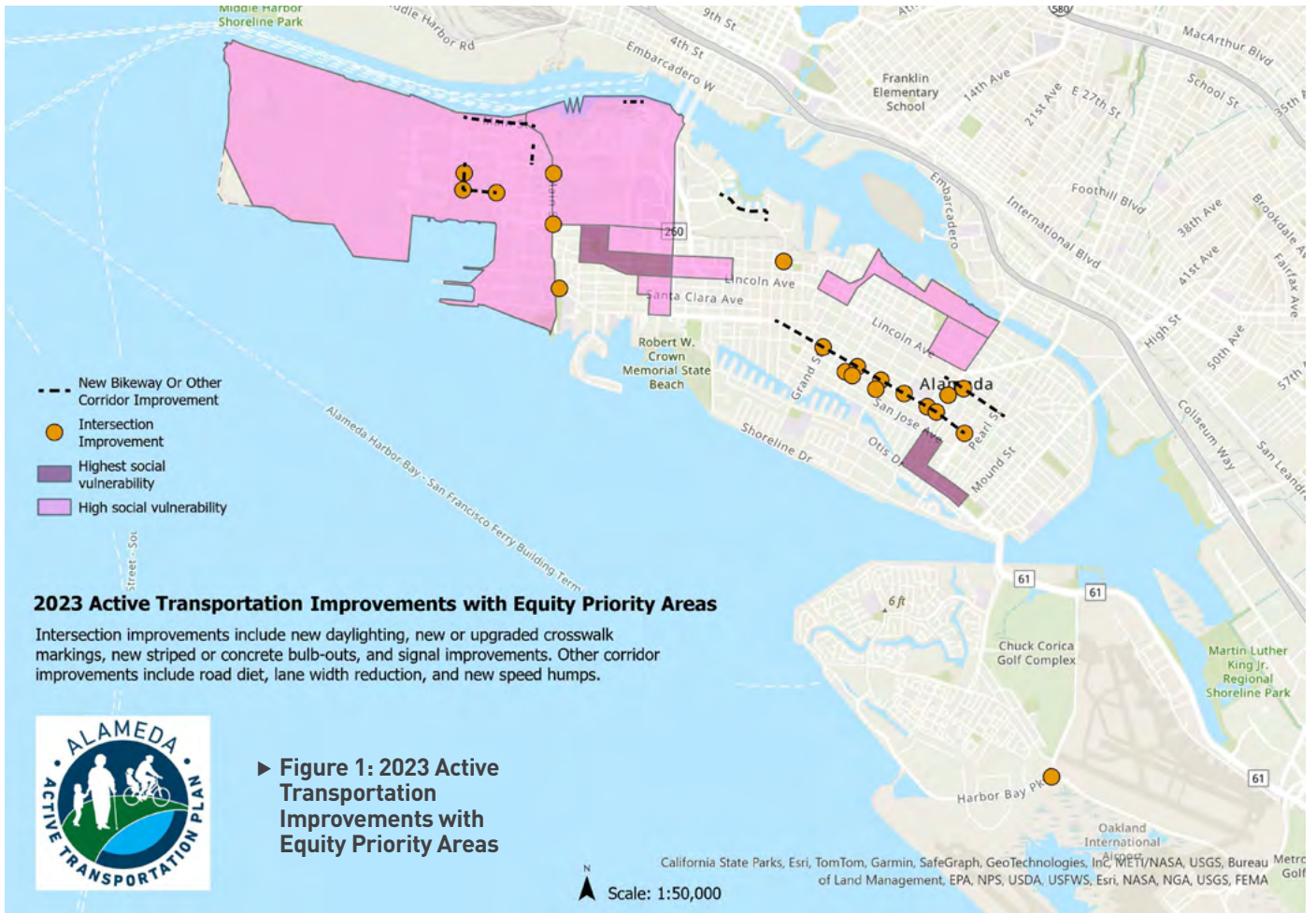
► Table 1: People walking/bicycling killed, severely injured, and injured

	BASELINE			TARGET
	2021	2022	2023	2030
Walking	34	28	28	Stable, or decreasing, as the number of people walking and bicycling increases.
Bicycling	22	20	19	

Note: Amounts are three-year averages



**45% OF 20 INTERSECTIONS**  
 that received active transportation improvements in 2023 were in equity priority areas.



**EQUITY**

**Measure: Percent of active transportation improvement projects installed in equity priority communities\***

**45% of the 20 intersections** that received active transportation improvements in 2023 were in equity priority areas. Improvements included new daylighting, new or upgraded crosswalk markings, new striped or concrete bulb-outs, and signal improvements.

**33% of the 3.3 miles of roadway** that had new bikeways or other corridor improvements added were in equity priority areas. “Other corridor improvements” included a road diet, lane width reduction and new speed humps.

These improvements are mapped in Figure 1 above.

**Measure: Percent of programming and education in equity priority communities\***

**39% of active transportation programming and education events and activities took place in locations or schools in equity priority areas.** This totals 9 events/schools/activities and includes the 7 public schools enrolled in the Countywide Safe Routes to Schools (SR2S) program in the 2022/23 school year (each of which held numerous events during the school year), the annual Alameda Bike Festival held at Ruby Bridges Elementary School, and the adult/teen Learn-to-Ride class held next to the Seaplane Lagoon Promenade.

A total of 17 schools enrolled in the Countywide SR2S program in 2022/23, and 70% of this school population identified as non-white or Hispanic, and 37% of students qualified for free/reduced-price meals.



## CONNECTIVITY AND COMFORT

### Measure: Number of intersections with pedestrian crossing improvements or upgrades\*

20 intersections received improvements for people walking. Improvements included new daylighting, new or upgraded crosswalk markings, new striped or concrete bulb-outs, and/or signal improvements.

### Measures: Miles of all bikeways and low stress bikeways

The City now has a total of 57 miles of bikeways, including 22.5 miles of low-stress facilities.

Alameda added 3.3 miles of bikeways in 2023, including 0.5 miles of low-stress bikeways, which include shared-use paths and separated bike lanes (also called “protected bike lanes” and “cycle tracks”). The newly built bikeway segments are listed in Table 2.

► Table 2: Miles of new bikeways, 2023

LOCATION	SHARED USE PATH	SEPARATED BIKE LANE	BICYCLE LANE	BICYCLE ROUTE	NOTES
Bohol Circle Immigrant Park waterfront (bioretention/easement to future Bette extension path)	0.13				Also a Bay Trail segment
Saratoga St (W. Tower to W. Midway)		0.20			Separated, one-way bike lane NB; Sharrows SB
West Tower Ave (Pan Am to Saratoga)		0.22			Separated, two-way bike lane on south side
Encinal Ave (Sherman to Broadway)			1.40		Constructed by Caltrans (SR 61); included road diet
Main St (Navy Way gate to Ferry traffic signal)			0.49		Included a road diet
Santa Clara Ave (Oak St to Park Ave)			0.15		
Santa Clara Ave (Park Ave to Everett St)			0.05		Bike lanes EB; Sharrows WB
Triumph Dr (Atlantic Ave to Independence Dr)			0.06		Sharrows NB; Bike lanes SB
Independence Dr (Triumph Dr to Marina Village Pkwy)				0.34	Edge line and sharrows added (bike route signs already in place)
Santa Clara Ave (Everett St to Versailles)				0.27	
<b>Total Miles</b>	<b>0.13</b>	<b>0.42</b>	<b>2.15</b>	<b>0.60</b>	
<b>ALL BIKEWAYS ADDED IN 2023</b>	<b>3.31</b>				

**COMMUNITY**

**Measure: Number of schools with active Safe Routes to Schools programs**

17 of the 18 public schools, or 95%, were enrolled in the Countywide SR2S program<sup>1</sup> in the 2022/23 school year. Each school holds multiple events per year promoting getting to school safely in a sustainable way, including walking and biking.

Private schools can access the online resources provided by this countywide program but cannot enroll in the program or sign up for the program services. It's not currently known if the two private schools in Alameda are using these resources.

► **Table 3: Schools with SR2S programs**

	SCHOOL YEAR		TARGET
	2021/22	2022/23	2030
Public Schools	17	17	All public and private schools
Private Schools	unknown	unknown	

**Measure: Number of 5th grade classes that receive bicycle safety education**

No schools signed up for the City-funded bicycle safety education programs. The City will re-evaluate and possibly re-configure this program in 2024, to align it with the current needs of schools.

► **Table 4: Schools with bike safety education workshops for 5th graders**

	SCHOOL YEAR		TARGET
	2021/22	2022/23	2030
Schools	3	0	All public and private schools

**Measure: Number of new or upgraded bicycle parking facilities\***

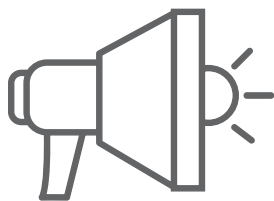
No new bicycle parking was installed in 2023, however several racks were maintained or replaced, all the City's shared-use electronic bike lockers were maintained, and planning was undertaken to add more in-street bike parking corrals along Park and Webster Streets.

In 2023, the City undertook a comprehensive inventory of all publicly-available bicycle racks, and identified a total of 2,300 bicycle parking spaces, which is 250% more than was previously believed to be available. This includes a total of 825 bike racks, of which about 70% are owned and maintained by the City and are in the public right of way or on City property, and 30% which are owned privately but available to the public. The latter is mostly visitor bike parking at commercial and housing developments.

The City also has six in-street bike parking corrals – two on Webster Street and four on or adjacent to Park Street. There are 134 bike parking spaces in electronic, shared-use bike lockers throughout the City.

**Measure: Number of encouragement or educational events or campaigns held to support walking + bicycling\***

9 events or campaigns were offered, either by the City, its contractors, or the Countywide SR2S program. The majority of these events were bike-focused and included the three major annual SR2S events (Walk and Roll to School Day, Golden Sneaker contest, and Bike to School Day), Bike to Work/Wherever Day in May, a family fun ride in September, the annual Bike Festival, and three bike safety education workshops.



**9 events or campaigns were offered, either by the City, its contractors, or the Countywide SR2S program.**

<sup>1</sup> <https://alamedacountysr2s.org/>



## MODE SHIFT

### Measure: Number of people walking and bicycling at established count sites and at recently completed capital project locations\*

Currently, bicycle and pedestrian counts are only regularly done at seven intersections which are monitored every two years by the Alameda County Transportation Commission (ACTC) as part of their countywide performance measure reporting. Counts have been conducted in the same manner since 2016/17 at these locations, resulting in 4 data points: 2016/17, 2018, 2020, and 2022. All locations have counts conducted on a single day from 4-6 PM, which is the standard automobile PM peak period (but not always the peak for pedestrians).

#### The count locations in Alameda are:

1. **Broadway/Lincoln Avenue**
2. **5th Street/Central Avenue**
3. **Main St/Ralph Appezato Memorial Parkway (RAMP)**
4. **Park Street/Central Avenue**
5. **Park Street/Otis Drive**
6. **Webster Street/Atlantic Avenue**
7. **Webster St/Santa Clara Ave**

While not specific to the 2023 reporting year, the data trends shown in Table 5 below show that, from 2016/17 to 2022, bicycling increased substantially (up by 57%), while walking decreased (down by 17%), at these locations. The increase in biking appears to be due to the Cross Alameda Trail opening along RAMP and Atlantic (in 2020), and a large increase in counts at Webster and Santa Clara. For walking, the almost 400% increase in pedestrians counted at Main/RAMP was offset by decreases at all other locations except Park/Central, which remained the same.

It must be noted that while single day counts, over only a two-hour period, at only seven intersections citywide, may provide some sense of trends in walking and biking and are certainly better than no data, they are not by themselves a reliable lens for seeing overall trends. It is for this reason that before/after counts will be conducted in the future for complete streets projects, and that there are six performance measures in total to measure mode shift.

► Table 5: Total pedestrians and bicyclists at 7 Alameda intersections (PM peak)

MODE	2016/17	2018	2020	2022	CHANGE FROM 2016/17 TO 2022
Pedestrians	2540	2570	1150	2100	-17%
Bicyclists	352	361	399	553	57%

Note: Counts conducted on one day, for two hours, from 4-6pm. Source: ACTC

### Measure: Percent of bicycling and walking trips to work, and percent of drive alone trips to work

The most recent available Census data is from 2022, and the table below shows the three-year averages for commute to work modes, with bicycling going up slightly, walking decreasing slightly, and driving alone decreasing. While most trips people take are not commute-related, this is one more data point for tracking mode shift over time.

► Table 6: Percentages of people bicycling, walking and driving alone to work

MODE	BASELINE %	%	TARGET %
	2021	2022	2030
Walk	2.6	2.2	4.0
Bicycle	2.4	2.6	3.6
Drive alone	54.5	51.7	Stable or decreasing

Note: Amounts are three-year averages. Source: American Community Survey.





## FUTURE YEAR REPORTING

Four of the performance measures in the Active Transportation Plan are not included in this report, since there is not yet new data on which to report. The frequency of reporting on these measures is listed in the Plan's Table 11. The four are:

- Percent of school-aged children who walk or bicycle to school, at least some of the time
- Percent of people walking and bicycling to transit
- Percent of frequent utilitarian and recreational bicyclists
- Percent of frequent utilitarian walkers