Project Corridor

- Five jurisdictions
- 30 miles in total
- Seven BART stations, including one future station
Technical Advisory Committee (TAC) Member Agencies

- Alameda County
- Alameda-Contra Costa Transit District
- Bay Area Rapid Transit
- California Department of Transportation, District 4
- Hayward
- Fremont
- San Leandro
- Union City/Union City Transit

Project Workflow and Schedule

<table>
<thead>
<tr>
<th>2017</th>
<th>2018</th>
<th>2019</th>
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<tbody>
<tr>
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</table>

- Technical Analysis
- Alternative Concepts
- Stakeholder and Public Outreach
- Technical Advisory Committee
- Project Definition
- Project Concept
- Summary of Project

Updated October 16, 2018
Baseline Conditions Analysis

- Land use
- Travel market analysis
- Traffic operations
- Transit operations
- Transportation infrastructure
- Bicycle/Pedestrian network
- Goods movement
- Safety

Summary of Key Findings To Date

Land Use

- Employment growth for the corridor will outpace Alameda County and the nine-county region.
- Two prevailing patterns for planned land uses:
  a) Northern segment of the corridor shows continuous mixed use with varying levels of intensity.
  b) Southern segment of the corridor shows higher-intensity activity nodes separated by residential neighborhoods.

Travel Market Analysis

- Corridor is not used for end-to-end travel.
- Trips of two miles or less account for 28 percent of trips within the study area; trips of five miles or less are 55 percent of corridor trips – the majority of transit trips are greater than 10 miles.
Summary of Key Findings To Date (cont’d)

- Majority of trips using Fremont sections of the corridor stay within the city.
- Hayward Loop experiences significant cut-through traffic between I-580 and the San Mateo Bridge.

Traffic Operations
- Travel speeds have declined throughout the corridor over the last five years.
- Spillover traffic from I-880 and I-580 is projected to affect future travel speeds between San Leandro and Hayward.
- BART extension to San Jose is expected to temperate increases in congestion in the Fremont and Union City.

Bicycle and Pedestrian Network
- Much of the project corridor (22 miles or 76 percent) has existing bike lanes.
- From June 2012 to May 2017, 18 collisions along the corridor resulted in a fatality; 68 collisions along the corridor resulted in severe injuries.
- Seven miles of the corridor are identified as countywide high-injury network (HIN) for bicyclists; 11 miles of the project corridor are identified as countywide HIN for pedestrians.

Roadway Infrastructure
- The majority of the traffic signals have pedestrian detection (71 out of 120).

Transit Operations
- Lower share of walk and transit access to BART stations are within the corridor.
- One-third of bus end-to-end travel time is associated with serving BART stations.
- BART offers a significant travel time advantage for longer-distance corridor trips.
Pedestrian-Oriented Land Uses

Bicycle and Pedestrian Volumes P.M. Peak Hour

<table>
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<tr>
<th>Jurisdiction</th>
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<th>Peds</th>
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<tr>
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<td>Foothill Blvd and D St</td>
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<td>Mission Blvd and Carlos Bee Blvd</td>
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<td>Fremont</td>
<td>Fremont Blvd and Peralta Blvd</td>
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<tr>
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<td>Grimmer Blvd and Warm Springs Blvd</td>
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</table>
Corridor Collision History 2012-2017

5 Years of Injury (Fatal) Collisions

- 129 (2) Bicyclist Collisions
- 168 (9) Pedestrian Collisions
- 812 (7) Auto-only Collisions

Source: Statewide Integrated Traffic Records System (SWITRS).

Collisions by Section

- Higher concentration of collisions in San Leandro and unincorporated Alameda County
  - More driveways and conflict points
  - More pedestrian activity

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Section</th>
<th>Crashes per Mile (2012 - 2016)</th>
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<tr>
<td>E. 14th Street/Mission Boulevard</td>
<td>Between Davis Street and Hayward Loop</td>
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<tr>
<td>Mission Boulevard</td>
<td>Between Hayward Loop and Decoto Road</td>
<td>84.1</td>
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<tr>
<td>Mission Boulevard</td>
<td>Between Decoto Road and Interstate 680</td>
<td>34.3</td>
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<tr>
<td>Decoto Road</td>
<td>Between Mission Boulevard and Fremont Boulevard</td>
<td>89.9</td>
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<tr>
<td>Fremont Boulevard</td>
<td>Between Decoto Road and Grimmer Road</td>
<td>51.2</td>
</tr>
</tbody>
</table>

Source: Statewide Integrated Traffic Records System (SWITRS).
Stakeholder Engagement Activities

- Online survey to identify existing issues and opportunities to inform baseline conditions in spring 2018
- Robust public engagement to obtain feedback on improvement concepts in early 2019
- Extensive review of input from other projects provided by cities

CrowdSpot Online Survey

- Survey opened May 22 through July 15 (8 weeks)
- 657 visitors; 125 of these completed a survey
- 904 comments about 176 locations along the corridor
- City of Fremont conducted its own online mobility survey, which was shared with Alameda CTC
Initial Stakeholder Engagement

What we heard from the CrowdSpot online survey

- Better bicycle facilities
- Traffic calming
- Better pedestrian facilities
- Better traffic control (auto travel times)
- Better transit service
- Cut through traffic

Stakeholder Engagement Next Steps

Focus group meetings - January/February 2019

- Youth/Schools
- Fire/Police
- Bike/Pedestrian
- Business community
- Seniors/Disabled
- Transit users
- Shared mobility providers
Next Steps

• Finalize Existing Conditions Report

• TAC meeting No. 2 in December 2018
  ➢ Finalize purpose and need
  ➢ Review evaluation framework
  ➢ Initial discussion of improvement concepts

• Public engagement on improvement concepts (Jan/Feb 2019)

For more information, visit www.AlamedaCTC.org