



ALAMEDA COUNTY TRANSPORTATION COMMISSION

# East 14th Street/Mission Boulevard and Fremont Boulevard Multimodal Corridor Project



Bicycle and Pedestrian Advisory Committee (BPAC)  
October 18, 2018

## Project Corridor

- Five jurisdictions
- 30 miles in total
- Seven BART stations, including one future station

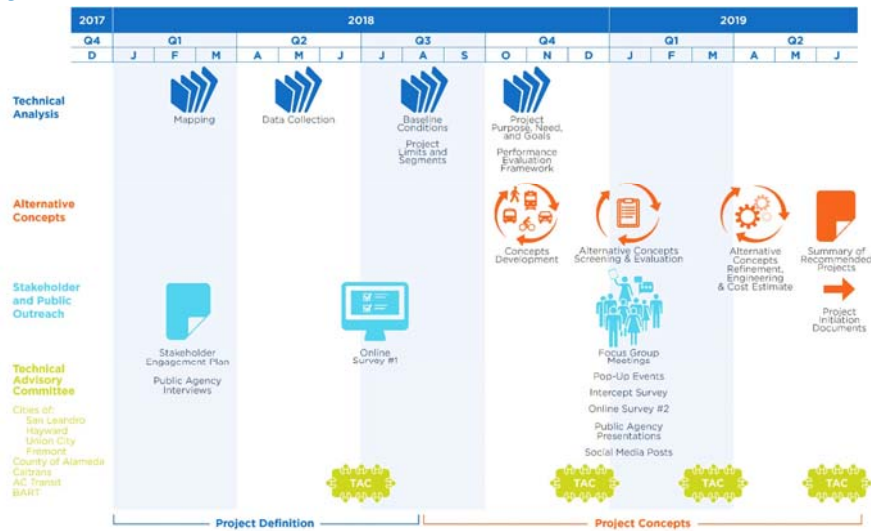


# Technical Advisory Committee (TAC) Member Agencies

- 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



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.



## Summary of Key Findings To Date (cont'd)

- 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

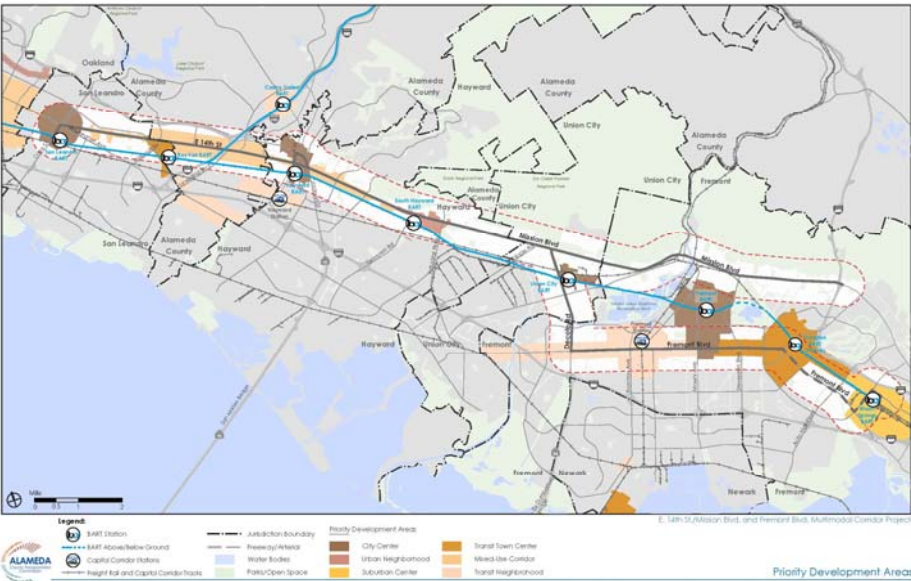
- The majority of the traffic signals have pedestrian detection (71 out of 120)

### Transit Operations

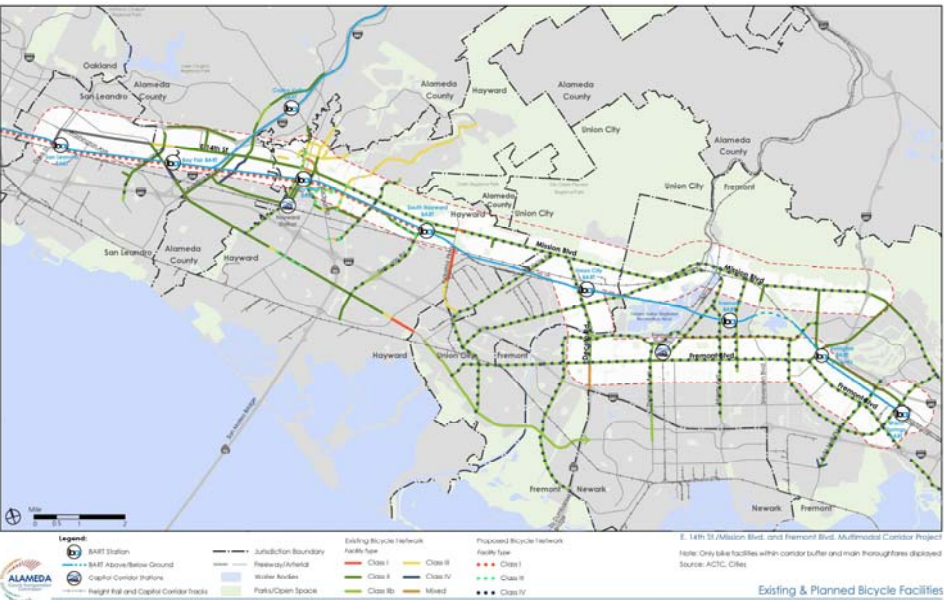
- Lower share of walk and transit access to BART stations are within the corridor.
- One-third of bus end-to-end travel time is associated with serving BART stations.
- BART offers a significant travel time advantage for longer-distance corridor trips.



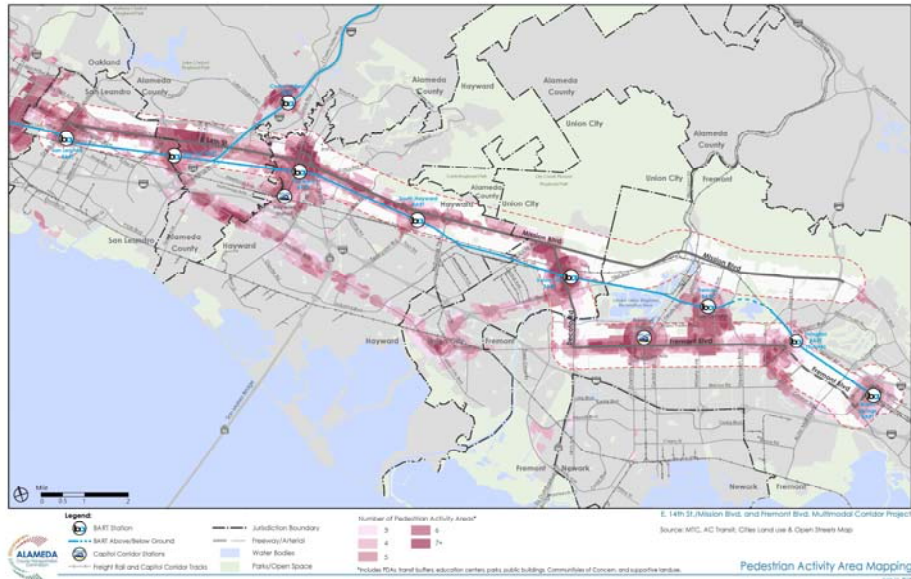
# Land Use



# Existing and Planned Bicycle Facilities



## Pedestrian-Oriented Land Uses

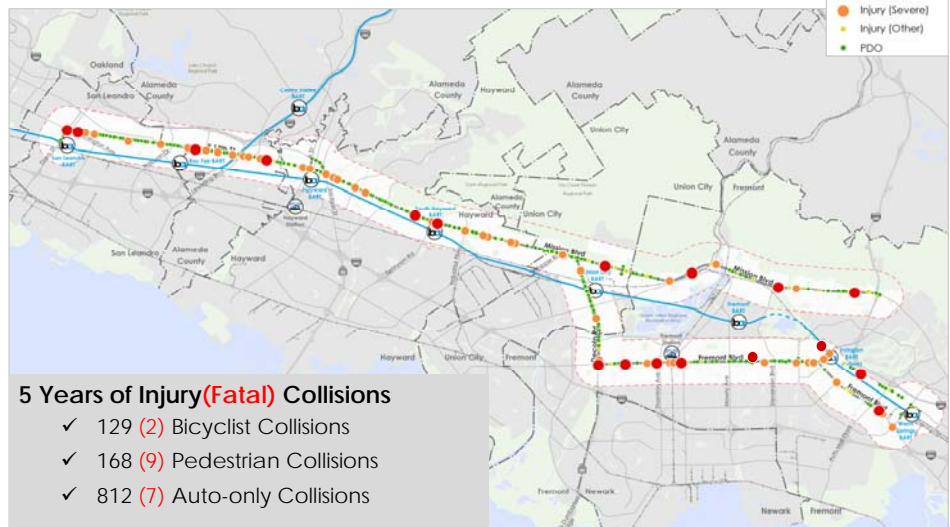


## Bicycle and Pedestrian Volumes P.M. Peak Hour

| Jurisdiction   | Intersection                       | Bikes | Peds |
|----------------|------------------------------------|-------|------|
| San Leandro    | E 14th St and Maud Ave             | 10    | 25   |
| San Leandro    | E 14th St and Hesperian Blvd       | 15    | 56   |
| Alameda County | Mission Blvd and Grove Way         | 12    | 29   |
| Hayward        | Foothill Blvd and D St             | 12    | 53   |
| Hayward        | Mission Blvd and Carlos Bee Blvd   | 9     | 39   |
| Union City     | Decoto Rd and 7th St               | 8     | 12   |
| Union City     | Decoto Rd and Alvarado Niles Rd    | 21    | 127  |
| Fremont        | Decoto Rd and Paseo Padre Pkwy     | 13    | 5    |
| Fremont        | Fremont Blvd and Peralta Blvd      | 11    | 45   |
| Fremont        | Fremont Blvd and Mowry Ave         | 24    | 213  |
| Fremont        | Fremont Blvd and Washington Blvd   | 25    | 86   |
| Fremont        | Grimmer Blvd and Warm Springs Blvd | 16    | 5    |



# 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

| Roadway                          | Section   | Crashes per Mile (2012 - 2016) |
|----------------------------------|---|--------------------------------|
| E. 14th Street/Mission Boulevard | Between Davis Street and Hayward Loop           | 150.6                          |
| Mission Boulevard                | Between Hayward Loop and Decoto Road            | 84.1                           |
| Mission Boulevard                | Between Decoto Road and Interstate 680          | 34.3                           |
| Decoto Road                      | Between Mission Boulevard and Fremont Boulevard | 89.9                           |
| Fremont Boulevard                | Between Decoto Road and Grimmer Road            | 51.2                           |

Source: Statewide Integrated Traffic Records System (SWITRS).



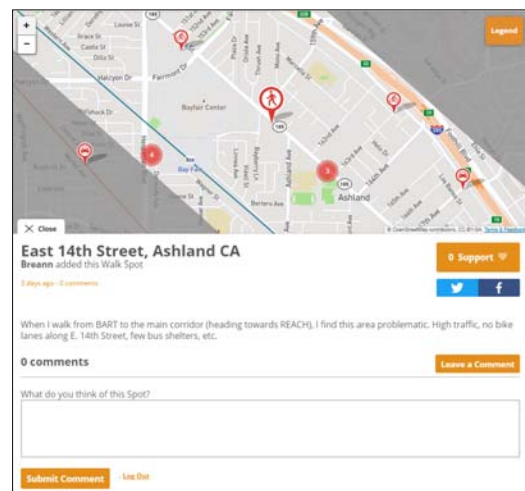
## Stakeholder Engagement Activities

- 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



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## 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



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## 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)



# Thank You!

For more information, visit  
[www.AlamedaCTC.org](http://www.AlamedaCTC.org)