Project Goals

- Multimodal improvements for the Study Area will be developed to advance the following goals:
  - Support planned long-term growth and economic development, including access to Study Area employment centers
  - Address the range of mobility needs for Study Area residents, businesses, workers, and visitors
  - Increase the share of trips in the Study Area that occur by transit, biking, walking, carpooling, and shared mobility services
  - Optimize the person trip throughput of existing infrastructure
  - Improve connectivity between transportation modes and transportation service providers
  - Provide a safe and convenient environment for pedestrians, bicyclists, and transit users
  - Provide flexibility for future changes in transportation technology, including connected vehicles

This Project will develop a series of recommended near-term, mid-term, and long-term improvements for project delivery.

Near-Term and Mid-Term Improvements

Near-term and mid-term improvements (0-7 years) will address existing issues related to multimodal travel in the Study Area. These improvements will include “quick fix” solutions that can offer immediate benefits without significant environmental or right-of-way impacts. Near-term and mid-term improvements will serve as building blocks for a long-term multimodal vision for the corridor.

Examples of issues to be addressed through near-term and mid-term improvements include the following:

- Pedestrian and bicyclist safety
- Sidewalk gaps and ADA compliance
- Pavement rehabilitation
- Traffic signal timing
- Bus stop amenities and service improvements

This Project will serve as the scoping phase for near-term and mid-term improvements. Following this Project, these improvements will be advanced to the design phase in coordination with ongoing transportation projects in the Study Area. Based on cost and funding availability, these improvements will then be advanced for construction.

Long-Term Improvements

Long-term improvements (7+ years) will address anticipated needs over the next 20 years within the Study Area. Long-term improvements may also address more complex issues requiring robust environmental analysis or significant funding. These long-term projects will address increased growth in residents and employees in the Study Area. Based on cost and funding availability, these improvements will be advanced for construction.

Examples of issues to be addressed through long-term improvements include the following:

- New or expanded transit services
- First-mile and last-mile connections to BART
- Regional bicycle network connectivity

This Project will serve as the scoping phase for near-term and mid-term improvements. Following this Project, these improvements will be advanced to the design phase in coordination with ongoing transportation projects in the Study Area. Based on cost and funding availability, these improvements will then be advanced for construction.

COORDINATION WITH ONGOING PROJECTS

Several near-term transportation projects are planned or under construction within the Study Area. Some of these projects are listed below and provide opportunities to coordinate recommended near-term improvements with ongoing efforts.

- San Leandro – pedestrian signals, streetscape improvements
- Ashland/Cherryland – E. 14th/Mission Streetscapes, Phases 2 and 3
- Hayward - Mission Blvd, improvements, Phase 2 and Phase 3
- Union City – East-West Connector
- Fremont – Fremont Blvd Safe and Smart Corridor
- Caltrans – pavement rehabilitation, ADA curb ramps
- AC Transit – East Bay BRT, Rapid Bus improvements in Fremont, Flex service
- BART – Silicon Valley extension to Santa Clara
- Alameda CTC – East Bay Greenway from Oakland to South Hayward BART

Significant Employment Growth Projected

Total employment in the Study Area is projected to grow by 25 percent between 2020 and 2040, double the rate for Alameda County as a whole and for the nine-county Bay Area region. Population in the Study Area is projected to grow at a rate comparable to the rest of the county and region.

Study Area Growth 2020 to 2040

Source – Play Bay Area 2040
Travel Markets

Most trips made by auto

Trips by auto (including drive-alone plus rideshare) make up almost 90 percent of trips for the Study Area.

- 87% auto
- 2% bike
- 4% transit
- 7% walk

Source – Alameda Countywide Model, 2018

Local Trip Patterns

The corridor is used for shorter-distance travel versus end-to-end trips. More than half of trips in the Study Area are five miles or less, and almost no trips travel end to end along the corridor between San Leandro and Fremont.

- 28% - Study Area trips that are 2 miles or less
- 55% - Study Area trips that are 5 miles or less
- 90% - Trips along the corridor that begin or end in a Study Area jurisdiction
- <0.05% - Trips along the corridor that travel end to end

Traffic Operations

Six intersections currently operate over capacity:

- Foothill Blvd. and A St.
- Mission Blvd. and Niles Canyon Rd./Niles Blvd.
- Mission Blvd. and Mowry Ave.
- Mission Blvd. and I-680 southbound ramps
- Fremont Blvd. and Decoto Rd.
- Fremont Blvd. and Automall Pkwy.

Future traffic growth to 2040

- Year 2040 forecasts show substantial growth in the northern portion of the corridor, likely due to increased traffic diversion from Interstate 880.
- Traffic growth in the Warm Springs area would be due to planned employment growth.

Travel Markets

Traffic Operations

Future traffic growth to 2040

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Bicycle and Pedestrian

- 67% of the corridor has existing Class II bike lanes
- 65% of the corridor has planned long-term improvements to Class IV protected bike lanes
- 15% of the corridor lacks sidewalks on one or both sides

Safety

- 84 fatal or severe injury collisions over five years
- 32 involving pedestrians
- 10 involving bicyclists

Bus Ridership Facts

- Bus service frequencies along the corridor are as high as 13 buses per hour, accounting for multiple transit providers and service types.
- AC Transit Lines 10 and 99 have the highest bus ridership in the Study Area. Each carries more than 3,000 riders per day.
- 40% of bus passengers in the Study Area board at a BART station.

BART ridership

Ridership at BART stations in the Study Area is generally lower than for the BART system as a whole.

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