ALAMEDA COUNTY TRANSPORTATION COMMISSION

E. 14th Street/Mission Boulevard and Fremont Boulevard Multimodal Corridor Project

A presentation to the Multi-Modal Committee
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July 13, 2020

Presentation Overview

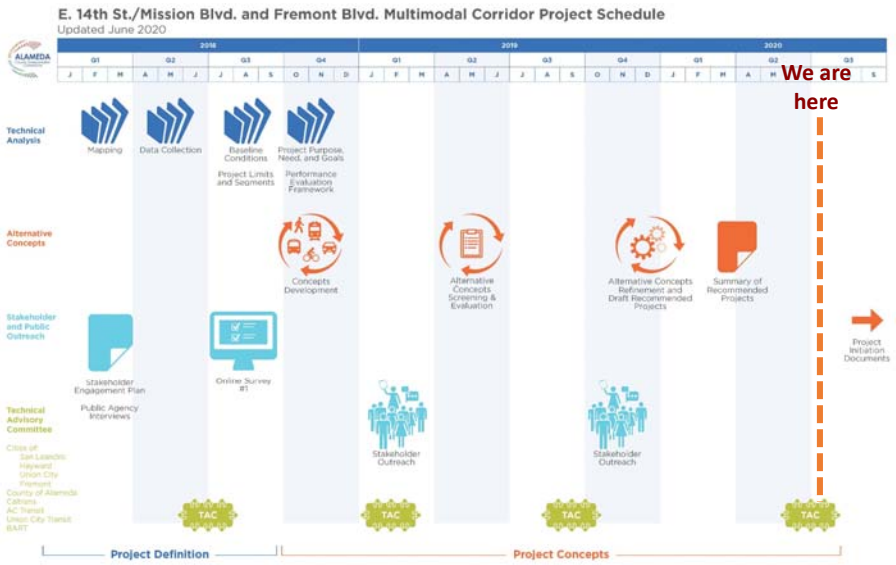
- Project Overview
  - Agency and Stakeholder Engagement
  - Baseline Conditions Analysis – Key Findings
  - Purpose, Need, and Goals
- Long-Term Concepts
- Near-Term Safety and Operational Improvements
- Draft Implementation Framework and Next Steps

Project Overview

Study Corridor

Project Corridor and Study Area | Figure 1-1

Project Workflow and Schedule



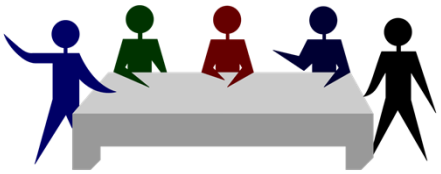
Agency and Stakeholder Engagement

Robust Coordination with Partner Agencies

- Technical Advisory Committee meetings – 4 meetings
- Policy Advisory Committee meetings – 2 meetings
- Individual Agency meetings – Over 20 meetings
- Significant discussion to ensure coordination with ongoing local projects

Agency Partners:

- San Leandro
- Alameda County
- Hayward
- Union City and Union City Transit
- Fremont
- Caltrans
- AC Transit
- BART



Extensive Community Outreach

- Online Community Survey – Spring 2018
  - comments also received from other local efforts
- Focus Groups – Winter 2018, Spring 2019
- Open House Workshops – Fall 2019

Issues and Concerns

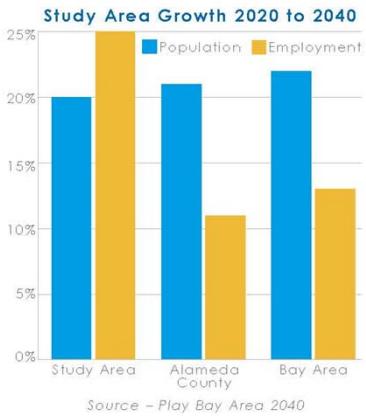
- Lack of bike facilities
- Pedestrian comfort
- Bike/ped safety
- Speeding traffic
- Traffic congestion

Baseline Conditions Analysis: Key Findings

Study Area at a Glance Today and in 2040

Today

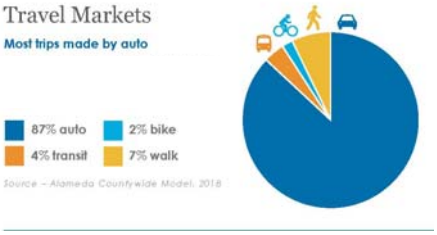
- Five Jurisdictions
- 14 Priority Development Areas
- 314,000 residents and 90,000 employees
- Between 17,000 to 36,000 ADT along Corridor
- Three bus transit operators plus private shuttles
- Seven BART stations, 2 Capitol Corridor Stations, 1 ACE station (AMTRAK)



In 2040. . .

- Significant population growth is anticipated by 2040 (20%)
- Employment growth is projected to outpace County and region (25%)
- Significant traffic growth is projected in the next 20 years (<1% - 3.1 per year) along Corridor

How people currently travel along Corridor



Today, traveling by auto is twice as fast as traveling by bus along this Corridor

Fewer BART passengers walk, bike, or take transit to the station

Over 90% of trips along Corridor are made by auto

55% of trips in the Study Area are 5 miles or less and 28% of trips are 2 miles or less

This project looked at ways to:

- **Shorten bus travel times**
- **Make transit competitive with auto travel**
- **Make biking attractive for short trips**
- **Improve pedestrian infrastructure**

Safety

- Pedestrians and bicyclists overrepresented in collisions
- 40% of the Corridor is in the Pedestrian High Injury Network
- 25% of the Corridor is in the Bike High Injury Network

This Project looked at ways to improve bike and pedestrian safety

Purpose, Need and Goals

Purpose, Need and Goals

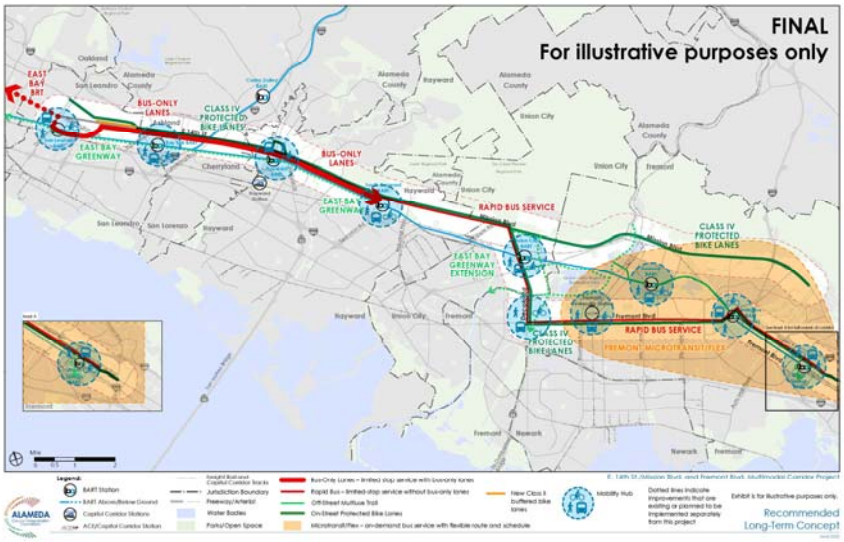
Purpose and Need	Goals
Accommodate increased travel demand from ongoing development activity and planned long-term growth	-Support planned long-term growth and economic development -Address range of mobility needs for Study Area residents businesses, workers, and visitors
Improve travel choices for shorter-distance trips that may occur through walking, biking, and transit	-Increase the share of non-auto trips
Improve first-and last-mile connections to BART	-Improve connectivity between transportation modes and services
Reduce pedestrian and bicycle collisions	-Provide a safe and welcoming environment for pedestrians, bicyclists, and transit users
Address existing traffic congestion and long-term traffic growth	-Optimize throughput of existing infrastructure -Provide flexibility for future changes in transportation technology, including connecting vehicles

Long-Term Concept

Long-Term Concept

- Primary goal of expanding modal choices
  - Improve bus travel times
  - Leverage rail transit services
  - Facilitate local trips under five miles
- Concepts reflect local land use goals
- Build upon near-term and mid-term improvements
- Evaluated based on:
  - Engineering constraints
  - Accessibility
  - Multimodal operations and benefits

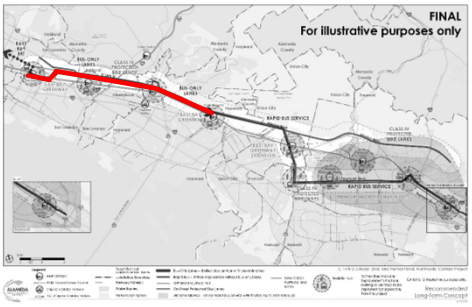
Recommended Long-Term Concept



- East Bay BRT Extension
- Rapid Bus Service
- Mobility Hubs
- Microtransit/Flex
- Off-Street Multiuse Trail (Class I)
- On-Street Protected Bike Lane Network (Class IV)

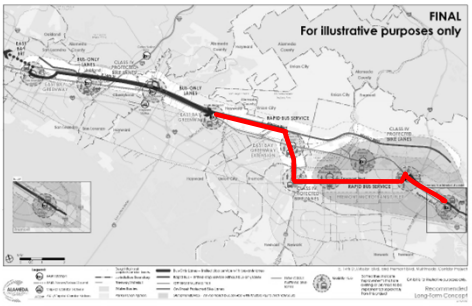
Bus Only Lanes

- San Leandro BART to South Hayward BART
- Extension of East Bay BRT
- Includes transit signal priority and off-board fare collection



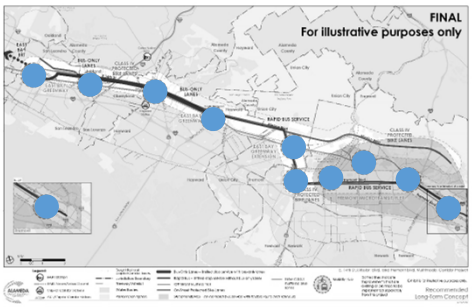
Rapid Bus Service

- South Hayward BART to Warm Springs BART
- Limited stop service in addition to local bus service
- Bus travels in shared lane
- Includes transit signal priority



Mobility Hubs

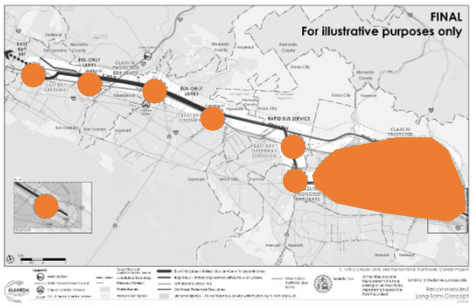
1 Elevated Rail Transit Station
2 Bus Transfer Facility
3 Wayfinding Signage
4 Bike Station / Bike Lockers
5 Real-time Transit Information
6 Bikeshare
7 Scooter Share
8 Shared Electric Moped Parking
9 Real-time Parking Information*
10 Rapid Bus Station
11 Transit Signal Priority/ Bus-Only lanes
12 Class IV Bikeway
13 Carshare
14 Electric Vehicle Charging
15 On-demand Rideshare / Carpooling services
16 Microtransit
17 Private Buses
18 Multi-use Trail
*Real-time parking information also available through an app



- Connectivity between transportation modes and services
- Package of improvements to address non-auto access to transit
- Improvements include infrastructure, shared mobility services, and traveler information

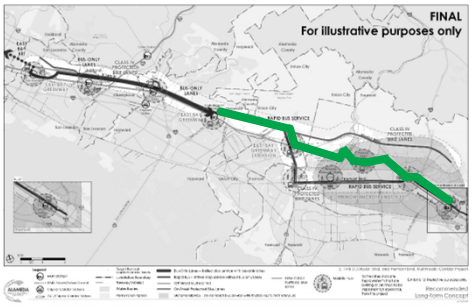
Microtransit/Flex

- Transit service with flexible route and schedule
- Uses small shuttles or vans
- Addresses first- and last-mile connections to BART



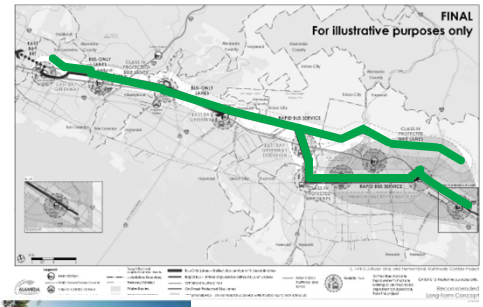
East Bay Greenway Extension

- South Hayward BART to Warm Springs BART
- Bike/ped network for all ages and abilities
- Improved connectivity to BART stations



On-Street Class IV Bike Lane Network

- On-street protected bike lanes
- Connectivity for longer trips and to/from transit




San Francisco. Source: Hoodline.


Source: Alameda CTC


Source: Hayward

Near-Term Safety and Operational Improvements

Sources of Near-Term Safety and Operational Improvements

- Reviewed existing adopted plans and CIPs and identified listed improvements that meet the Project's Needs and Goals
  - Bicycle and pedestrian plans
  - Specific Plans
  - Safety studies
  - Safe Routes to School (SR2S) plans
  - Capital improvement programs
- Identified additional improvements to fill any gaps in meeting project needs and goals

Note: BART station area gap studies are currently being finalized. Once the studies are completed, the project team will coordinate with BART to incorporate these improvements.

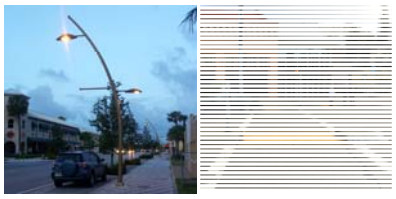
Near-Term Improvements

Transit Circulation and Access

Traffic and ITS

Bicycle Connectivity and Safety

Pedestrian Connectivity and Safety



Summary List of Long-Term and Near-Term Projects

- Bus-Only Lanes
- Rapid Bus
- Microtransit/Flex
- Mobility Hubs
- East Bay Greenway Extension
- On-Street Protected Bike Lanes
- Near-Term Safety and Operational Improvements

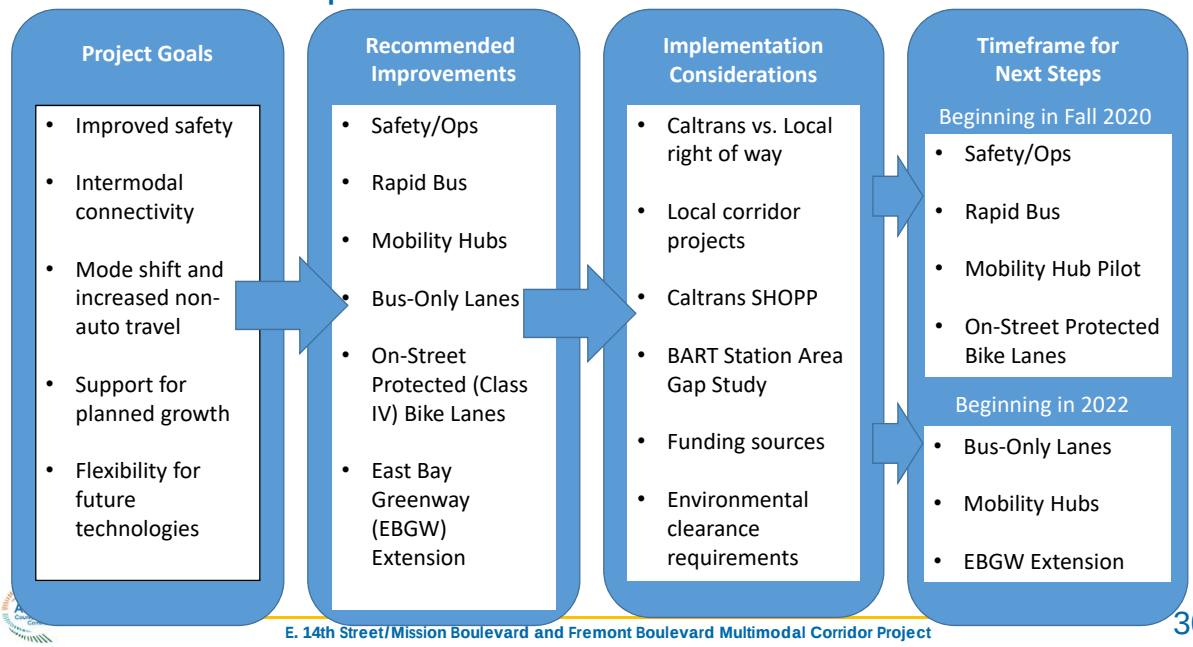
Draft Planning-Level Costs for Recommended Improvements

Improvement	Location/Limits	Cost (in millions, 2020 $)
Bus-Only Lanes	San Leandro BART to South Hayward BART	$270 -350
East Bay Greenway Extension	South Hayward BART to Warm Springs BART	$220 - 270
Near-Term Safety and Operational Improvements	Throughout Study Area	$50
Mobility Hubs	10 Locations	$50
Rapid Bus	South Hayward BART to Warm Springs BART	$22
Microtransit/Flex	Fremont	$8
Total		**$620 - $750 million**

- Costs include transit vehicles
- Costs do not include ongoing operations and maintenance
- Costs do not account for existing funding commitments

Draft Implementation Approach

Draft Implementation Framework



Project Schedule and Next Steps

- July 2020
  - Alameda CTC Commission approval of long term concept
- Summer 2020
  - Wrap up activities for Phase 1
- Fall 2020
  - Begin activities for Phase 2
  - Begin project development for safety/operational improvements, Rapid Bus, and mobility hub pilot

Requested Action

Approve long-term concept for the E 14th St. Mission Blvd. and Fremont Blvd. Corridor

Questions?