

Appendix B

LIST OF NEAR-TERM AND MID-TERM IMPROVEMENTS

Fall 2020



E. 14th St./Mission Blvd. and Fremont Blvd. Multimodal Corridor Project

Summary of Near-Term and Mid-Term Improvements – June 2020

City of San Leandro

Primary Street	Cross Street or Segment	Improvement	Mode(s)
Bike/Ped Plan Projects			
Davis St	Between E 14th St and Preda St	Improve bicycle corridor and install Class IV Protected Bike Lane	Bicycle
E. 14th St	San Leandro Blvd	Implement pedestrian intersection improvements	Pedestrian
E. 14th St	150th Ave/Hesperian Blvd/Bancroft Ave	Implement pedestrian intersection improvements	Pedestrian
Safe Routes to School Projects			
San Leandro Blvd	Washington Ave.	Remove the channelized right turn & install pedestrian refuge islands.	Pedestrian, Vehicle
E 14th St	Warren Ave.	Install yellow transverse crosswalk across Warren Street & install ADA-compliant curb ramps	Pedestrian
E 14th St	Estabrook St.	Install high-visibility crosswalk across Estabrook Street & install ADA-compliant curb ramp on northwest corner	Pedestrian
Bancroft Ave	Callan Ave.	Install planters to reduce tripping hazard at back of existing curb ramp; upgrade to high-visibility crosswalks; pedestrian scramble and illuminated no-right-turn blank out signs at corners; green dashed bike lane markings on Bancroft Ave	Pedestrian, Vehicle, Bicycle
Bancroft Ave	Estudillo Ave.	Implement changes to parking and red curbs; various pedestrian crossing improvements; right-turns controls for traffic on Estudillo Ave	Pedestrian, Vehicle
Bancroft Ave	142nd Ave.	Upgrade to high-visibility crosswalks with advance stop markings; stripe the missing crosswalk at the northwest approach as a high-visibility crosswalk with an advance stop marking; improve red curb near all corners	Pedestrian
Bancroft Ave	Blossom Way	Install curb extensions on corners; high-visibility crosswalk across Blossom Way; advance yield markings on Bancroft Avenue; & "Use Crosswalk" signs	Pedestrian, Vehicle
Bancroft Ave	San Leandro High School	Across San Leandro High School Entrance, move existing crosswalk 100 ft to the NW; install advanced yield markings at crosswalk; install RRFB (Rectangular Rapid Flashing Beacon) at new crosswalk; existing path connecting school facilities on E 14th St	Pedestrian, Vehicle
Bancroft Ave	142nd Ave. to Bancroft Ct.	Add curb extensions on mid-block crossing, refresh high-visibility, and add pavement yield markings; upgrade signs to RRFBs; install red curbs, speed feedback signs, and bike lane conflict markings at major driveways	Pedestrian, Bicycle, Vehicle

Primary Street	Cross Street or Segment	Improvement	Mode(s)
Bancroft Ave	San Leandro High School to 136th Ave.	Install vertical delineators along double yellow centerline; install "No Left Turn" sign; update traffic signal time to reflect school schedule; paint curb red; widen sidewalk at driveway near 136th Ave	Pedestrian, Vehicle
Bancroft Ave	136th Ave. to 138th Ave.	Install high-visibility crosswalks on 3 legs on 138th and on 137th (and curb ramps), install "No Stopping Bike Lane" signs, 2 advance yields, and RRFBs; narrow vehicle lanes and add bike buffers; add micromobility parking	Pedestrian, Bicycle, Vehicle
Caltrans State Highway Operation and Protection Program (SHOPP) Improvements			
E 14th St and Davis St	San Leandro City Limits	Pavement rehabilitation consisting of cold planing and overlaying the existing pavement. All noncompliant pedestrian curb ramps within the project limits will be upgraded to current ADA standards.	Pedestrian, Auto
E 14th St	At Davis/Callan (SR 112)(PM 5.73)	Install ladder crosswalk striping and APS ped push buttons	Pedestrian
E 14th St	At Estudillo Ave (PM 5.65)	Install ladder crosswalk striping and APS ped push buttons	Pedestrian
E 14th St	At Juana Ave (PM 5.50)	Install ladder crosswalk striping and APS ped push buttons	Pedestrian
E 14th St	At Parrott/Dolores (PM 5.42)	Install ladder crosswalk striping and APS ped push buttons	Pedestrian
E 14th St	At Sybil/Castro (PM 5.19)	Install ladder crosswalk striping and APS ped push buttons	Pedestrian
E 14th St	At Estabrook St (PM 5.06)	Install ladder crosswalk striping and APS ped push buttons	Pedestrian
E 14th St	At Blossom/Cornwall	High-intensity Activated crossWalk beacon (HAWK)	Pedestrian
E 14th St	At 136th Ave (PM 4.65)	Install ladder crosswalk striping and APS ped push buttons	Pedestrian
E 14th St	At 138th Ave (PM 4.49)	Install ladder crosswalk striping and APS ped push buttons	Pedestrian
E 14th St	At 143rd Ave (PM 4.30)	Install ladder crosswalk striping and APS ped push buttons	Pedestrian
E 14th St	At 144th Avenue	High-intensity Activated crossWalk beacon (HAWK)	Pedestrian
E 14th St	At 148th Ave (PM 4.00)	Install ladder crosswalk striping and APS ped pushbuttons	Pedestrian
E 14th St	At Bancroft/ Hesperian (PM 3.75)	Install ladder crosswalk striping and APS ped push buttons	Pedestrian
E 14th St	At 150th Ave (PM 3.69)	Install ladder crosswalk striping and APS ped push buttons	Pedestrian
E 14th St	At Bayfair Drive (PM 3.28)	Install ladder crossing striping and APS ped pushbuttons	Pedestrian
Capital Improvement Program Improvements			
Davis St	Carpentier St	The proposed improvements will install a new High-intensity Activated Crosswalk (HAWK) signal with Accessible Pedestrian Signal Equipment, improve street lighting features and signing & striping for crosswalks; and upgrade disabled curb ramps to enhance pedestrian and bike safety. Construction is expected to begin in Summer 2020.	Pedestrian
E. 14th St.	Between 150th Ave. and Thornton St.	The overall project will relocate the existing overhead wires to underground conduits. The utility companies will relocate their facilities underground. In addition, overhead wires will be moved underground for City street lights. Construction is expected for the summer of 2020.	Other



Note: Near-term improvements implementable in three years are shown in **GREEN**. Mid-term improvements (3-7 years) are unhighlighted.

Sources:

San Leandro Bicycle and Pedestrian Master Plan (2018)

Alameda CTC Safe Routes to School Studies: Bancroft Middle, Jefferson Elementary, McKinley Elementary, Washington Elementary, San Leandro High

Caltrans Draft 2020 SHOPP

San Leandro Capital Improvement Program

Additional Near-Term Improvements Recommended by Project Team San Leandro – June 2020

Description	Location	Mode(s)
Bus Stop Amenities*		
At all high-ridership stops, provide the following: <ul style="list-style-type: none"> Shelters Benches Wayfinding signage Lighting 	<ol style="list-style-type: none"> Bancroft Ave. /San Leandro High School (NB) Davis St/Hays Street (SB) E. 14th Street/ 153rd Ave (NB) Bancroft Ave. /San Leandro High School (SB) E. 14th Street/ San Leandro Blvd (NB) E. 14th St / 159th St (NB) <p>Locations are identified as those with more than 10 boardings per hour during the peak period.</p>	Transit
Signal Retiming/Optimization for Bus Operations		
Signal timing adjustments to reduce delays for transit movements around BART stations, in particular left turns at signalized intersections.	<ol style="list-style-type: none"> E. 14th St./159th Ave. intersection <p>Locations are identified as signalized intersections along bus routes that connect the Project Corridor with nearby BART stations.</p>	Transit
Lane Restriping for Bike Lanes		
Narrow vehicle lanes to slow traffic speeds. Use space gained for new or wider bike lanes.	<ol style="list-style-type: none"> E. 14th St. from Bancroft/Hesperian to Plaza Dr. <p>Locations identified are segments of the corridor that are part of the Bicycle High Injury Network and lack near-term projects for buffered or protected bike lanes.</p>	Bicycle and auto
Speed Management		
In conjunction with lane restriping for narrower vehicle lanes, install speed feedback signs and implement “rest on red” signal phasing during nighttime periods.	<ol style="list-style-type: none"> E. 14th St. from Bancroft/Hesperian to Plaza Dr. <p>Locations identified are segments of the corridor that are part of the Bicycle High Injury Network and lack near-term projects for buffered or protected bike lanes.</p>	Auto

*AC Transit does not own or maintain amenities at bus stops. As part of the Rapid Bus project development process, Alameda CTC will coordinate with AC Transit and local jurisdictions to establish a process for implementing needed bus stop improvements.

Additional Near-Term Improvements Recommended by Project Team, continued
San Leandro – June 2020

Description	Location	Mode(s)
Pedestrian Crossing Improvements		
<p>Improvements include one or more of the following:</p> <ul style="list-style-type: none"> • High-visibility crosswalk • Tactile materials on crosswalks • Advance yield lines and signs • Refuge islands • Rectangular rapid-flash beacon • ADA-compliant pedestrian push buttons • Leading pedestrian interval (LPI) at signalized intersections • Pedestrian scramble phase at signalized intersections • Protected left turns for vehicles at signalized intersections • Pedestrian hybrid beacon • Painted curb extension (bulb out) • Directional curb ramps • On-street parking removal for at least 20' adjacent to crosswalks (i.e., daylighting) 	<p>1. E. 14th St. from Davis St. to Plaza Dr. (additional improvements beyond those programmed through Caltrans SHOPP)</p> <p>Locations identified are corridor segments that are part of the Pedestrian High Injury Network and do not include near-term pedestrian corridor improvements.</p>	Pedestrian

E. 14th St./Mission Blvd. and Fremont Blvd. Multimodal Corridor Project

Summary of Near-Term and Mid-Term Improvements – June 2020 Alameda County

Primary Street	Cross Street or Segment	Improvement	Mode(s)
Bike/Ped Plan Projects			
Elgin Ave	Between E. 14th St and Bay Fair BART	Install Class III Bike Boulevard with sharrows	Bicycle
Coelho Dr	Between 159th Ave and Bay Fair BART	Install Class III Bike Boulevard with sharrows	Bicycle
Safe Routes to School Projects			
E 14th St	162nd Ave.	Improvement is within limits of programmed E. 14th/Mission Phase II project. Add truncated domes; update signal heads to pedestrian-count down signal heads; consider closing the driveway in the long-term.	Pedestrian, Vehicle
E 14th St	163rd Ave.	Improvement is within limits of programmed E. 14th/Mission Phase II project. Add high-visibility ladder striping at all approaches; add a median refuge across the southeast approach	Pedestrian, Vehicle
Capital Improvement Program Improvements			
E. 14th St	Between 162nd Ave to I-238	E. 14th St. Corridor Improvements Phase II. Planned work includes sidewalk and median improvements, landscaping, bicycle lanes, street lighting and traffic signal improvements	Pedestrian, Bicycle, Transit, Vehicle
Mission Blvd	Between I-238 and Hayward City Limit	Mission Blvd. Corridor Improvement Project Phase III. Planned work includes sidewalk and median improvements, landscaping, bicycle lanes, street lighting, utility undergrounding, and traffic signal improvements	Pedestrian, Bicycle, Transit, Vehicle

Note: Near-term improvements implementable in three years are shown in GREEN. Mid-term improvements (3-7 years) are unhighlighted.

Sources:

Alameda County Bicycle and Pedestrian Master Plan for Unincorporated Areas (2019)

Alameda County Safe Routes to School Studies: Edendale Middle; Hillside Elementary

County of Alameda CIP 2019-24

Additional Near-Term Improvements Recommended by Project Team

DRAFT – Alameda County

Description	Location	Mode(s)
Bus Stop Amenities*		
At all high-ridership stops, provide the following: <ul style="list-style-type: none"> Shelters Benches Wayfinding signage Lighting 	1. E. 14th St / 159th Ave (NB) Locations are identified as signalized intersections along bus routes that connect the Project Corridor with nearby BART stations.	Transit
Signal Retiming/Optimization for Bus Operations		
Signal timing adjustments to reduce delays for transit movements around BART stations, in particular left turns at signalized intersections. Additional transit signal priority improvements will be addressed through project development activities to begin in late 2020.	1. E. 14 th St./159 th Ave. Locations are identified as signalized intersections along bus routes that connect the Project Corridor with nearby BART stations.	Transit

*AC Transit does not own or maintain amenities at bus stops. As part of the Rapid Bus project development process, Alameda CTC will coordinate with AC Transit and local jurisdictions to establish a process for implementing needed bus stop improvements.

E. 14th St./Mission Blvd. and Fremont Blvd. Multimodal Corridor Project

Summary of Near-Term and Mid-Term Improvements – June 2020

City of Hayward

Primary Street	Cross Street or Segment	Improvement	Mode(s)
Bike/Ped Plan Projects			
Main St	Between D St and A St	Install Class II Bike Lane	Bicycle
Watkins St	Between D St and Francisco St	Install Class II Bike Lane	Bicycle
Watkins St	Between Jackson St and Fletcher Ave	Install Class II Bike Lane	Bicycle
Tennyson Rd	Between Mission Blvd and Dixon St	Install Class II Bike Lane	Bicycle
City Center Dr	Between 2nd St and Foothill Blvd	Install Class II Bike Lane	Bicycle
Grove Way	Between Foothill Blvd and Oak St	Install Class II Bike Lane	Bicycle
Foothill Blvd	City Center Dr	Implement pedestrian safety improvements	Pedestrian
Safe Routes to School Projects			
Mission Blvd	Calhoun St.	Adjust signal timing to provide a Leading Pedestrian Interval at crosswalk	Pedestrian, Vehicle
Specific Plan Improvements			
Main St	Between McKeever Ave & D St	Implement Complete Streets project	Pedestrian, Bicycle, Vehicle
Foothill Blvd	Between D St & City Center Dr	Reduce by one lane and add two-way cycle track	Bicycle, Vehicle
Mission Blvd	Between A St & D St	Reduce by one lane and add two-way cycle track	Bicycle, Vehicle
A St	Between Mission Blvd & Foothill Blvd	Two-way conversion	Pedestrian, Vehicle
B St	Between Foothill Blvd and Watkins St	Two-way conversion	Pedestrian, Vehicle
C St	Between Mission Blvd & 2nd St	Two-way conversion	Pedestrian, Vehicle
1st St	Between C St & D St	Two-way conversion	Pedestrian, Vehicle
Mission Blvd	Between Industrial Parkway & Five Flags	Add northbound and southbound bike lanes	Bicycle
2nd St	Between City Center Dr & E St	Road diet and bike lane within the Hayward Downtown Specific Plan Area	Bicycle, Vehicle

Primary Street	Cross Street or Segment	Improvement	Mode(s)
Capital Improvement Program Improvements			
Mission Blvd	Alameda County limit to Union City limit	Project continues program to provide countdown pedestrian signals, audible traffic signals, and improved pedestrian push buttons at all City traffic signals.	Pedestrian
Mission Blvd	Torrano Ave	Project includes removal of existing Rectangular Rapid Flashing Beacons, installation of a High Intensity Activated CrossWalk (HAWK) signal and accessible pedestrian push buttons at the intersection of Mission Boulevard and Torrano Avenue.	Pedestrian

Note: Near-term improvements implementable in three years are shown in **GREEN**. Mid-term improvements (3-7 years) are unhighlighted.

Sources:

Hayward Bicycle and Pedestrian Master Plan (2020, draft under development)

Alameda CTC Safe Routes to School Studies: Bowman Elementary

Hayward FY 2020-2029 CIP

Hayward Downtown Specific Plan

Additional Near-Term Improvements Recommended by Project Team
City of Hayward – June 2020

Description	Location	Mode(s)
Signal Retiming/Optimization for Bus Operations		
Signal timing adjustments to reduce delays for transit movements around BART stations, in particular left turns at signalized intersections.	<ol style="list-style-type: none"> 1. Main St/A St 2. A St/Foothill Blvd 3. Mission Blvd/C St 4. Watkins St/Jackson St 5. Mission Blvd/Fletcher Ln 6. Mission Blvd/Tennyson Rd 7. Tennyson Rd/Dixon St <p>Locations are identified as signalized intersections along bus routes that connect the Project Corridor with nearby BART stations.</p>	Transit
Lane Restriping for Bike Lanes		
Narrow vehicle lanes to slow traffic speeds. Use space gained for new or wider bike lanes.	<ol style="list-style-type: none"> 1. Mission Blvd. between Jackson St. and Industrial Pkwy. <p>Locations identified are segments of the corridor that are part of the Bicycle High Injury Network and lack near-term projects for buffered or protected bike lanes.</p>	Bicycle and auto
Speed Management		
In conjunction with lane restriping for narrower vehicle lanes, install speed feedback signs and implement “rest on red” signal phasing during nighttime periods.	<ol style="list-style-type: none"> 1. Mission Blvd. between Jackson St. and Industrial Pkwy. <p>Locations identified are segments of the corridor that are part of the Bicycle High Injury Network and lack near-term projects for buffered or protected bike lanes.</p>	Auto

Additional Near-Term Improvements Recommended by Project Team, continued
DRAFT – Hayward

Description	Location	Mode(s)
Pedestrian Crossing Improvements		
<p>Improvements include one or more of the following:</p> <ul style="list-style-type: none"> • High-visibility crosswalk • Tactile materials on crosswalks • Advance yield lines and signs • Refuge islands • Rectangular rapid-flash beacon • ADA-compliant pedestrian push buttons • Leading pedestrian interval (LPI) at signalized intersections • Pedestrian scramble phase at signalized intersections • Protected left turns for vehicles at signalized intersections • Pedestrian hybrid beacon • Painted curb extension (bulb out) • Directional curb ramps • On-street parking removal for at least 20' adjacent to crosswalks (i.e., daylighting) 	<p>1. Mission Blvd. between Jackson St. and Industrial Pkwy.</p> <p>Locations identified are corridor segments that are part of the Pedestrian High Injury Network and do not include near-term pedestrian corridor improvements.</p>	Pedestrian

E. 14th St./Mission Blvd. and Fremont Blvd. Multimodal Corridor Project

Summary of Near-Term and Mid-Term Improvements

City of Union City – June 2020

Primary Street	Cross Street or Segment	Improvement	Mode(s)
Bike/Ped Plan Projects			
Mission Blvd	Dry Creek (near Whipple Rd.)	Implement safety improvements at uncontrolled intersection	Pedestrian, Bicycle
Mission Blvd	Between Decoto Rd and 7th St	Implement pedestrian safety improvements	Pedestrian
Decoto Rd	Meyers/Union Square	Consider installing high visibility crosswalks, re-timed pedestrian signals, a bicycle lane on EB Union Square, and a Class II or III bikeway on WB Union Square	Pedestrian, Bicycle
Decoto Rd	9th St.	Install pedestrian warning signage	Pedestrian
Decoto Rd	7th St.	Install school-area warning signage in accordance with MUTCD; Time pedestrian countdown signals to 3.5ft/sec walking speed	Pedestrian
Decoto Rd	5th St.	Install school-area warning signage in accordance with MUTCD; Time pedestrian countdown signals to 3.5ft/sec walking speed	Pedestrian
Decoto Rd	Perry Rd.	Install high visibility crosswalks and time pedestrian countdown signals to 3.5 ft/sec walking speed	Pedestrian
Capital Improvement Program Improvements			
Decoto Rd.	Alameda Creek Bridge to BART overpass	Pavement resurfacing and restriping will include 11' travel lanes and buffered bike lane	Auto, Bicycle
Mission Blvd	Hayward City Limit to Fremont City Limit	Install audible & push button pedestrian signals on existing signalized intersections at arterial streets	Pedestrian
Decoto Rd	Mission Blvd to Fremont City Limit	Install audible & push button pedestrian signals on existing signalized intersections at arterial streets	Pedestrian
Union City BART	Between rail corridor and East Plaza	Construct the pedestrian at-grade crossing at the Union Pacific Railroad's Oakland Subdivision tracks for improved access between the BART station, transit facilities and TOD housing	Pedestrian
Union City BART	East of Cheeves Way	Construction of a overcrossing, create a pedestrian link from the Intermodal Station District and BART to the planned Research and Development Campus. Undergrounding of PG&E power lines	Pedestrian

Primary Street	Cross Street or Segment	Improvement	Mode(s)
Safe Routes to School Projects			
Mission Blvd	Blanche St to Decoto Rd	Fill in sidewalk gap along Mission Blvd	Pedestrian
Mission Blvd	Decoto Rd	Install curb extension at western corner of intersection; Install School Warning Assembly A in advance of intersection; install larger pedestrian refuge islands at eastern corner of intersection; construct sidewalk	Pedestrian, Vehicle
Decoto Rd	3rd St	At 3rd St, install speed feedback sign on Decoto Rd; install advance stop bar and markings on 3rd St	Vehicle
Decoto Rd	Between 2nd and 3rd St.	Consider relocating AC Transit bus stop north of driveway to reduce conflicts	Transit
Decoto Rd	4th St.	At 4th St, install advance stop bar and marking across 4th St and across Decoto Rd; refresh raised pavement markers in rumble strip across Decoto Rd	Pedestrian
Decoto Rd	5th St	Install School Warning Sign (Assembly A)	Vehicle
Decoto Rd	7th St	Install speed feedback sign south of 7th St	Vehicle
Decoto Rd	Between 2nd and 3rd St.	Install high-visibility crosswalks across parking lot driveway	Pedestrian
Decoto Rd	Between 2nd and 3rd St.	Restripe bike lanes and markings; install additional bike lane markings in advance of merging areas near end of blocks	Bicycle
Dumbarton Forward and IDEA Grant			
Decoto Rd.	Between Mission Blvd. and Fremont City Limit	Bus stop relocation, widening sidewalk to meet bus stop standards, signal priority, and leading pedestrian interval. City is focused on sidewalk improvements	Pedestrian, Transit

Note: Near-term improvements implementable in three years are shown in **GREEN**. Mid-term improvements (3-7 years) are unhighlighted.

Sources:

Union City Pedestrian and Bicycle Master Plan (2012)

Alameda CTC Safe Routes to School Plans: Guy Emanuele, Jr. Elementary

Union City Budget Book 19/20-20/21

Additional Near-Term Improvements Recommended by Project Team City of Union City – June 2020

Description	Location	Mode(s)
Bus Stop Amenities*		
At all high-ridership stops, provide the following: <ul style="list-style-type: none"> • Shelters • Benches • Wayfinding signage • Lighting 	1. Decoto Rd/Union Dr (NB) Locations are identified as those with more than 10 boardings per hour during the peak period.	Transit
Signal Retiming/Optimization for Bus Operations		
Signal timing adjustments to reduce delays for transit movements around BART stations, in particular left turns at signalized intersections.	1. Decoto Rd/Station Way Locations are identified as signalized intersections along bus routes that connect the Project Corridor with nearby BART stations.	Transit
Speed Management		
In conjunction with lane restriping for narrower vehicle lanes, install speed feedback signs and implement “rest on red” signal phasing during nighttime periods.	1. Decoto Rd. from Mission Blvd. to Alameda Creek Locations identified are segments of the corridor that are part of the Bicycle High Injury Network and lack near-term projects for buffered or protected bike lanes.	Bicycle, Pedestrian
Sidewalk Gap Closure		
Construct sidewalks on one or both sides of the street where missing	1. Mission Blvd. from Whipple Rd. to Decoto Rd. (Caltrans facility) Locations are identified as those with documented sidewalk gaps for existing conditions.	Pedestrian

*AC Transit does not own or maintain amenities at bus stops. As part of the Rapid Bus project development process, Alameda CTC will coordinate with AC Transit and local jurisdictions to establish a process for implementing needed bus stop improvements.

E. 14th St./Mission Blvd. and Fremont Blvd. Multimodal Corridor Project

Summary of Near-Term and Mid-Term Improvements – June 2020 City of Fremont

Primary Street	Cross Street or Segment	Improvement	Mode(s)
Bike/Ped Plan Projects			
Mission Blvd	Between I-680 SB Ramps and Mill Creek Rd	Narrow vehicle lanes & install buffered bicycle lanes; Provide green-painted bicycle crossings through I-680 Ramps	Bicycle, Vehicle
Mission Blvd	Between Mill Creek Rd and Pine St	Convert bicycle lanes to buffered bicycle lanes by removing two-way left-turn lane; Install neighborhood bikeway crossing improvements at Starr St/Mill Creek Rd	Bicycle, Vehicle
Mission Blvd	Between E King Ave and I-680	Improve bicycle corridor and install Class IV Protected Bike Lane	Bicycle
Fremont Blvd	Between Decoto Rd and Alder Ave	Install separated bikeways by narrowing vehicle lanes; Flip bicycle and parking lane to provide buffer; Install protected intersections, neighborhood bikeway crossings, and bus boarding islands; Remove slip lanes at Tamayo St	Bicycle, Pedestrian, Vehicle
Fremont Blvd	Between Alder Ave and Peralta Blvd	Provide buffered bicycle lanes to Peralta Blvd & intersection improvements per SR 84 Relinquishment Study; Convert buffered bicycle lanes into separated bikeways where feasible	Bicycle, Pedestrian
Fremont Blvd	Between Peralta Blvd and Eggers Dr	Provide separated bikeways through removing parking or narrowing median and provide intersection improvements per SR84 Relinquishment Study; Install protected intersection corner and bike box at Central Ave	Bicycle
Fremont Blvd	Between Eggers Dr and Mowry Ave	Flip bicycle and parking lanes & narrow vehicle lanes to provide bicycle buffer zones; Install parking protected bicycle lanes if feasible; Provide neighborhood bikeway crossings at Eggers Dr; Install protected intersections and bus boarding islands	Bicycle, Vehicle
Fremont Blvd	Between Mowry and Mission View Dr	Install separated bikeways by narrowing vehicle lanes; Install bus boarding islands and neighborhood bikeways on frontage roads, including ramps/cut-throughs connected separated and neighborhood bikeways; Provide protected intersections	Bicycle, Vehicle

Note: Near-term improvements implementable in three years are shown in GREEN. Mid-term improvements (3-7 years) are unhighlighted.

Primary Street	Cross Street or Segment	Improvement	Mode(s)
Fremont Blvd	Between Mission View Dr and Eugene St	Install neighborhood bikeways & crossing improvements; Narrow Eugene St intersection, remove slip lanes, & provide neighborhood bikeway crossings; Work with property owners to widen sidewalk & narrow vehicle lanes to provide a Class I bike path	Bicycle, Pedestrian, Vehicle
Fremont Blvd	Between Eugene St and Union St	Narrow/remove vehicle lanes & add separated bikeway; Between Grimmer & James, remove left turn lane or provide bicycle-only lane; Install protected intersection at Grimmer; North of Union, remove median & provide signal-protected separated bikeway	Bicycle, Vehicle
Mowry Ave	Between Peralta Blvd and Civic Center Dr	Consider protected intersection at Mowry/Peralta; Narrow vehicle lanes to install separated bikeways; enhance crosswalks at Bonner Ave & Vancouver Green; Install protected intersection at Civic Center Dr	Bicycle, Pedestrian, Vehicle
Mowry Ave	Between Mission Blvd and Cherry Ln	Improve bicycle corridor and install Class IV Protected Bike Lane	Bicycle
Washington Blvd	Between Union St and Roberts Ave	Narrow vehicle lanes & install separated bikeway; Remove or signalize NB slip lane at Fremont/Union intersection	Bicycle, Vehicle
Civic Center Dr	Between Mowry Ave and Central Park	Install protected intersections at Mowry, & Stevenson; Provide wayfinding to Central Park	Bicycle, Pedestrian, Vehicle
Mission Creek Trail	Between Palm Ave to I-680 SB On-Ramp	Install Class I path from Palm Ave to West of Mission Blvd; Provide connection between Trail & Mission Blvd at Ramp signal	Bicycle, Pedestrian
Mission Blvd	Between I-680 and Pine Street	Complete Streets safety improvements	Bicycle, Pedestrian

Note: Near-term improvements implementable in three years are shown in **GREEN**. Mid-term improvements (3-7 years) are unhighlighted.

Primary Street	Cross Street or Segment	Improvement	Mode(s)
Safe Routes to School Projects			
Mission Blvd	RR Crossing by Nursery Ave & Niles Blvd	Construct sidewalks on both sides of Nursery Ave; install high-visibility crossing on east leg of intersection with median crossing island; close sidewalk gap on Mission Blvd west of intersection	Pedestrian
Mission Blvd	Sullivan Undercrossing	Study signal warrant for intersection; if signal unfeasible, consider HAWK signal (pedestrian hybrid signal) and high-visibility white crosswalk in intersection west leg	Pedestrian, Vehicle
Mission Blvd	Between Mission San Jose High School and Palm Ave.	Install Class 4 bike lane on south side of Mission Blvd to prevent parent drop-off and motor vehicle encroachment into the curbside bike lane	Bicycle
Mission Blvd	Palm Ave	Install high-visibility crosswalks and advance stop markings; study signal timing changes, including potential protected turn phases during peak school times; signal changes maintain sufficient school-area pedestrian crossing time	Pedestrian, Vehicle
Fremont Blvd	Alder Ave	Check pedestrian signal timing at intersection to ensure 3.5ft/sec and compliance with ADA; install high-visibility crosswalks and advance stop lines; trim vegetation where it interferes with sidewalk	Pedestrian, Vehicle
Fremont Blvd	Central Ave	Install high-visibility crosswalk across Fremont Blvd with advance stop markings; upgrade existing transverse crosswalks to high-visibility; Install curb extension at the SW corner; consider Leading Pedestrian Interval at signal	Pedestrian, Vehicle
Fremont Blvd.	Eggers Dr.	Install high-visibility crosswalks at intersection; install curb extension at SW corner; install red curb on east side of Eggers Dr and north side of Fremont Blvd; consider widening sidewalk in front of the school	Pedestrian, Vehicle
Fremont Blvd.	Country Dr.	Install high-visibility crosswalks, detectable surfaces at curb ramps, & Leading Pedestrian Intervals; add green conflict marks at right slip lane in short-term	Pedestrian, Vehicle

Note: Near-term improvements implementable in three years are shown in **GREEN**. Mid-term improvements (3-7 years) are unhighlighted.

Primary Street	Cross Street or Segment	Improvement	Mode(s)
Capital Improvement Program Improvements			
Decoto Rd	Between Cabrillo Ct and Paseo Padre Pkwy	Decoto Rd. Complete Streets Project. Expand and enhance transit bus access along Decoto Road and implement complete street features that provide protected bicycle facilities and sidewalk facilities as necessary for comprehensive multi-modal connectivity within the area.	Transit, Vehicle, Bicycle, Pedestrian
Systemic Safety Analysis Report (SSAR) Improvements			
Mission Blvd	Niles Blvd	Implement intersection safety improvements	Pedestrian
Mission Blvd	Between Niles Canyon Rd & Nichols Ave	Corridor safety improvements	Pedestrian
Mission Blvd	Mission Tierra Pl	Implement intersection safety improvements	Pedestrian
Mission Blvd	Between Stevenson Blvd & Macintosh St	Corridor safety improvements	Pedestrian
Mission Blvd	Between Stevenson Blvd & Driscoll Rd	Reduce lane widths; install Rectangular Rapid Flash Beacons & lighting at Macintosh St; install intersection lighting at Stevenson Blvd; construct protected intersections and a two-way separated bike lane from Stevenson Blvd to Las Palmas Ave	Pedestrian, Bicycle, Vehicle
Fremont Blvd	Parish Ave	Implement intersection safety improvements	Pedestrian
Fremont Blvd	Decoto Rd	Delineate bike lanes and add buffers; install pavement striping, advance stop bars, & yield lines; remove double left turn lanes; upgrade signal heads & add video cameras and lighting	Pedestrian, Bicycle, Vehicle
Fremont Blvd	Alder Ave	Implement intersection safety improvements	Pedestrian
Fremont Blvd	Chapel Way	Implement intersection safety improvements	Pedestrian
Fremont Blvd	Grimmer Blvd	Implement intersection safety improvements	Pedestrian
Fremont Blvd	Papazian Way and Clough Ave	Add intersection lighting, install Rectangular Rapid Flash Beacons with high visibility crosswalk, add median refuge island, & add curb extensions with directional curb ramps. Add intersection lighting on both sides of the existing crosswalk at Clough Ave	Pedestrian
Fremont Blvd	Peralta Blvd	Implement intersection safety improvements	Pedestrian
Fremont Blvd	Between Alder Ave & Thornton Ave	Corridor safety improvements	Pedestrian
Fremont Blvd	Bonde Way	Implement intersection safety improvements	Pedestrian
Paseo Padre Pkwy	Mowry Ave	Implement intersection safety improvements	Pedestrian
Walnut Ave	Parkhurst Dr	Implement intersection safety improvements	Pedestrian
Walnut Ave	Between Civic Center Dr & Paseo Padre Pkwy	Corridor safety improvements	Pedestrian

Note: Near-term improvements implementable in three years are shown in GREEN. Mid-term improvements (3-7 years) are unhighlighted.

Primary Street	Cross Street or Segment	Improvement	Mode(s)
Specific Plan Improvements			
Fremont Blvd	Washington Blvd	Reduce the corner radius at the northeast and southeast corners, including potentially removing the pork chop island.	Pedestrian
Washington Blvd	Osgood Rd/Driscoll Rd	Consider reducing the corner radius at all corners and or/reducing lane widths on Driscoll Rd.	Vehicle
Washington Blvd	Osgood Rd/Driscoll Rd	Remove one eastbound lane on Washington Blvd. Reduce lane and median widths on Osgood Rd.	Vehicle

Note: Near-term improvements implementable in three years are shown in **GREEN**. Mid-term improvements (3-7 years) are unhighlighted.

Sources:

Fremont Bicycle Master Plan (2018)

Safe Routes to School Studies: American High, Centerville Junior High, Niles Elementary, Mission San Jose High, Oliviera Elementary, Washington High

Fremont 2019/20 - 2023/24 CIP

Fremont Systemic Safety Analysis Report (2019)

Fremont Irvington Specific Plan

Additional Near-Term Improvements Recommended by Project Team City of Fremont – June 2020

Description	Location	Mode(s)
Bus Stop Amenities*		
At all high-ridership stops, provide the following: <ul style="list-style-type: none"> • Shelters • Benches • Wayfinding signage • Lighting 	1. Fremont Blvd/ Alder Ave (NB) Locations are identified as those with more than 10 boardings per hour during the peak period.	Transit
Signal Retiming/Optimization for Bus Operations		
Signal timing adjustments to reduce delays for transit movements around BART stations, in particular left turns at signalized intersections. Additional transit signal priority improvements will be addressed through project development activities to begin in late 2020.	1. Fremont Blvd./Walnut Ave. Locations are identified as signalized intersections along bus routes that connect the Project Corridor with nearby BART stations.	Transit
Sidewalk Gap Closure		
Construct sidewalks on one or both sides of the street where missing	1. Mission Blvd. from Union City Boundary to Niles Canyon Rd. (Caltrans facility) Locations are identified as those with documented sidewalk gaps for existing conditions.	Pedestrian

*AC Transit does not own or maintain amenities at bus stops. As part of the Rapid Bus project development process, Alameda CTC will coordinate with AC Transit and local jurisdictions to establish a process for implementing needed bus stop improvements.