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

MAY 2024

PROJECT OVERVIEW

14th Street, Mission Boulevard, and Fremont Boulevard connect the communities of central and southern Alameda County with regional transportation facilities, employment areas, and activity centers. The corridor extends through five jurisdictions (San Leandro, unincorporated Alameda County, Hayward, Union City, and Fremont) and provides connections throughout the inner East Bay paralleling Interstate 880 and BART.

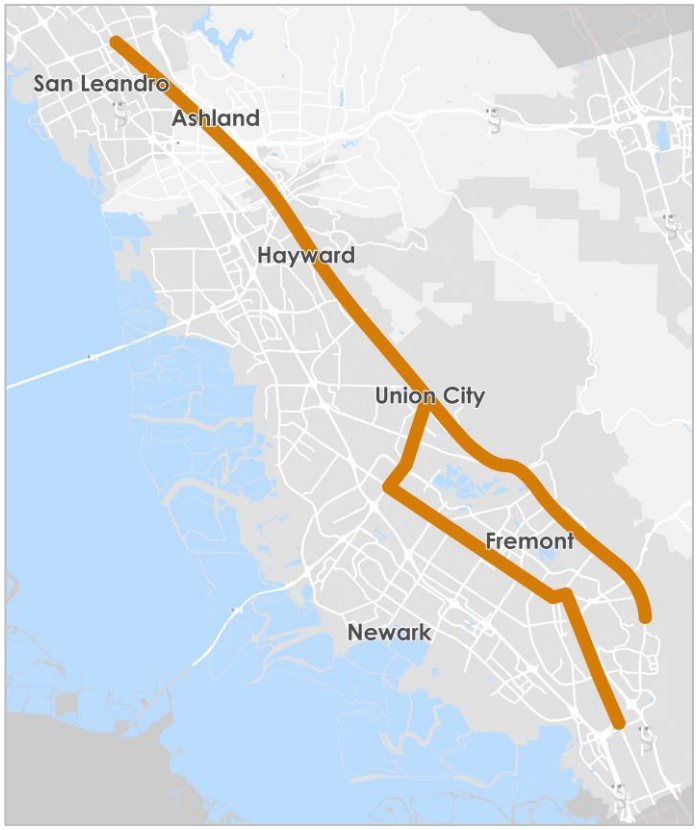
The E. 14th St./Mission Boulevard and Fremont Boulevard Multimodal Corridor Project (Project) will identify specific near-, mid-, and long-term multimodal mobility improvements for implementation.

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 Streetscape, Phases 2 and 3
- **Hayward** - Mission Blvd. improvements, Phase 2 and Phase 3
- **Union City** – Quarry Lakes Parkway
- **Fremont** – Fremont Blvd. Safe and Smart Corridor
- **Caltrans** – pavement rehabilitation, Americans with Disabilities (ADA) curb ramps
- **AC Transit** – TEMPO, 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

PROJECT CORRIDOR



(For illustrative purposes only.)

STUDY AT A GLANCE

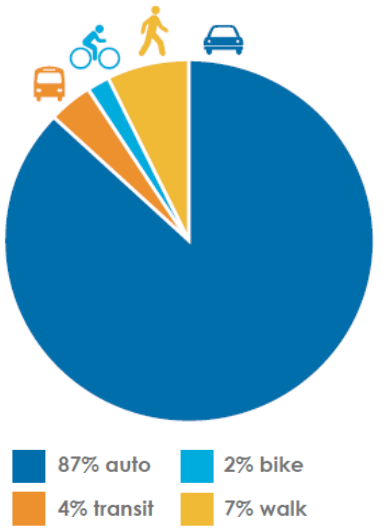
- 5 local jurisdictions
- 314,000 residents
- 90,000 employees
- 14 Priority Development Areas
- 120 signalized intersections
- 16,800 to 36,000 vehicles per day
- 2/3 of corridor with bike lanes
- 7 transit providers plus public and private shuttles
- 7 BART stations, 2 Capitol Corridor stations, 1 ACE station (shared with Amtrak)

Source – East 14th Street/Mission Boulevard and Fremont Boulevard Multimodal Corridor Project Scoping Phase Recommendations Report (Fall 2020)

TRAVEL MARKET: AUTO

Most trips made by auto

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

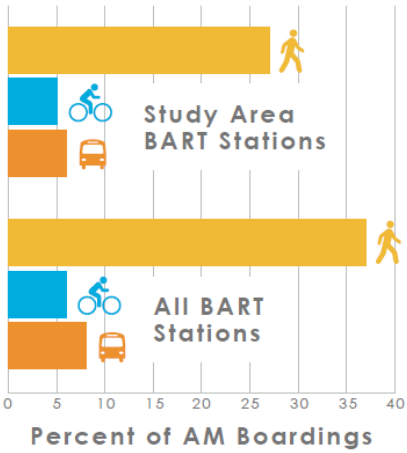


Source – Alameda Countywide Model, 2018

TRAVEL MARKET: BART

BART mode of access

Within the Study Area, a smaller share of BART passengers walk and take the bus to reach the station as compared to the BART system as a whole.



Source – 2015 BART Customer Satisfaction Survey

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

Source – East 14th Street/Mission Boulevard and Fremont Boulevard Multimodal Corridor Project Scoping Phase Recommendations Report (Fall 2020)

TRAFFIC OPERATIONS

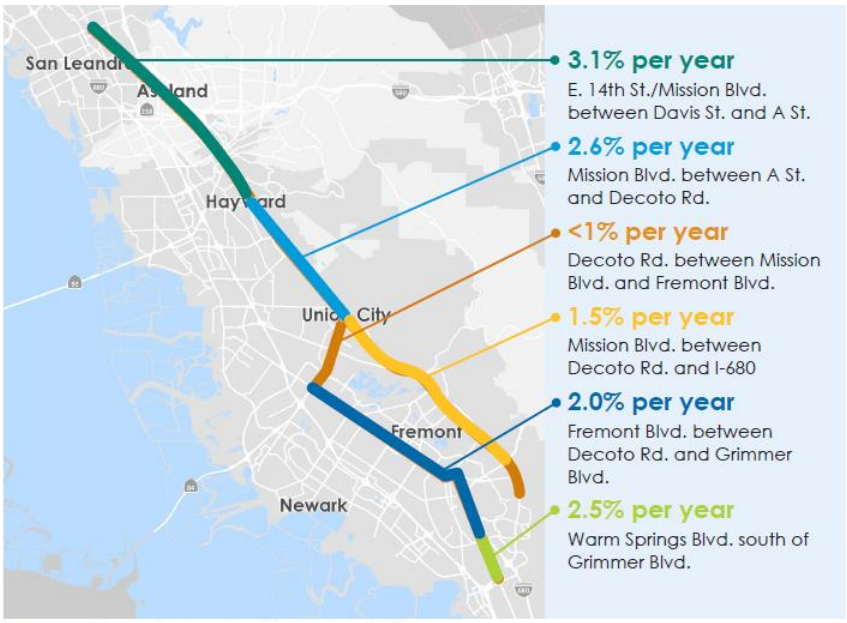
Six intersections currently operate over capacity:

- Foothill Boulevard and A Street
- Mission Boulevard and Niles Canyon Road/ Niles Boulevard
- Mission Boulevard and Mowry Avenue
- Mission Boulevard and I-680 southbound ramps
- Fremont Boulevard and Decoto Road
- Fremont Boulevard and Automall Parkway

Travel Time Comparison – San Leandro to Fremont

- 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.

ANNUAL TRAFFIC GROWTH TO 2040 – PEAK HOUR



Source – Alameda Countywide Model, 2018

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

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 percent of bus passengers in the Study Area board at a BART station.

SAFETY

Fatal and Severe Injury Collisions

84 fatal or severe injury collisions over five years

32 **involving pedestrians**

10 **involving bicyclists**

Between June 2012 and May 2017, half of fatal and severe collisions involved a pedestrian or bicyclist.

Countywide High-Injury Network

40% of the corridor is part of the high-injury PEDESTRIAN network

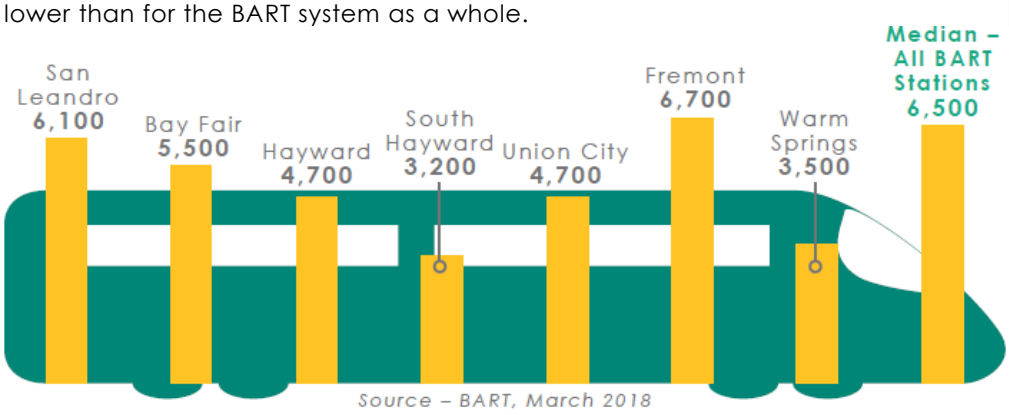
25% of the corridor is part of the high-injury BICYCLIST network

The 2019 Countywide Active Transportation Plan identifies several portions of the corridor as part of the countywide high-injury network.

TRANSIT

BART ridership

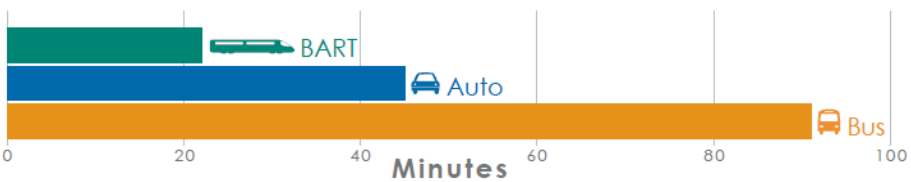
Ridership at BART stations in the Study Area is generally lower than for the BART system as a whole.



Source – BART, March 2018

Travel Time Comparison – San Leandro to Fremont

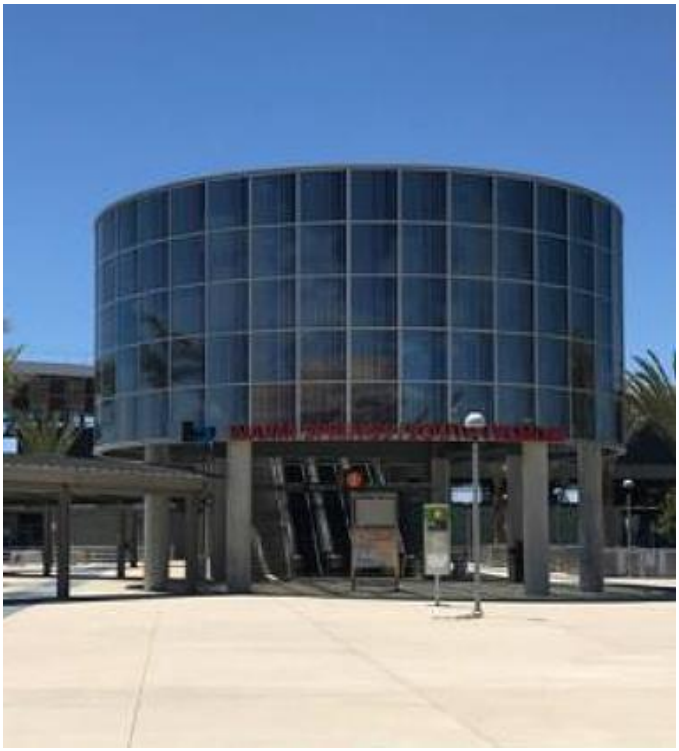
BART is currently twice as fast as driving for end-to-end travel during the PM peak. This highlights the need for strong connections to BART to leverage its travel time advantage.



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



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. In December 2021, the Commission took action to advance some near term improvements as part of the EBGW Multimodal Corridor Project.

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 in support of local jurisdictions' long-term goals.

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