

Fremont Mobility Action Plan

March 2019





Message from Mobility Task Force

To the Mayor, City Council, and Fremont Community

It has been our pleasure to serve our community as the Mobility Task Force and we appreciate the leadership the City has taken to create a “plan of action” to address Fremont’s transportation issues and needs, with a focus on traffic congestion, travel alternatives, safety improvements, and new technologies.

During the past 16 months, from October 2017 to January 2019, the Task Force has developed an appreciation of the regional nature of mobility issues facing Fremont, the depth of planning and problem solving already underway, and the tremendous engagement of the Fremont community toward sharing their concerns, ideas, and priorities. Use of the Fremont Open City Hall platform for the recent Mobility Survey produced three times more input than any past survey...a clear indication of the community’s interest in improved mobility!

This Mobility Action Plan (MAP) is intended to guide the City’s local implementation priorities and regional advocacy efforts over the next five years. The recommendations presented in the MAP begin with priority actions the City can control, like having more efficient traffic signals and safe routes to schools, and then addresses regional projects and policies.

Finally, we would like to commend the City’s staff and consultants for their professional expertise and facilitation of an educational and meaningful process. Again, we appreciate the opportunity to serve the community and to keep Fremont moving forward!

Sincerely,

The Fremont Mobility Task Force

Jitu Choudhury (Chair), John Rennels (Vice-Chair), Jannet Benz, Reshma Karipineni, Sally Morgan, Raul Parungao, Jason Sage, Diane Shaw, Mark Spencer, Balaji Sundaram, Gary Suplick, Judy Whaley, Laura Winter, and John Worley

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ACKNOWLEDGEMENTS

Project Management Team

City of Fremont

Hans Larsen, Public Works Director; Sheila Marquises, Senior Transportation Engineer

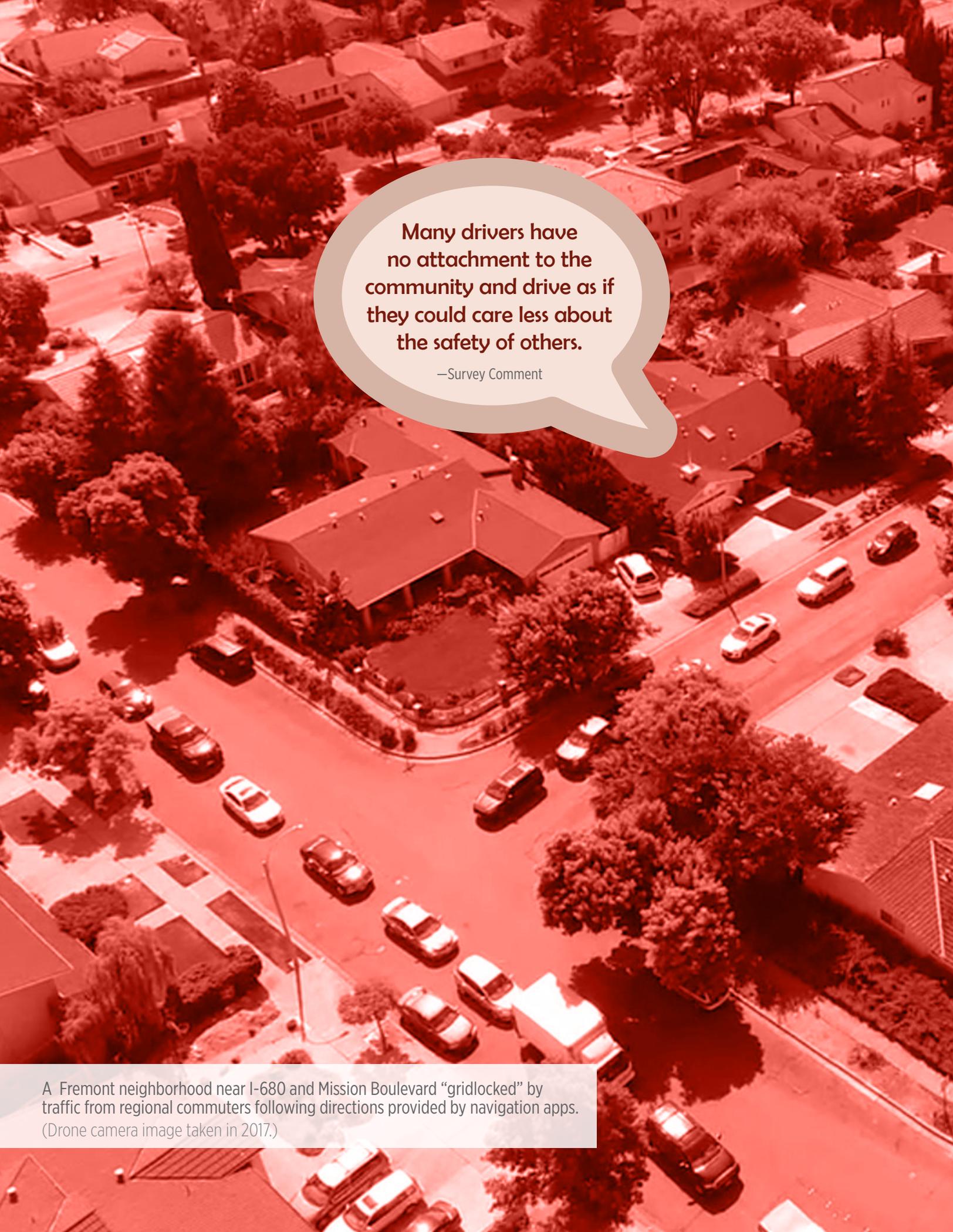
Consultants

David Fields (Nelson\Nygaard); Magnus Barber (Nelson\Nygaard); Nora De Cuir (Kearns and West)

All images from City of Fremont or Nelson\Nygaard, except where otherwise noted.

FOR MORE INFORMATION

For more information and to follow progress on implementation of the Fremont Mobility Action Plan, visit www.fremont.gov/mobilityactionplan

An aerial photograph of a residential neighborhood, showing houses, trees, and streets. A large, light-colored speech bubble is overlaid in the center of the image. The text inside the speech bubble is in a bold, sans-serif font. The entire image has a reddish-orange tint.

**Many drivers have
no attachment to the
community and drive as if
they could care less about
the safety of others.**

—Survey Comment

A Fremont neighborhood near I-680 and Mission Boulevard “gridlocked” by traffic from regional commuters following directions provided by navigation apps. (Drone camera image taken in 2017.)



BACKGROUND

WHAT AND WHY?

The Fremont Mobility Action Plan is a community-developed 5-year plan for local action and regional advocacy launched by Fremont’s Mayor and City Council in response to community concerns about traffic throughout Fremont. With support from the City and input from the greater Fremont community, representatives developed a 5-year Mobility Action Plan to address traffic congestion, improve local multimodal circulation, reduce traffic crashes, and adapt new transportation technologies in the City of Fremont.



The Mobility Task Force in action.

MOBILITY TASK FORCE: PURPOSE AND MEMBERSHIP



The Mobility Task Force helped guide the development of the Mobility Action Plan. Members were charged to:

- **Understand issues and efforts** related to mobility in Fremont
- **Act as community ambassadors** to communicate these issues and efforts to the greater Fremont community
- **Generate and consider ideas** to improve mobility options
- **Build consensus** to help identify priorities for future action

TASK FORCE MEMBERS

The Mobility Task Force was made up of Fremont residents and stakeholders, representing different parts and voices of the city, contributing perspectives and knowledge from a variety of professional backgrounds.



- **Jitu Choudhury**, Task Force Chair, Council District 3 Representative
- **John Rennels**, Task Force Vice-Chair, Environmental Sustainability Commission
- **Jannet Benz**, Council District 5 Representative
- **Reshma Karipineni**, Planning Commission
- **Sally Morgan**, Council District 1 Representative
- **Raul Parungao**, Fremont Unified School District
- **Jason Sage**, Council District 4 Representative
- **Diane Shaw**, Transit Agency Professional
- **Mark Spencer**, Transportation Engineering Professional
- **Balaji Sundaram**, Business/Technology Professional
- **Gary Suplick**, Bicycle and Pedestrian Technical Advisory Committee
- **Judy Whaley**, Council District 6 Representative
- **Laura Winter**, Council District 2 Representative
- **John Worley**, Ohlone College

BUILDING ON PAST EFFORTS

The Fremont Mobility Action Plan is a continuation of the City's ongoing efforts to work with the community to help understand and address the growing issues of traffic congestion and the impact it has on the overall quality of life in Fremont.

Increased traffic congestion has made it frustrating to commute to work, but it is also difficult for community members to drive around Fremont for shopping trips and medical appointments, to drop off kids at school and extracurricular activities, and even to just access their neighborhoods and homes.

In 2017, the City of Fremont prepared a newsletter focused on the growing issue of traffic congestion. The newsletter was mailed to all City households and continues to be a good resource on the topic. Also, the City has a web page devoted to traffic congestion issues and which includes an online copy of the "Taming Traffic" newsletter. Check it out at: www.fremont.gov/trafficcongestion

TAMING TRAFFIC IN FREMONT

Addressing the Traffic Congestion Dilemma



Photograph of a congested Fremont neighborhood near I-680 taken from a drone camera

Fremont is facing a significant challenge that is impacting the quality of life for our residents and businesses. Regional cut-through traffic is clogging our local roadways with motorists that do not live or work in Fremont. For example, approximately 40% of the cars on Mission Boulevard in the Mission San Jose area are just passing through. These drivers use our streets as a freeway bypass to get to a final destination over

the Sunol Grade. There are several factors that have created this rise in traffic congestion: a severe jobs and housing imbalance in Silicon Valley and the Peninsula, Fremont's location at the crossroads between the jobs and the affordable housing over the Sunol Grade, the rise of navigation apps that direct regional commuters to our residential streets to save a few minutes during peak traffic times, not to mention an extreme 2017

winter season that closed or constrained commuter routes like Niles Canyon Road and Interstate 680. Fortunately, there is hope on the horizon: the BART extension to San Jose will start service in 2018, a new northbound express lane on Interstate 680 will open in early 2020, and Fremont is modernizing its traffic signal system to enhance efficiency. Additionally, Fremont has created a Mobility Task Force that plans to further address citywide traffic congestion issues.



Causes of Congestion
Pages 2-3



Regional Projects
Page 4



Subscribe to Alerts
Page 6



Mission Blvd/SR 262
Page 7

2017 "Taming Traffic" Newsletter sent to all Fremont households.

UNDERSTANDING TRAFFIC CONGESTION IN FREMONT

The primary reason traffic congestion in Fremont has gotten out of hand is due to the explosive growth in the Silicon Valley economy, with a rapid increase in jobs but without corresponding growth in Silicon Valley housing.

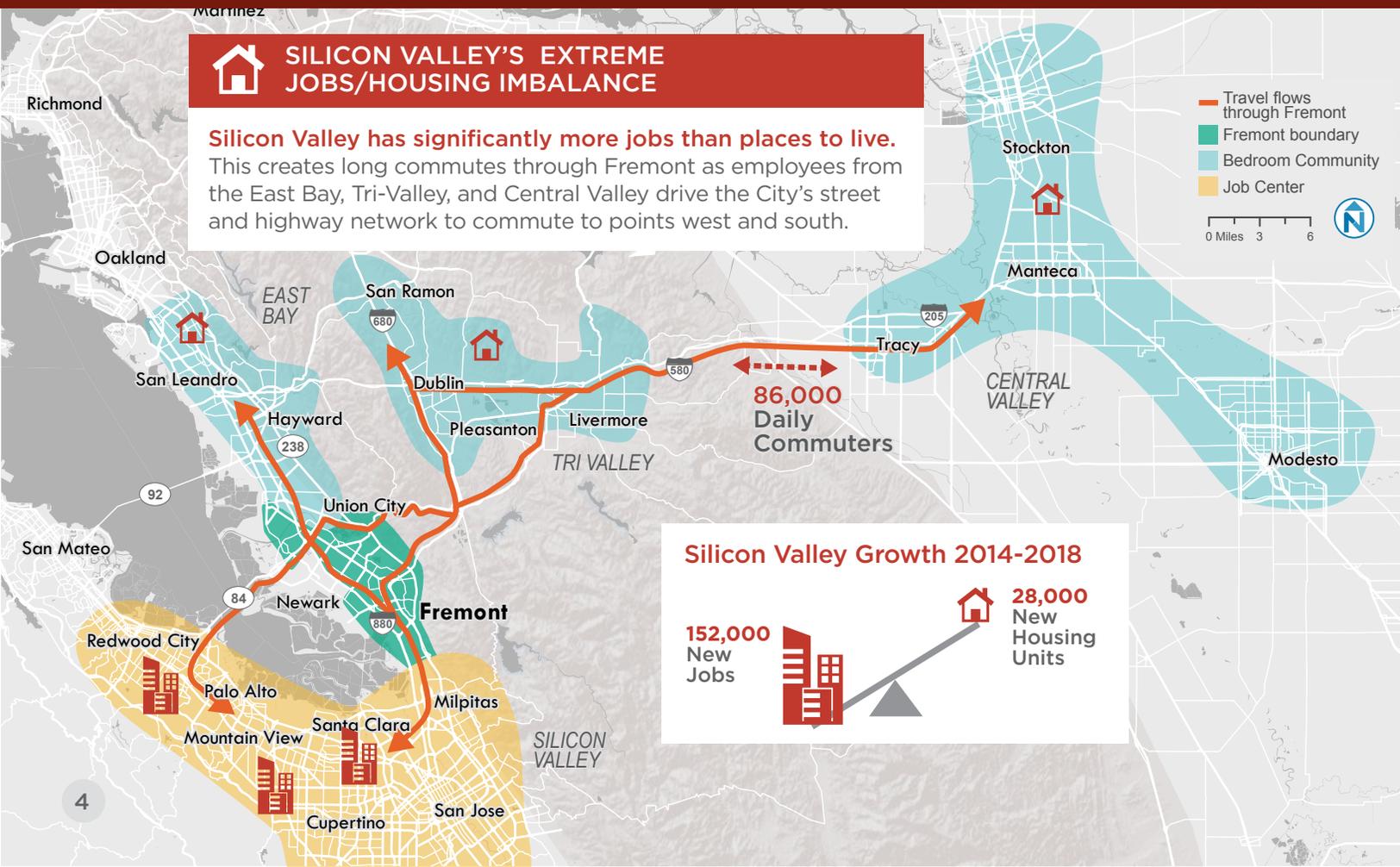
Fremont is at the crossroads between where the jobs are and where the employees are living. Many new jobs have been created on the Peninsula and in the South Bay at companies like Facebook, Apple, and Google. But relatively little new housing has been created near these job sites. Workers increasingly commute to their Silicon Valley jobs from homes in the East Bay, Tri-Valley and the Central Valley.

This imbalance between jobs and housing induces commute trips through Fremont and sends traffic crawling along the three highway corridors of Interstate 880, Interstate 680, and State Route 84. A “triple tidal wave” of traffic

passes over Fremont every weekday morning and afternoon. Traffic congestion is further compounded by a ‘funnel effect’ created by the geography of Fremont. Navigation apps aggravate the problem by directing regional commuters through Fremont’s main streets and neighborhoods to avoid clogged highways.

Besides the regional traffic congestion challenge, Fremont also needs to address local traffic congestion issues to serve the internal travel demands of Fremont’s growing population of 230,000 residents. This includes access to all areas of the city, for getting to work, schools, shopping, appointments, friends and youth activities among their day-to-day travels. Accordingly, it is necessary to maintain and improve the interconnected network of roads to provide safe and efficient travel throughout Fremont for its residents.

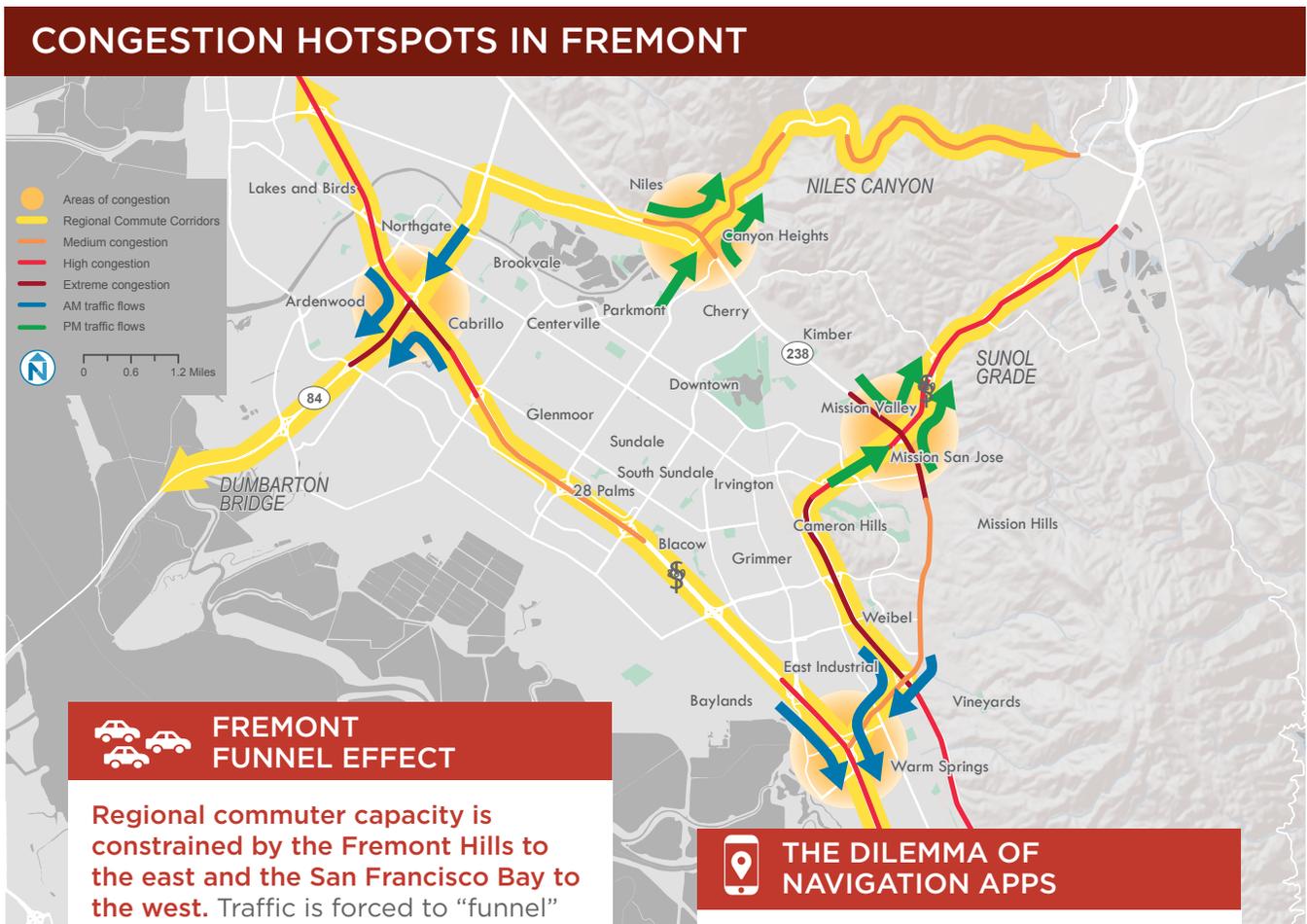
COMMUTE ROUTES THROUGH FREMONT



‘SMART GROWTH’ VS. ‘DUMB GROWTH’

The City of Fremont has had its share of Silicon Valley job growth, with Tesla being the leading example. Fremont has responsibly balanced job growth with nearby housing, and has focused growth near regional transit services. This is the

‘smart’ way to grow—unfortunately, much of the growth in other parts of Silicon Valley has been ill-advised at best, with too many jobs created without nearby housing and/or located far away from transit stations.



FOCUS OF MOBILITY ACTION PLAN

The Mobility Action Plan is intended as Fremont’s “MAP” to a better transportation future. The focus is comprehensive—addressing traffic congestion, travel alternatives, traffic safety, and future technologies, and focused on actions that can be practically achieved during the next 5 years. It is built upon existing City plans, with new ideas and priorities expressed

by the community during a significant outreach process. The end result is an action agenda that begins with what the City can manage directly through local actions (like signals, school zones, safety, and smart mobility), and then addresses things the City should seek to influence (such as regional policy and projects).



Mobility Action Plan community workshop at the Fremont Earth Day event.



How important are the following projects?
project high, medium or low

Planned Regional Transit Improvements



ACE Train

Expands daily round trip service from 4 to 10 trains; Adds parking to Centerville Station.



Amtrak Capitol Corridor

Realigns service to "Coast Line" for improved travel time and built new Fremont Station at Ardenwood Park and Ride Lot.

Dumbarton Express Bus

Improves service frequency and travel time with transit signal priority and queue jump lanes.

Dumbarton Rail

Provides new rail service across Bay connecting Redwood City, Menlo Park, Newark, Fremont and Union City.

Planned Regional Highway Improvements

State Route 262/Mission Blvd. Upgrade

Provides new freeway lanes connecting I-880 and I-680/Mission under Warm Springs Blvd and Mohave Dr; Upgrade

I-680 Interchange Upgrades (Mission, Washburn and Auto Mall Pkwy)

Improve freeway interchanges at Mission Blvd, Washburn and Auto Mall Pkwy for better traffic operation, people walking and bicycling.

I-880 Interchange Upgrade (Decoto)

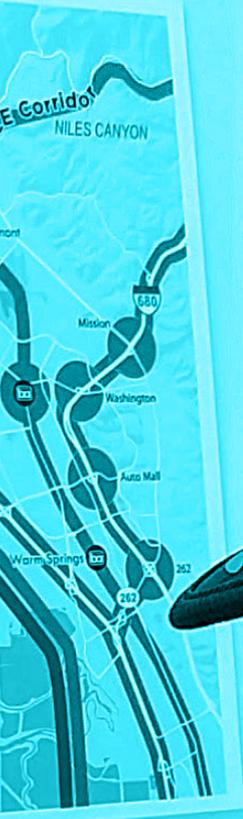
Improves freeway interchange at Decoto for better traffic operations and access for people walking and bicycling.



Did you know?

Three major projects are already...

1. BART Extension (2018)



Modern Mu

Mobility Take

Fremont has plans for more efficient and more attractive an



COMMUNITY INPUT AND IDEAS

Which planning efforts a

Traffic Signal Modernization	Upgrade detect traffic
AC Transit Modernization Plan	Reorg service service
Pedestrian Master Plan	Improve roadwa gaps in
Bike Master Plan	Improve ages an by impl
ail System development egy	Develop along 12 Canyon
s to n	Impleme complete biking to

I take BART to get to work everyday. If AC Transit were more convenient it might cut down my driving during the weekdays to almost nothing.

—Survey Comment

As a bike rider, my safety concern is having to merge with vehicles crossing freeway on-ramps and roads with no clear bike lane.

—Survey Comment



The Mobility Action Plan process provided opportunities for engagement online and in-person, as well as through the Mobility Task Force meetings.

IN-PERSON ENGAGEMENT OPPORTUNITIES

Talking one-on-one with City Staff and the project team was an important part of engaging with the greater Fremont community. A variety of outreach events were held at various locations around Fremont. In addition to official City events, Task Force members conducted outreach in their communities.

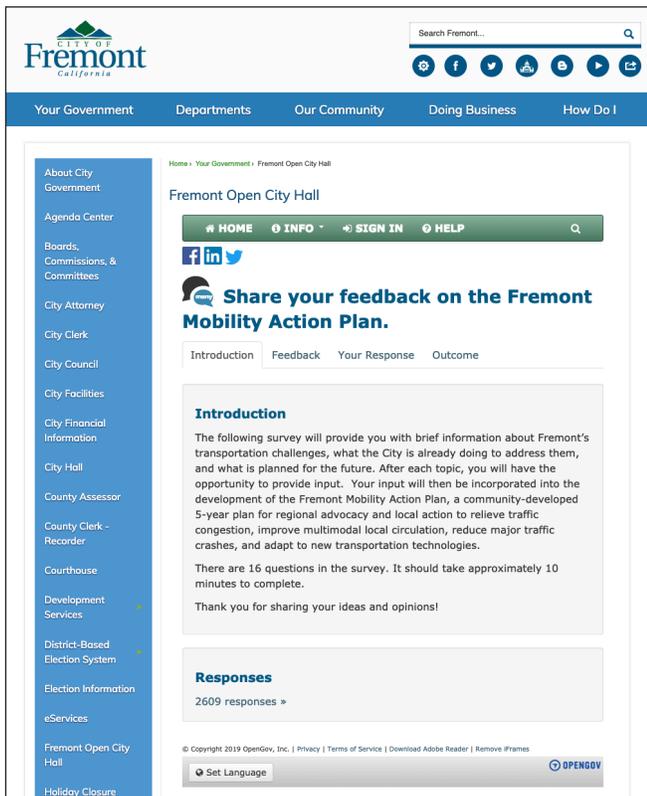
POP-UP WORKSHOPS

Task Force members joined Staff and the project team at pop-up workshops, helping to gather input from stakeholders in high-traffic locations throughout Fremont.



ONLINE ENGAGEMENT OPPORTUNITIES

In total, over 2,600 people provided feedback on the Mobility Action Plan via the online tool. The Fremont Open City Hall on-line survey platform was used by a record number of people, with three times more responses received than any other survey topic since its inception in 2013. Users were asked to provide input on various mobility topics including where they experience the worst traffic congestion, their favorite mobility improvement solutions, as well as input on the topics of traffic safety and new transportation technologies. Major findings and community quotes obtained from the survey are highlighted throughout the Action Agenda section of the Mobility Action Plan.



The online tool gathered input and provided a summary of responses from registered users. Comprehensive survey results can be viewed at www.fremont.gov/OpenCityHallMobility.



TOOLKITS FOR TASK FORCE MEMBER OUTREACH

Task Force members were provided with ambassador toolkits and encouraged to reach out to their organizations and communities to help share Mobility Action Plan information and solicit survey responses. The efforts of Task Force members leveraged existing community networks and resulted in a significant increase in online survey responses.

SUMMARY OF COMMUNITY FEEDBACK

Five strong themes emerged from the community outreach process. This feedback has been used by the Task Force and project team to develop the action items found in the following pages.

I feel as though Fremont is doing more than its part to add new housing to address Silicon Valley's needs. I would hope that some of the other Silicon Valley cities do the same.

—Survey Comment



Land Use & Transportation Connection:

With 91% support, participants overwhelmingly want development controls to address growth in Silicon Valley. Community members are aware of the role of land use plays in traffic congestion. The community is interested in what can be done on a regional level to address and manage this core issue.



Priority Projects: There is passion for delivering local and regional projects, particularly those that would be high impact. There is broad support for traffic signal modernization, Safe Routes to School programs, the SR 262 Upgrade, and interchange upgrades. Dumbarton Rail is a regional project that generated significant community interest.



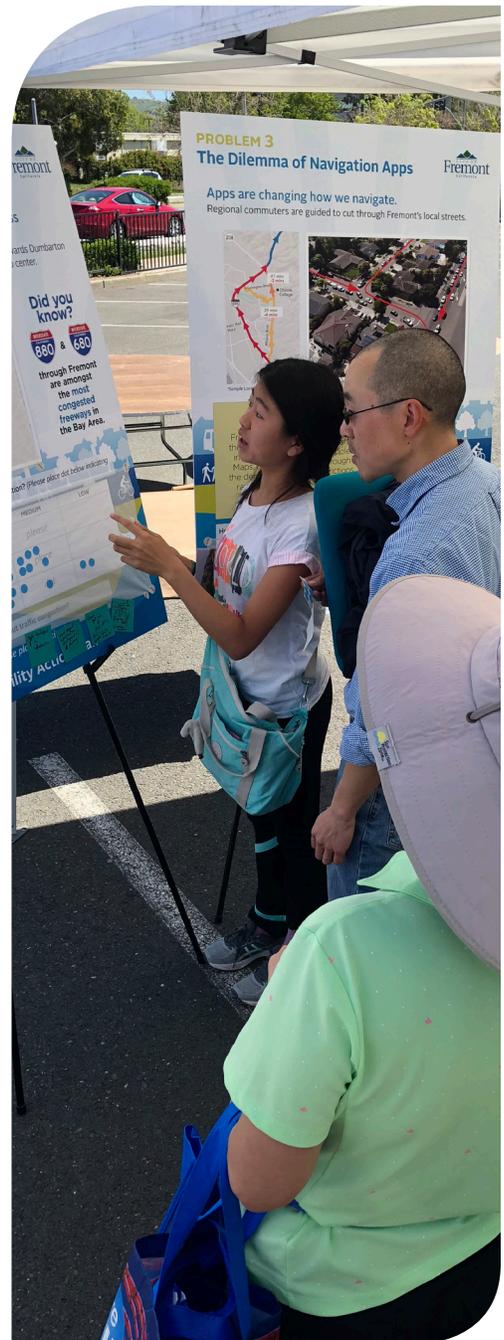
Alternative Transportation Choices: Survey respondents support an ambitious goal for transportation alternatives in Fremont—reducing the Drive Alone rate to nearly 50%. There is interest in better local bus service, bike facilities, pedestrian crossings and safety. Survey respondents desire a more multi-modal Fremont.



Navigation App Regulation: 67% of survey respondents believe that navigation apps should be regulated to avoid commute travel through neighborhoods. This belief is balanced by the popularity of apps and recognition that they are part of most people's daily lives.



Support for the City's Good Work: Community members support existing programs, particularly those focused on safety and smart mobility. The significant progress made by programs like Vision Zero should be maintained and expanded.



GEOGRAPHIC ISSUES AND INTERESTS

Not surprisingly, the online Mobility Survey revealed that residents from different areas of the City reported different traffic concerns and transportation improvement priorities within their local community. Below is a summary of key differences among Fremont’s six City Council Districts.

The problem in Fremont is that there are not enough direct connections between 880 and 680.
—Survey Comment

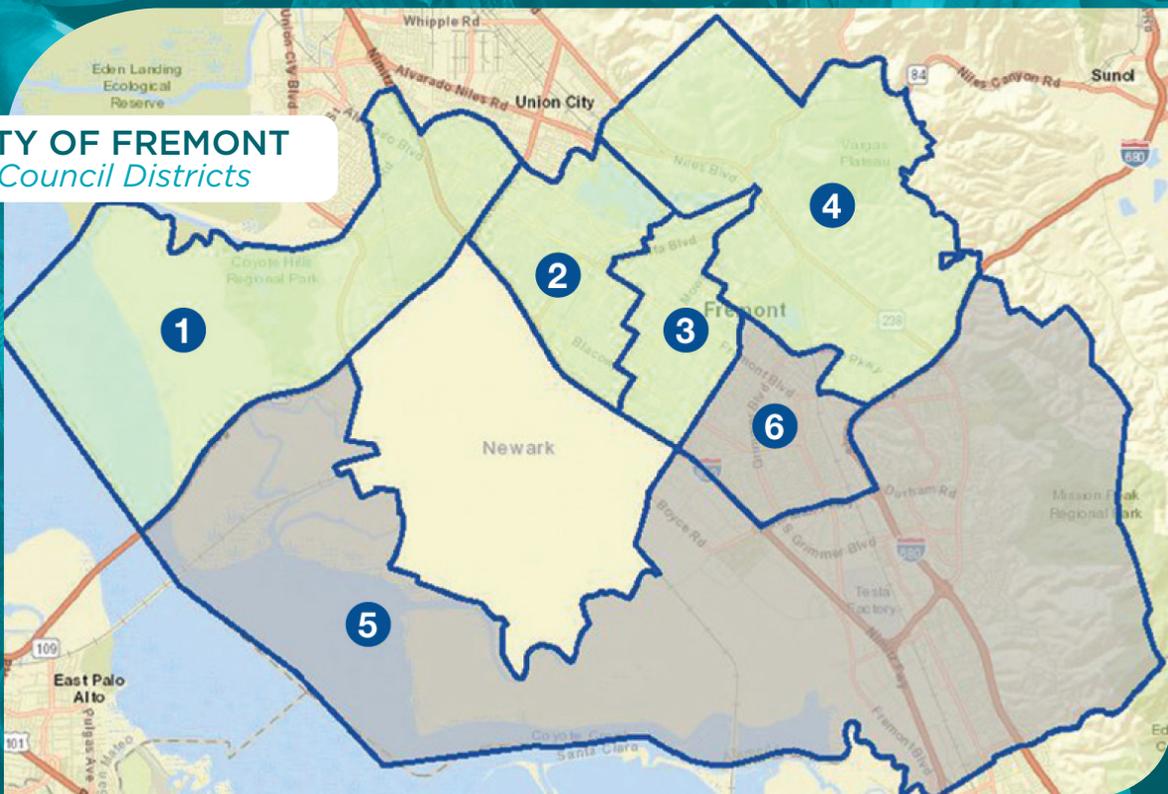
Council District	1	2	3	4	5	6
Top Traffic Concern	Commuting	Commuting	Commuting	Commuting	Neighborhood Traffic Intrusion	Commuting
Worst Traffic “Hot Spot”	Decoto/ 880	Fremont/ Decoto	Mowry/ Mission	Mission/ Niles	Mission/ 680	Auto Mall/ Grimmer
Top Three Improvement Priorities	<ol style="list-style-type: none"> Dumbarton Rail 880/Decoto I/C Upgrade Safe Routes to School 	<ol style="list-style-type: none"> Signal Modernization 880/Decoto I/C Upgrade Dumbarton Rail 	<ol style="list-style-type: none"> 680 I/C Upgrades Signal Modernization Safe Routes to School 	<ol style="list-style-type: none"> 680 I/C Upgrades 262/Mission Upgrade Signal Modernization 	<ol style="list-style-type: none"> 262/Mission Upgrade 680 I/C Upgrades Signal Modernization 	<ol style="list-style-type: none"> 680 I/C Upgrades Signal Modernization Safe Routes to School

Notes:

■ Survey responses with extreme concern or support (over 80%)

- The “262/Mission Upgrade” project provides a direct freeway connection between I-880 and I-680 along Mission Boulevard.
- The “680 I/C Upgrades” Project includes improvements to the I-680 interchanges at Mission Boulevard, Washington Boulevard, and Auto Mall Parkway.

CITY OF FREMONT
Council Districts



To look up your City Council District, visit www.fremont.gov/councildistrictlocator

Lapkoff & Gobalet Demographic Research, Inc.
5/22/17 www.Demographers.com



Example of a “quick build” safe routes to school project using signs and pavement markings to enhance safety and support increased walking and bicycling.



ACTION AGENDA



Some areas of Fremont have wonderful bike lanes; I would like to see that same style replicated across all of Fremont.

—Survey Comment



1. Traffic Signal Modernization

BACKGROUND

Fremont's traffic signals are operating on a 15-year old system. Just like household computers and phones, traffic signal technology has come a long way in 15 years. Newer systems can manage the complexity of current traffic, creating safer and more efficient operations for all travelers.

Work is already underway to modernize Fremont's system of 220 traffic signals. Funding is available to upgrade 40% of the signals, with investments focused on some of the City's most heavily travelled corridors, like Fremont Boulevard, Decoto Road, and Auto Mall Parkway. Those improvements are planned for completion by 2022. To fully modernize all traffic signals throughout Fremont will require \$20 million in additional funding.

FEATURES OF A MODERN TRAFFIC SIGNAL SYSTEM



An integrated communication network to coordinate traffic flow for all modes across the entire network



Central monitoring system for systemwide traffic troubleshooting



Reduces traffic congestion and increases travel time reliability, resulting in safer conditions for all modes



Adaptive signal timing that automatically adjusts operations for different times of day, days per week, seasons, incidents, and special events



Signal priority for emergency and transit vehicles



Battery back-up systems to keep traffic signals safely operating in the event of power outages

I feel the signals within Fremont on major roads do not allow for proper flow.

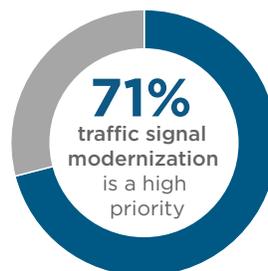
—Survey Comment

I am especially eager to see smart signals in Fremont.

—Survey Comment



Community Input From Mobility Survey



#1 local mobility improvement project

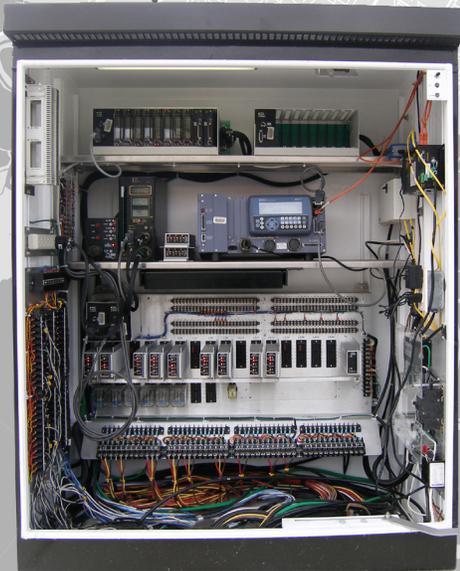
LOCATION OF FUNDED TRAFFIC SIGNAL UPGRADES

2022

Completion Goal



0 Miles 0.85 1.7



Traffic signal cabinet interior with upgraded technology.

ACTION AGENDA: Traffic Signal Modernization

- Implement funded traffic signal modernization projects (40% of system) by 2022
- Seek funds to complete the remaining 60% of the network (additional \$20 million needed)



2. School Zones and Access

BACKGROUND

The City and Fremont Unified School District (FUSD) are actively working to enhance traffic conditions near schools and to encourage more students to walk and bike to their neighborhood school. Resources to support this effort are available from the County “Safe Routes to School” program and include services to facilitate safety training and organize “parent champions” to coordinate walking school buses, bike trains, and special events like “Walk and Roll to School” days. Currently 55% of Fremont schools are participating in Safe Route to School programs to help reduce the amount of driving to schools.

In 2017, the City and FUSD jointly funded the preparation of safe routes to school walking maps and traffic safety improvement plans for all 42 Fremont schools. The plans are available on the City’s website at www.fremont.gov/saferoutestoschool. Through 2019, the City is completing approximately 400 “quick-build” projects identified in the plans to improve school area traffic safety such as enhanced crosswalks, new stop signs, and reconfigured parking/loading zones. The plans also identify about 100 other projects having a cost of \$25 million (currently unfunded), which include installing new traffic signals, flashing beacons and widening sidewalks.

BENEFITS OF SAFE ROUTES TO SCHOOL PROGRAMS

- **Congestion Relief and Safety:** About 12% of morning traffic is attributable to families driving their children to school. Getting students to walk or ride a bike reduces traffic congestion. Impatient behavior due to school zone traffic congestion is a leading cause of safety issues. With more people out walking and bicycling, neighborhood streets become calmer, safer, and more welcoming for everyone.
- **Health and Learning:** By walking or bicycling to school, students get more physical activity and improve their overall health. When students exercise before school, they arrive focused and ready to learn.
- **Community:** By walking or bicycling, children encounter each other (and their other neighbors) on the way to school, increasing the feeling of community and social support.

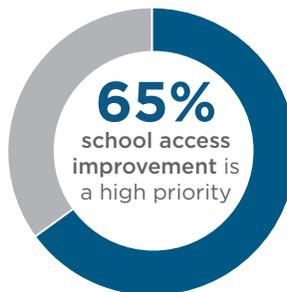


Do something so that so many parents are not driving kids to school. These drivers are causing major traffic and safety issues.

—Survey Comment



Community Input From Mobility Survey



#2 local mobility improvement project

FREMONT SCHOOLS PARTICIPATING IN SAFE ROUTES TO SCHOOL PROGRAM

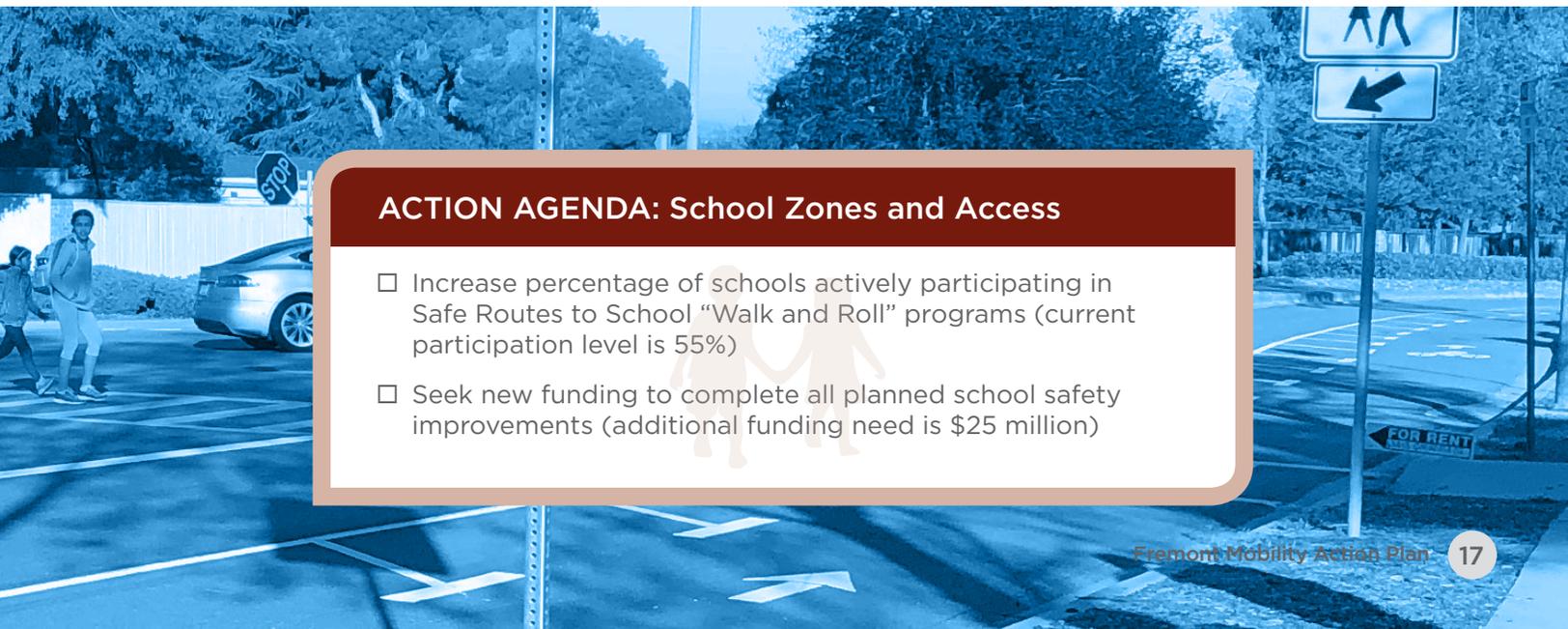
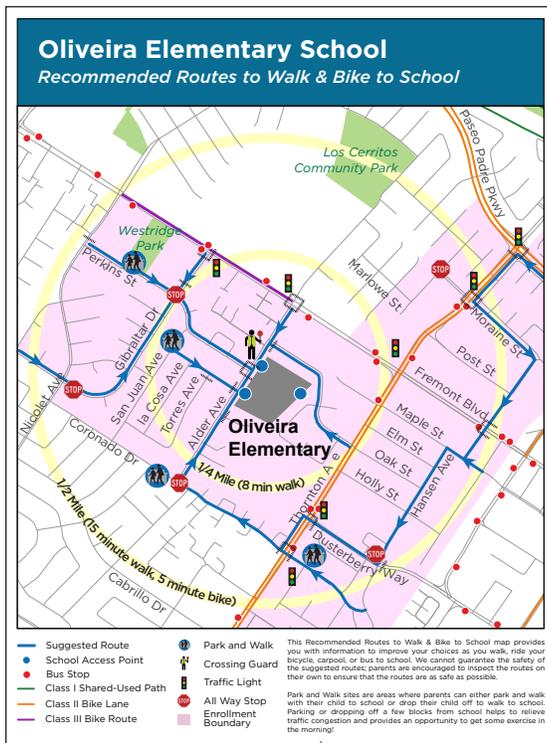
- American High
- Ardenwood Elementary
- Brier Elementary
- Cabrillo Elementary
- Chadbourne Elementary
- Durham Elementary
- E. M. Grimmer Elementary
- Forest Park Elementary
- Fred E. Weibel Elementary

- G. M. Walters Junior High
- Harvey Green Elementary
- James Leitch Elementary
- Joseph Azevada Elementary
- Irvington High
- Maloney Elementary
- Mattos Elementary
- Mission Valley Elementary
- Niles Elementary

55%

Current Participation Level

- O.N. Hirsch Elementary
- Oliveira Elementary
- Parkmont Elementary
- Thornton Junior High
- Warwick Elementary



ACTION AGENDA: School Zones and Access

- Increase percentage of schools actively participating in Safe Routes to School “Walk and Roll” programs (current participation level is 55%)
- Seek new funding to complete all planned school safety improvements (additional funding need is \$25 million)



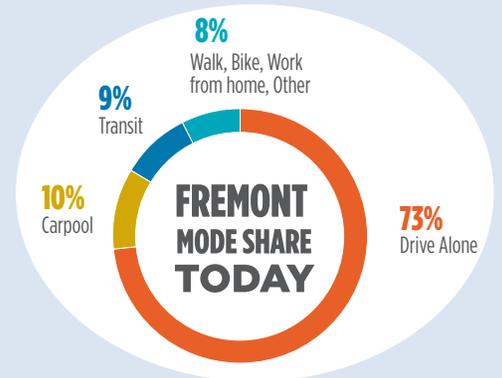
3. Travel Alternatives

BACKGROUND

The Fremont Mobility Survey revealed strong community support for efforts to reduce the amount of driving in Fremont by making other travel options more attractive to use and encouraging their use for everyday travel. This includes having more trips occur by transit, carpooling, walking, and bicycling for travel to work, school, shopping, recreation, and social activities.

Currently, 73% of commute travel in Fremont is done by people driving alone in their vehicles. Fremont residents and the Mobility Task Force have expressed an interest to “go bold” and aim to reduce its drive-alone rate to 50%.

Work is underway to provide better travel alternatives for the Fremont community. Major regional transit improvements are being implemented to better connect Fremont with major job centers to the south toward San Jose (BART extension) and to the west toward Menlo Park/Palo Alto (Dumbarton Corridor bus and rail improvements). See Section 6 on Regional Projects for more information. Locally, plans are in place to address improvements to AC Transit, provide better facilities for walking and bicycling, and requiring new development to reduce vehicle trips.



AC TRANSIT MODERNIZATION

The current AC Transit service in Fremont is based on planning from decades ago, evolving in a piecemeal fashion over time. The community complains service is slow and infrequent, routes don't go where people want, and bus stop amenities like shelters, benches and transit information are inadequate. The upcoming BART extension from Fremont to San Jose, the recent completion of the Warm Springs/South Fremont BART station, and job and housing development all create the need for a fresh look at transit services in Fremont. Fortunately, AC Transit is implementing a comprehensive bus system overhaul in the Fremont area, with service changes scheduled to occur by 2020.



Fremont needs a better bus route system, with less wait times on main thoroughfares.

—Survey Comment



Community Input From Mobility Survey



Support for Reduced 'Drive Alone' Rate

Residents under age 40 proposed a goal of 48%; those over age 60 proposed a goal of 57%

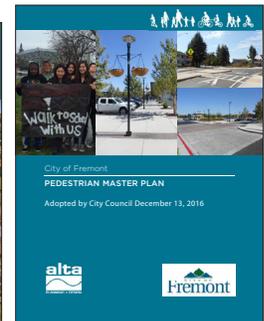
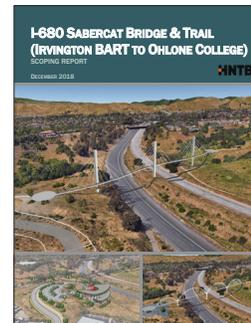
WALKING AND BICYCLING

Fremont has new master plans to support increased community travel by walking and bicycling. A [Pedestrian Master Plan](#) was approved in December 2016, a [Bicycle Master Plan](#) in July 2018. Low cost improvements are being implemented on an ongoing basis with existing funding and grants as part of the Vision Zero traffic safety program and the Citywide “complete streets” program which modifies streets to be more pedestrian and bike friendly as part of annual pavement maintenance activities.

Both plans envision a major investment to improve community connectivity for people walking and bicycling by building new bridges across barriers like freeways and railroad tracks. Major projects have been identified, with an unfunded cost of approximately \$200 million. The community has expressed interest in having more separated trails for both mobility and recreation. A Fremont Trails Strategy plan is scheduled for development in 2019 to identify opportunities and near-term priorities.

Major Bicycle and Pedestrian Projects

Project	Project Scope	Estimated Cost (in \$M)
I-880/Innovation District Bridge and Trail	Connects Warm Spring BART Station area (via Innovation Way and Kato Road across I-880) to Bayside Business District and Bay Trail	\$40
I-880/Pacific Commons Bridge and Trail	Connects Warm Springs BART Station area (via Grimmer Road) to Pacific Commons area across I-880	\$40
I-680/Sabercat Bridge and Trail; UPRR/Blacow Underpass	Connects Irvington area to Ohlone College and Mission San Jose area across I-680 and under UPRR/BART tracks	\$50
UPRR/Mowry Ped/Bike Tunnel	Provides eastern connection between City Center and Niles areas under UPRR tracks	\$10
Miscellaneous	Other Citywide pedestrian, bikeway and trail projects identified in adopted master plans	\$60
TOTAL		\$200



TRANSPORTATION DEMAND MANAGEMENT

To reduce vehicle trips and encourage use of travel alternatives, the City of Fremont requires developers of new employment sites (with over 50 employees) to prepare and implement a **Transportation Demand Management (TDM) plan**. Elements of a TDM program can include: employer shuttles, transit subsidies, bike share membership, carpool/vanpool matching services, alternative work hours, telecommuting, and parking cash out. Participating employers are required to submit annual TDM monitoring reports for City review.

ACTION AGENDA: Travel Alternatives

- Encourage increased travel by carpooling, transit, walking and bicycling and decrease drive alone commuting from 73% to 50% by 2040 (goal is to reduce drive alone travel by 1% per year)
- Develop and implement a modernized AC Transit bus service plan for the Fremont area by 2020
- Continue to implement adopted Pedestrian and Bicycle Master plans and seek funding for major investments (additional funding need is \$200 million)
- Continue to require and monitor Transportation Demand Management (TDM) programs for major new private development projects



4. Traffic Safety Program

BACKGROUND

In 2015, the Fremont City Council endorsed a bold Vision Zero traffic safety program, to reduce major traffic crashes and counteract a disturbing increase in fatalities and severe injuries, particularly for people walking and bicycling. Establishing Fremont as one of the early Vision Zero leaders in the US, over the past three years major traffic crashes have dropped by over 50%. Using a data-driven approach to identify the most effective safety improvements, Fremont's investments have included: better street lighting; targeted enforcement for speeding and impaired driving; restriping roads as "complete streets" with 10-foot lanes for slower speeds, more visible crosswalks, protected space for bicycling; and

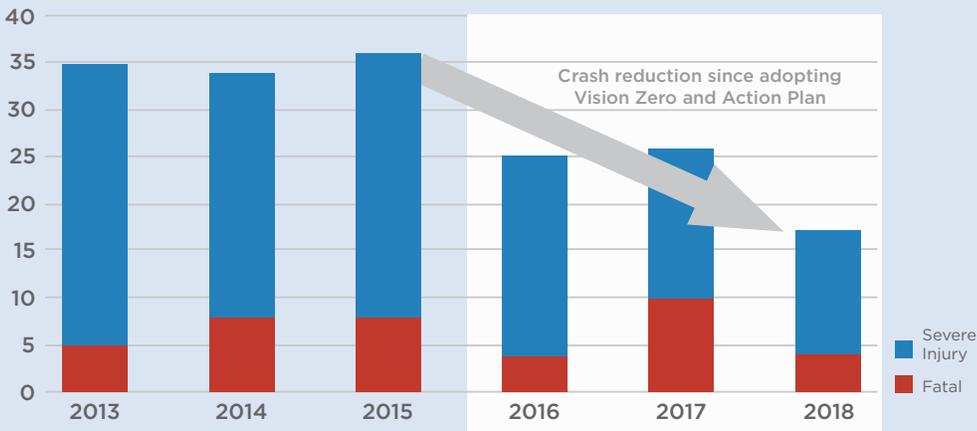


adding new traffic signals and beacons, including countdown timers for older signals to improve pedestrian crossing safety.

Ongoing funding is available from local and regional grant sources for Fremont to continue investing in traffic safety improvements such as more "complete streets" retrofits, lowering speed limits, installing enhanced pedestrian crossings, installing automated speed feedback signs, and providing traffic safety education.

In 2019 a comprehensive Citywide traffic safety study, funded by a State grant, will be completed to help guide future safety improvement efforts. More information about Fremont's Vision Zero program is available online at: www.fremont.gov/visionzero2020

FREMONT MAJOR TRAFFIC CRASH TRENDS



Over 50%

Crash Reduction Since 2015

I didn't know Fremont had the Vision Zero program. Great job on reducing crashes, fatalities, and injuries.

—Survey Comment

Community Input From Mobility Survey

Increase Enforcement
Popular suggestion for enhancing traffic safety

FREMONT VISION ZERO

Actions for 2018-2020

SAFER STREETS



Enhance Pedestrian Crossings



Tame High Speed Arterial Streets



Provide New Traffic Signals at Priority Locations

Build Better Bikeways



Make Freeway Interchanges Safer for Walking and Bicycling

Expand Safe Routes to Schools Program



SAFER PEOPLE

New Traffic Safety Education Programs



Continue Targeted Enforcement of Speeding

Reduce Impaired Driving



SAFER VEHICLES

Promote Crash Avoidance Technologies

DID YOU KNOW?

The Vision Zero approach initially started in Sweden in 1997 has been credited with significantly reducing traffic fatalities throughout Europe. Vision Zero was first adopted in the US by New York City in 2014 and has since been joined by more than thirty additional cities. For more information about the growing Vision Zero movement, check out the website for the Vision Zero Network at: <https://visionzeronetwork.org>.

Look for the Vision Zero article on Fremont at <https://visionzeronetwork.org/vision-zero-not-just-for-big-cities/>

VISION ZERO NETWORK

SEPTEMBER 18, 2017 | BY KATHLEEN FERRIER
IN NEWS, U.S. VISION ZERO CITIES

Vision Zero-Not Just for Big Cities Fremont, California Shows Us Why

Fremont, California, an early-adopter to Vision Zero in the U.S., has a lot in common with other Vision Zero cities, but it's not the population. It's a medium-sized, Silicon Valley city - population of 230,000 - with a relatively small budget.

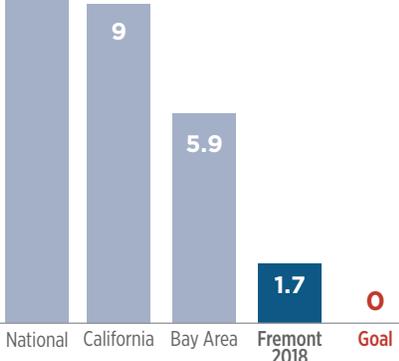
Yet, leadership in this city has re-evaluated projects and programs through a Vision Zero lens and demonstrated success in a short period of time. Our Q&A below details key projects that have driven success. To learn more, check out a [video](#) where Fremont's public works director speaks in person.



Fremont demonstrates that integrating core Vision Zero principles into a city's work can be done without enormous costs by prioritizing safety in decisionmaking and resource allocation. Fremont's Public Works Department has taken the lead on Vision Zero projects, and praiseworthy collaboration with other departments as a major winning factor.

Fatality Crash Rate Comparison

(per 100,000 population)



ACTION AGENDA: Traffic Safety Program

- Continue to be a national leader in Vision Zero traffic safety programs and decrease number of major traffic crashes resulting in fatalities and severe injuries



5. New Technologies and Smart Mobility

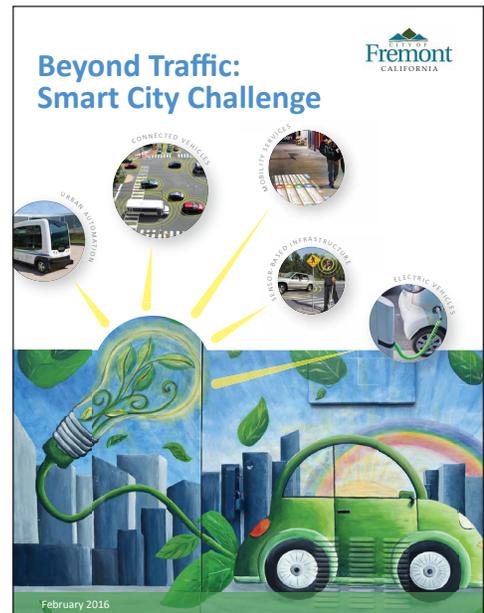
BACKGROUND

Silicon Valley and the Bay Area are at the epicenter of a transformational change occurring in the mobility sector. Companies like Uber, Tesla, and Google are developing transportation technologies that are “Shared, Electric, and Automated”. This “SEA” change has the potential to improve air quality, travel safety and accessibility for all people, particularly persons not able to drive due to age or disabilities.

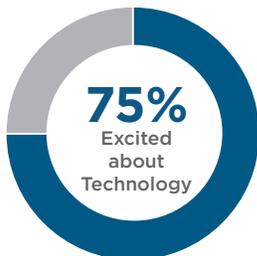
The Mobility Survey revealed strong support from the Fremont community for “Smart Mobility” with high interest in smart signals, smart parking, and shared transportation systems. A significant traffic signal modernization program is already underway (see Section 1) and a smart parking project—providing real-time parking occupancy information through a mobile app—will be completed by 2020 at the Centerville Train Station. In 2019, Fremont is working to launch a system of shared bikes and electric scooters.

DID YOU KNOW?

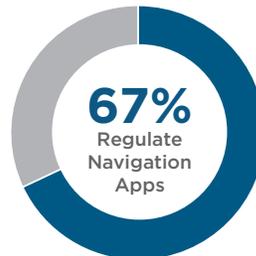
In 2016 Fremont competed in the “Beyond Traffic: Smart City Challenge” to be a national demonstration city for new transportation technologies. This put Fremont in the spotlight as an innovative city, created a framework for its “smart mobility” program and has led to getting other funding for smart signals and parking projects.



Community Input From Mobility Survey



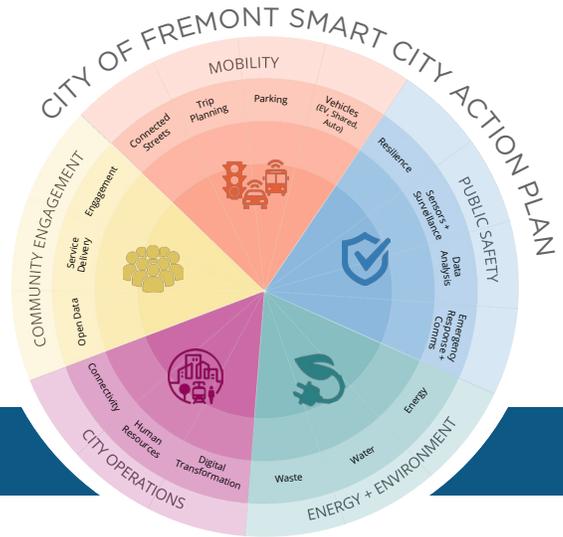
Most residents are eager for transportation improvements from smart signals, smart parking, on-demand shuttles, automated and electric vehicles, and more.



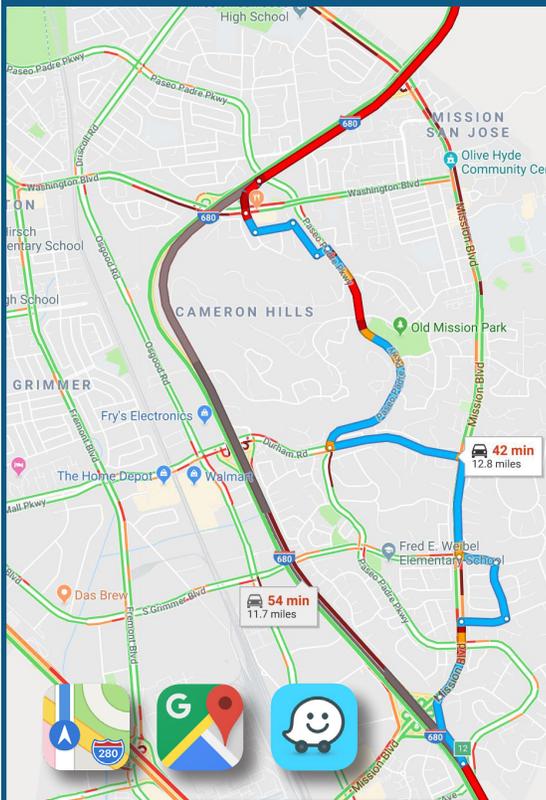
Residents are frustrated with commuters being guided onto neighborhood streets by navigation apps.

SMART CITY PLAN

The City of Fremont actively supports the application of technology to enhance its mobility system, as well as other municipal services related to public safety, energy, environment, City operations and community engagement. To guide these efforts, in 2018 Fremont created a Smart City Action Plan to identify priority projects.



THE DILEMMA OF NAVIGATION APPS



The convenience of new technologies has created some unexpected consequences, as is the case with mobile navigation systems like WAZE, Google Maps and Apple Maps. Regional commuters have been guided by these systems to use Fremont neighborhood streets as an alternative to staying on congested freeways like I-680.

The Mobility Survey revealed that over 90% of Fremont residents use navigation apps, but there is a deep concern about the severe quality of life impacts in some Fremont neighborhoods, particularly the Mission San Jose area that parallels I-680. Despite the City’s many engineering and enforcement efforts to counteract the impacts of navigation apps, Fremont residents strongly support regulating navigation companies to restrict their use of local neighborhood streets as part of regional commute routes.

For more information about Fremont’s efforts to manage “app-related” traffic issues, visit www.fremont.gov/trafficcongestion

ACTION AGENDA: New Technologies and Smart Mobility

- Stop the negative impact of navigation apps routing regional commuters through Fremont’s neighborhood streets, including consideration of regulatory solutions
- Continue efforts to implement smart mobility technologies to signals, parking, and shared vehicles (cars, bikes, and scooters)
- Seek creative solutions and opportunities to partner with other agencies and private sector for on-demand shuttle services (including autonomous shuttles)



6. Regional Policy and Projects

BACKGROUND

The rapid growth of jobs in Silicon Valley has created a severe regional challenge related to both housing supply and transportation capacity. With insufficient housing near the new jobs, workers are commuting from homes far away and creating a demand for transportation capacity beyond what the highway and transit systems can carry. The challenge is compounded by timing issues. Jobs can be created quickly by squeezing more workers into existing spaces or remodeling vacant structures, while new housing construction can take years ... and expanding transportation infrastructure often takes decades.

The imbalance between job/housing growth was the top issue of concern in the Mobility Survey—91% feel there should be development controls and incentives to better balance land uses to reduce the commute distance between jobs and housing. Leading ideas on this topic including building more housing in the cities with an abundance of jobs like Palo Alto, Santa Clara and Cupertino; and requiring Silicon Valley companies that have created jobs to contribute more toward housing and transportation solutions.

Require cities to build an equal amount of housing when they approve office buildings within their city limits.

—Survey Comment

Land Use Policy Ideas to Ease Regional Traffic Through Fremont

- **More housing closer to jobs** in Silicon Valley
- **Limit new job growth in Silicon Valley cities** with a significantly unbalanced level of jobs
- **Increased amount of affordable housing** throughout Bay Area
- **Encourage new job growth closer to available housing and transit**



Fremont has the opportunity to advocate for better regional policies to manage development through the effort to create a new regional plan and supportive policies called “Horizon and Plan Bay Area 2050”. The plan is being prepared by the Metropolitan Transportation Commission and the Association of Bay Area Governments. The work began in 2018 and will continue into 2021. More informational can be obtained at: <https://mtc.ca.gov/our-work/plans-projects/horizon>

Companies with tons of employees should be mandated to contribute more to public transportation costs.

—Survey Comment

Encourage employers to move operations to where housing is available.

—Survey Comment



Community Input From Mobility Survey



Balance Land Uses to reduce distance between jobs and housing

Good progress is being made on regional transportation improvements to help the flow of traffic through Fremont.

Projects under construction include new express lanes on I-680 and I-880, as well as the southern extension of BART to Milpitas and San Jose with connections via the VTA light rail system to job centers in Santa Clara, Sunnyvale, Mountain View, and Downtown San Jose.

Also, the recent creation of new transportation funding programs at the county (2014 Measure BB sales tax), state (2017 SB1 gas tax), and regional level (2018 RM3 bridge tolls) provides significant resources to plan and develop new projects.

FUNDED PROJECTS AND COMPLETION SCHEDULE

- **BART extension to Milpitas and San Jose/Berryessa** by 2019
- **I-880 Express Lane** by 2019
- **I-680 Express Lane** by 2020
- **Dumbarton Corridor Bus Transit Enhancements** by 2020
- **Altamont Corridor Express (ACE)** adding more cars to each train by 2021
- **Irvington BART Station**, start construction by 2022
- **BART vehicle replacement and expansion** to increase service capacity and frequency: ongoing through 2022
- **Capitol Corridor Realignment and new station** at Ardenwood Park and Ride Lot (schedule TBD)

PLANNED PROJECTS WITH PARTIAL FUNDING

- **State Route 262/Mission Blvd. Cross-Connector** from I-880 to I-680
- **I-680 Interchange Upgrades** at Mission, Washington, and Auto Mall
- **I-880 Interchange Upgrade** at Decoto
- **Dumbarton Rail Project** (proposed for implementation by Facebook)
- **Southern Alameda County Rail Integration Project** interconnecting BART, ACE, Capitol Corridor and Dumbarton transit systems
- **Mission Blvd. and Fremont Blvd.** multimodal corridor improvements



ACTION AGENDA: Regional Projects and Policy

- Participate in Plan Bay Area 2050 process and pursue land use policies designed to ease regional traffic congestion through Fremont
- Support timely delivery of funded regional transit and highway projects including improvements to BART, Capitol Corridor, and by adding Express Lanes to I-680 (Sunol Grade) and I-880
- Continue to plan and seek funding for priority regional projects including: State Route 262/ Mission Blvd. Cross-Connector; freeway interchange upgrades at 680/Mission, 680/Washington, 680/Auto Mall and 880/Decoto; Dumbarton Corridor improvements (bus and rail); and Altamont Corridor Express (ACE) service expansion



7. Organization and Funding Initiatives

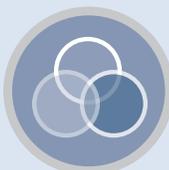
BACKGROUND

The first six sections of this Mobility Action Plan are focused on “what” to do to improve the transportation systems in Fremont. This section addresses approaches on “how” to do it.



Create a Mobility Commission

The Task Force recommends forming an ongoing Mobility Commission to act as a forum for regular community discussion of transportation issues relating to the implementation of the Mobility Action Plan. The collaborative Mobility Task Force approach—including community representatives, City staff, and professional experts—has been very helpful towards understanding issues and exploring opportunities.



Advocate Fremont Transportation Improvements Regionally

Fremont could have a stronger advocacy voice regarding transportation issues among regional agencies that often control funding and priorities for major transportation investments. It is recommended that Fremont host an annual transportation summit with regional transportation officials and local partners to align understanding and advocacy for Fremont’s interest.



Pursue New Partnerships

Fremont can accomplish more by working together with others. Building upon a good foundation of partnerships with other public agendas, Fremont should expand its network of partnerships with community groups, business associations, advocacy organizations, technology innovators, and other stakeholders aligned with the goals of the Mobility Action Plan.



Invest in Multimodal Transportation Solutions

Significant new funding is available for multimodal transportation projects from County, regional, and state sources. Additionally, implementation could be accelerated by considering new funding from City sources. The key areas of unfunded needs relate to local plans for traffic signal modernization (\$20 million), safe routes to schools (\$25 million), and major investments for pedestrian and bicycle facilities (\$200 million). The Task Force recommends that the City consider enhancements to local revenue sources. There are many recent examples among Bay Area cities where transportation investment has been increased through development impact fees, property tax-based bond measures, and sales taxes.

ACTION AGENDA: Organization and Funding Ideas

- Create an ongoing Fremont Mobility Commission to support implementation of the Mobility Action Plan
- Convene an annual Fremont Mobility Summit with participation from Fremont’s representatives from regional, state, and Federal agencies to facilitate collaboration, and review current issues, ideas, and priorities
- Pursue new partnerships to help implement Fremont’s mobility goals
- Consider new local revenue enhancement opportunities to implement unfunded local transportation priorities



ACTION AGENDA: Check List



1. TRAFFIC SIGNAL MODERNIZATION

- Implement funded traffic signal modernization projects (40% of system) by 2022
- Seek funds to complete the remaining 60% of the network (additional \$20 million needed)



2. SCHOOL ZONES AND ACCESS

- Increase percentage of schools actively participating in Safe Routes to School “Walk and Roll” programs (current participation level is 55%)
- Seek new funding to complete all planned school safety improvements (additional funding need is \$25 million)



3. TRAVEL ALTERNATIVES

- Encourage increased travel by carpooling, transit, walking and bicycling and decrease drive alone commuting from 73% to 50% by 2040 (goal is to reduce drive alone travel by 1% per year)
- Develop and implement a modernized AC Transit bus service plan for the Fremont area by 2020
- Continue to implement adopted Pedestrian and Bicycle Master plans and seek funding for major investments (additional funding need is \$200 million)
- Continue to require Transportation Demand Management (TDM) for major new private development projects



4. TRAFFIC SAFETY PROGRAM

- Continue to be a national leader in Vision Zero traffic safety programs and decrease number of major traffic crashes resulting in fatalities and severe injuries



5. NEW TECHNOLOGIES AND SMART MOBILITY

- Stop the negative impact of navigation apps routing regional commuters through Fremont’s neighborhood streets, including consideration of regulatory solutions.
- Continue efforts to implement smart mobility technologies related to signals, parking, and shared vehicles (cars, bikes and scooters)
- Seek creative solutions and opportunities to partner with other agencies and private sector for on-demand shuttle services (including autonomous shuttles)



6. REGIONAL POLICY AND PROJECTS

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