Mobility Task Force Meeting #11

January 17, 2019

CITY OF Fremont California

Mobility Task Force – Meeting #11

AGENDA		
1.	Call to Order	Chair
2.	Roll Call	Chair
3.	Approval of Meeting Minutes	Chair
4.	Scheduled Items	
	4a. Updates from City Staff	Hans Larsen
	4b. Review of draft Mobility Action Plan	David Fields
	4c. Conclusion of Task Force	Hans Larsen
5.	Summary and Next Steps	David Fields
6.	Public Communications	Chair
7.	Adjournment	Chair

January 17, 2019

CITY OF Fremont California

Mobility Task Force – Meeting #11

AGENDA		
1.	Call to Order	Chair
2.	Roll Call	Chair
3.	Approval of Meeting Minutes	Chair
4.	Scheduled Items	
	4a. Updates from City Staff	Hans Larsen
	4b. Review of draft Mobility Action Plan	David Fields
	4c. Conclusion of Task Force	Hans Larsen
5.	Summary and Next Steps	David Fields
6.	Public Communications	Chair
7.	Adjournment	Chair

January 17, 2019

CITY OF Fremont California

Mobility Task Force – Meeting #11

AGENDA		
1.	Call to Order	Chair
2.	Roll Call	Chair
3.	Approval of Meeting Minutes	Chair
4.	Scheduled Items	
	4a. Updates from City Staff	Hans Larsen
	4b. Review of draft Mobility Action Plan	David Fields
	4c. Conclusion of Task Force	Hans Larsen
5.	Summary and Next Steps	David Fields
6.	Public Communications	Chair
7.	Adjournment	Chair

January 17, 2019

CITY OF Fremont California

MAP Outreach and Approval

Date	Activity
January 17	Final Task Force meeting; Recommendation of MAP for approval
January 24	Community Meeting (Fremont Main Library)
February 19	City Council Work Session
February 26	Joint City Council/FUSD Meeting
March	City Council Action

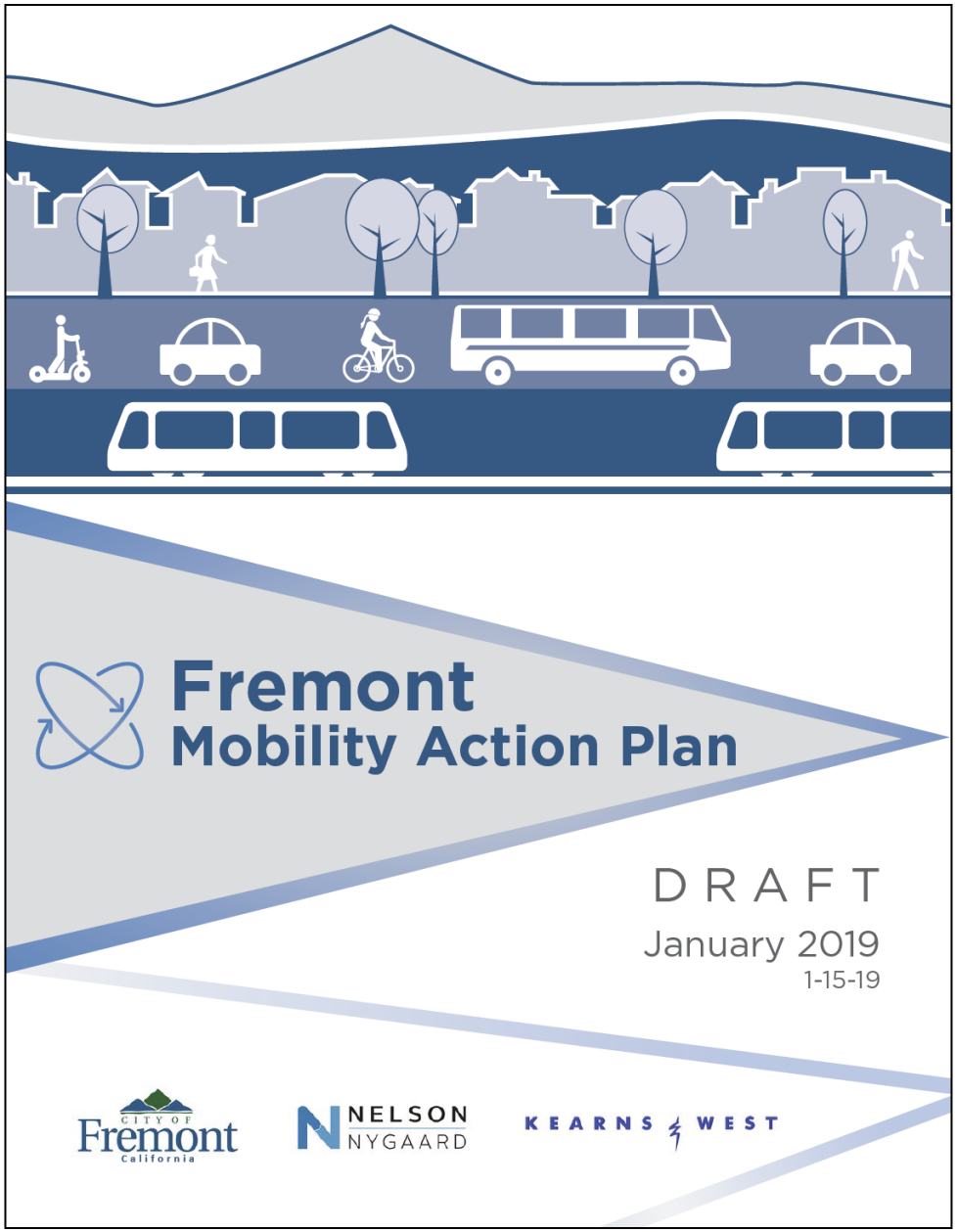
Mobility Task Force – Meeting #11

AGENDA		
1.	Call to Order	Chair
2.	Roll Call	Chair
3.	Approval of Meeting Minutes	Chair
4.	Scheduled Items	
	4a. Updates from City Staff	Hans Larsen
	4b. Review of draft Mobility Action Plan	David Fields
	4c. Conclusion of Task Force	Hans Larsen
5.	Summary and Next Steps	David Fields
6.	Public Communications	Chair
7.	Adjournment	Chair

January 17, 2019

CITY OF Fremont California

Open document in Ad



Mobility Task Force – Meeting #11

AGENDA		
1.	Call to Order	Chair
2.	Roll Call	Chair
3.	Approval of Meeting Minutes	Chair
4.	Scheduled Items	
	4a. Updates from City Staff	Hans Larsen
	4b. Review of draft Mobility Action Plan	David Fields
	4c. Conclusion of Task Force	Hans Larsen
5.	Summary and Next Steps	David Fields
6.	Public Communications	Chair
7.	Adjournment	Chair

January 17, 2019

CITY OF Fremont California

Mobility Task Force – Meeting #11

AGENDA		
1.	Call to Order	Chair
2.	Roll Call	Chair
3.	Approval of Meeting Minutes	Chair
4.	Scheduled Items	
	4a. Updates from City Staff	Hans Larsen
	4b. Review of draft Mobility Action Plan	David Fields
	4c. Conclusion of Task Force	Hans Larsen
5.	Summary and Next Steps	David Fields
6.	Public Communications	Chair
7.	Adjournment	Chair

January 17, 2019

CITY OF Fremont California

Mobility Task Force – Meeting #11

AGENDA		
1.	Call to Order	Chair
2.	Roll Call	Chair
3.	Approval of Meeting Minutes	Chair
4.	Scheduled Items	
	4a. Updates from City Staff	Hans Larsen
	4b. Review of draft Mobility Action Plan	David Fields
	4c. Conclusion of Task Force	Hans Larsen
5.	Summary and Next Steps	David Fields
6.	Public Communications	Chair
7.	Adjournment	Chair

January 17, 2019

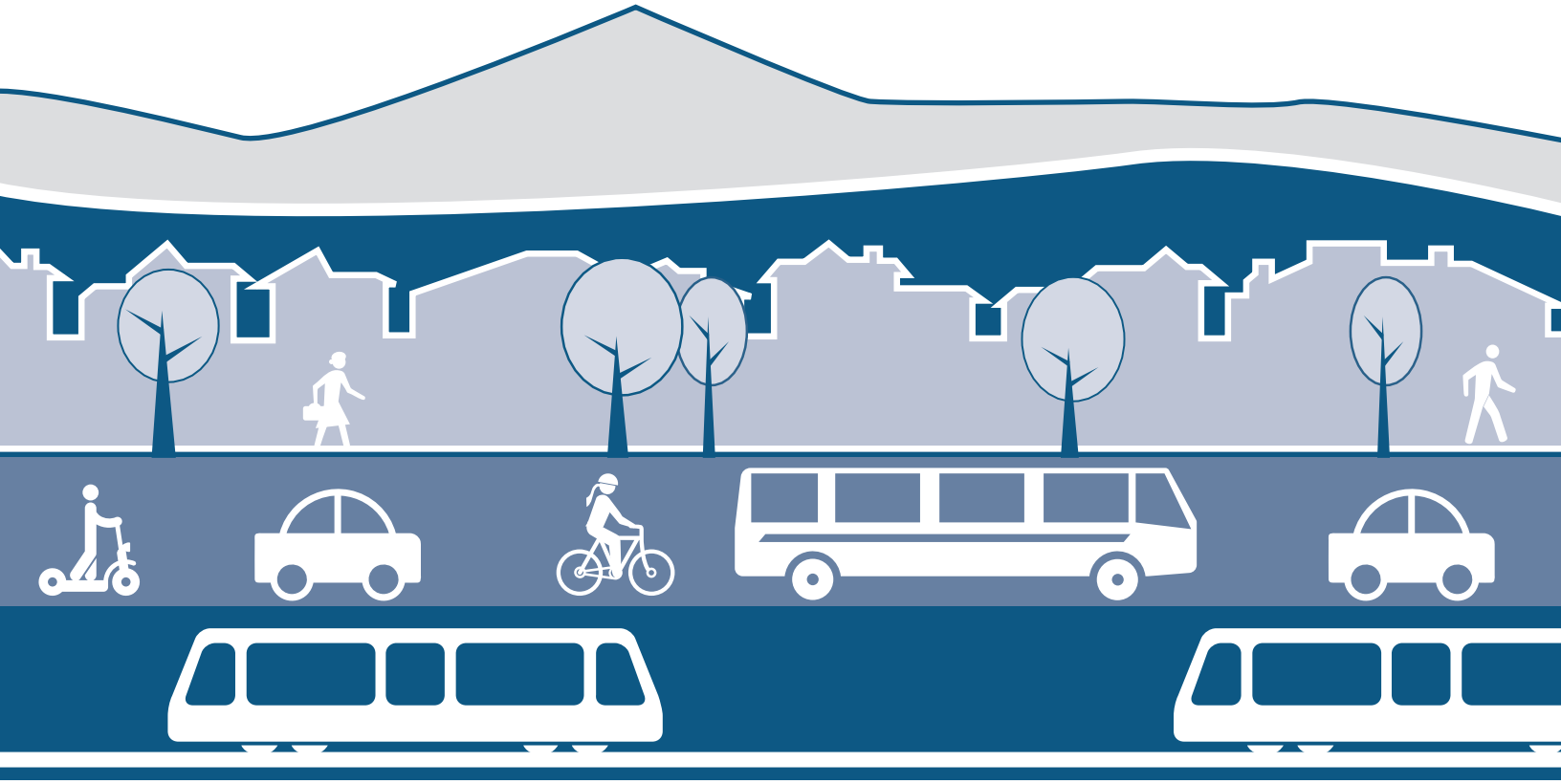
CITY OF Fremont California

Mobility Task Force – Meeting #11

AGENDA		
1.	Call to Order	Chair
2.	Roll Call	Chair
3.	Approval of Meeting Minutes	Chair
4.	Scheduled Items	
	4a. Updates from City Staff	Hans Larsen
	4b. Review of draft Mobility Action Plan	David Fields
	4c. Conclusion of Task Force	Hans Larsen
5.	Summary and Next Steps	David Fields
6.	Public Communications	Chair
7.	Adjournment	Chair

January 17, 2019

CITY OF Fremont California



Fremont
Mobility Action Plan

DRAFT

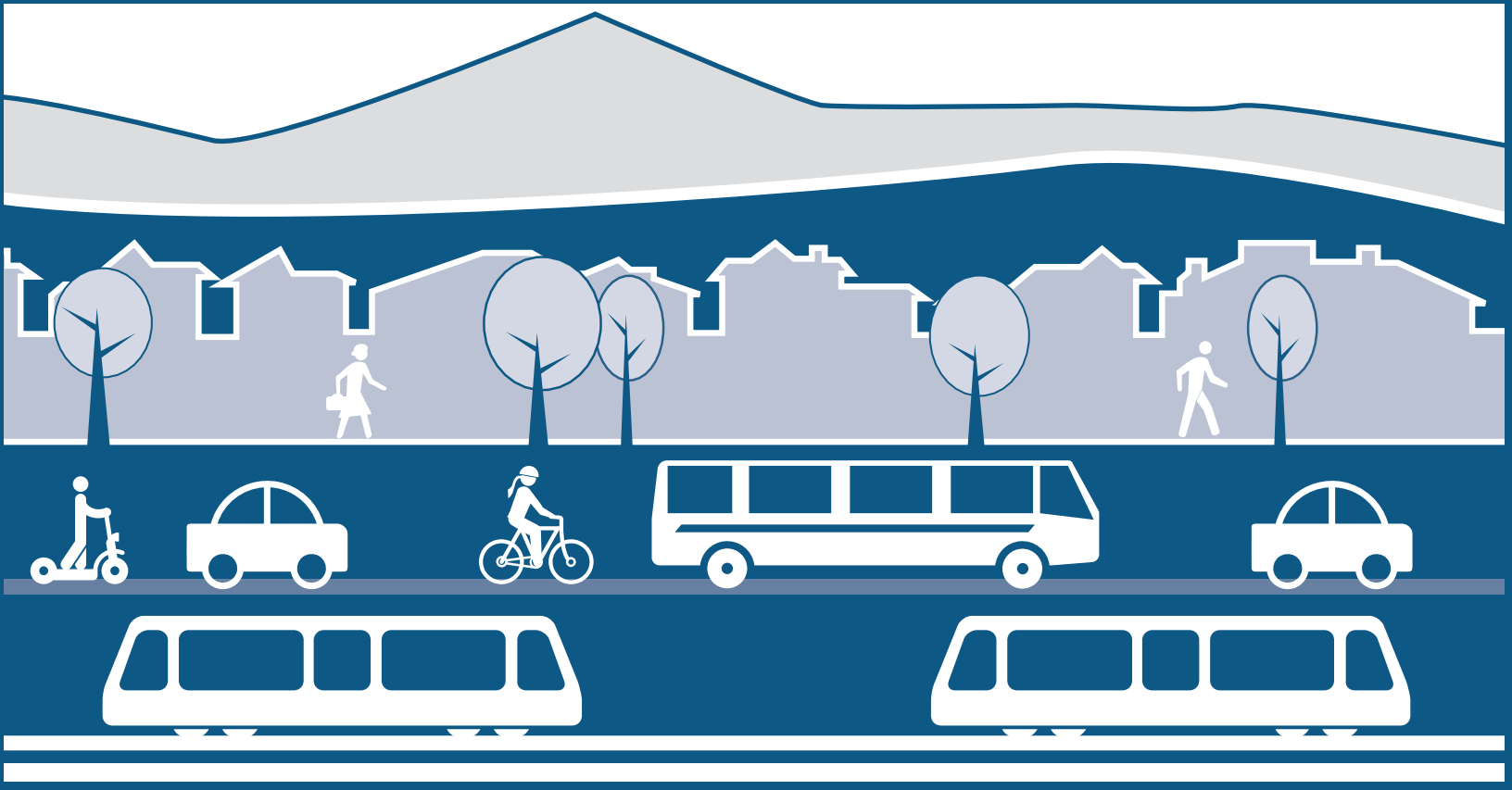
January 2019

1-17-19

CITY OF Fremont California

NELSON NYGAARD

KEARNS & WEST



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. The use of Fremont's online 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

TABLE OF CONTENTS

BACKGROUND 1
What and Why? 2
Mobility Task Force: Purpose and Membership 2
Building on Past Efforts 3
Understanding Traffic Congestion In Fremont 4
Silicon Valley's Extreme Jobs/Housing Imbalance 4
Fremont Funnel Effect 5
The Dilemma ofNavigation Apps 5
Focus of Mobility Action Plan 5

COMMUNITY INPUT AND IDEAS 7
In-Person Engagement Opportunities 8
Online Engagement Opportunities 9
Summary of Community Feedback 10
Geographic Issues and Interests 11

ACTION AGENDA 13
1. Traffic Signal Modernization 14
2. School Zones and Access 16
3. Travel Alternatives 18
AC Transit Modernization 18
Transportation Demand Management 19
Walking and Bicycling 19
4. Traffic Safety Program 20
5. New Technologies and Smart Mobility 22
6. Regional Policy and Projects 24
7. Organization and Funding Initiatives 26
Action Item Check List 27

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

ACKNOWLEDGEMENTS

Project Management Team

City of Fremont: Hans Larsen, Director of Public Works; Sheila Marquises, Senior Transportation Engineer

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

Project Support

City of Fremont: Noe Veloso (Principal Transportation Engineer); Matthew Bomberg (Senior Transportation Engineer)

Consultants: Names???

A congested Fremont neighborhood near I-680 impacted by navigation apps

Image from Flickr user Steve Rhess2

BACKGROUND

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

—Fremont Mobility Survey Comment

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 Mayor Lily Mei 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 ideas** to improve mobility options
- **Build consensus** to help identify priorities for future action

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.

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 webpage devoted to traffic congestion issues and which includes an online copy of the "Taming Traffic" newsletter. Check it out at:

https://fremont.gov/2818/Traffic-Congestion

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.

CITY OF Fremont

DON'T TRUST YOUR APPS

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

TASK FORCE MEMBERS

The Mobility Task Force was made up of Fremont residents, 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

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, 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.

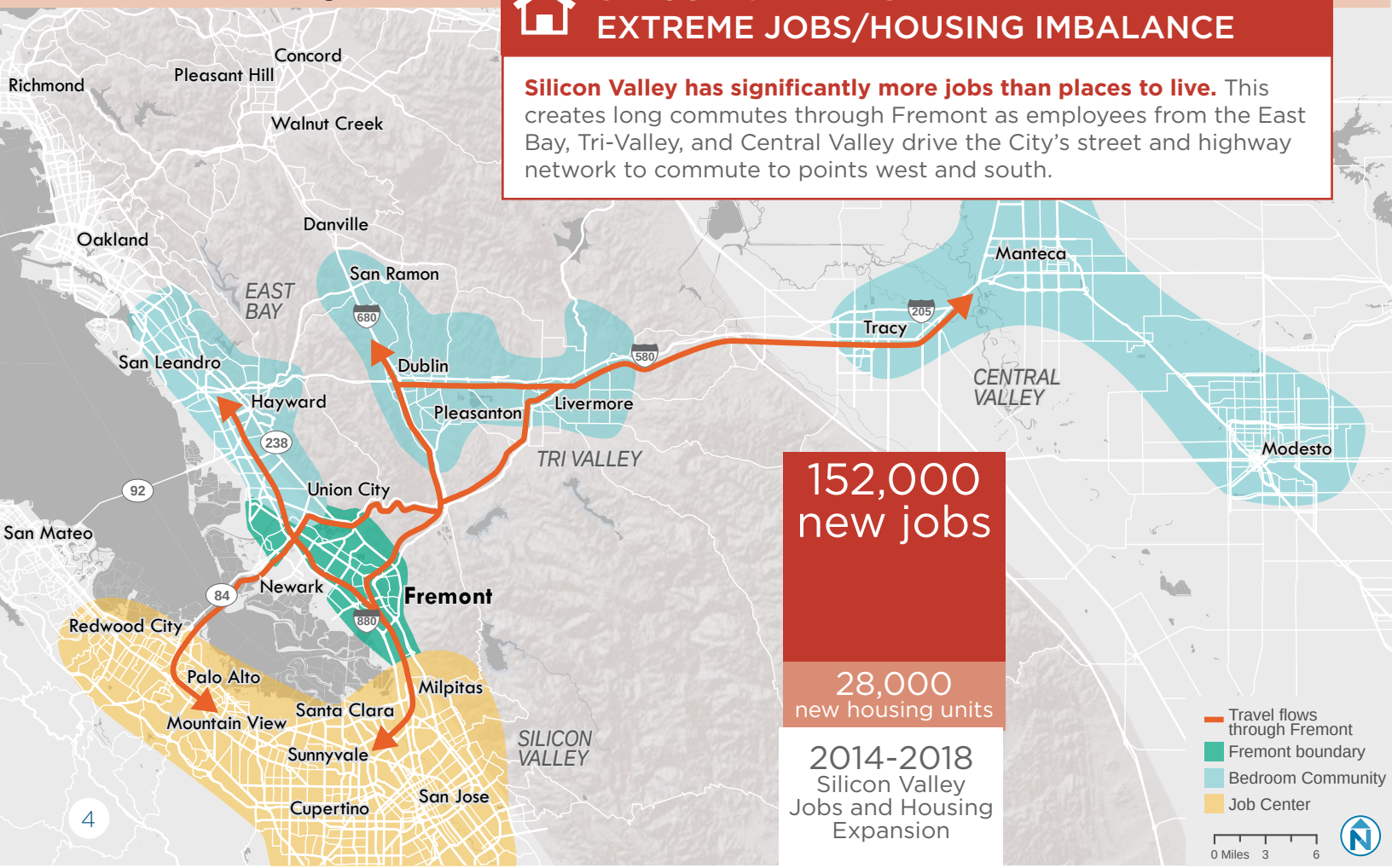
This imbalance between jobs and housing routes these commuters through Fremont and crawling along the three highway corridors of Interstate 880, Interstate 680, and State Route 84. A "triple tidal wave" of traffic passes over Fremont every weekday morning and afternoon. Traffic congestion is further compounded by a 'funnel effect' created by the geography of Fremont. Navigation apps aggregate 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 235,000 residents. This includes access to all areas of the city, for getting to work, schools, shopping, appointments, friends and youth activities among their day-today 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

SILICON VALLEY'S EXTREME JOBS/HOUSING IMBALANCE

Silicon Valley has significantly more jobs than places to live. This creates long commutes through Fremont as employees from the East Bay, Tri-Valley, and Central Valley drive the City's street and highway network to commute to points west and south.



‘SMART GROWTH’ VS. ‘DUMB GROWTH’

Fremont bears a disproportionate burden from Silicon Valley’s growth. The city has had its share of Silicon Valley job growth, with Tesla being the leading example. Responsibly balancing job growth with nearby housing, Fremont carefully focuses 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.

Congestion Hotspots in Fremont and the Fremont Funnel Effect

FREMONT FUNNEL EFFECT

Regional commuter capacity is constrained by the Fremont Hills to the east and the San Francisco Bay to the west. Traffic is forced to “funnel” its way through the limited openings over Sunol Grade, through Niles Canyon, and over Dumbarton Bridge.

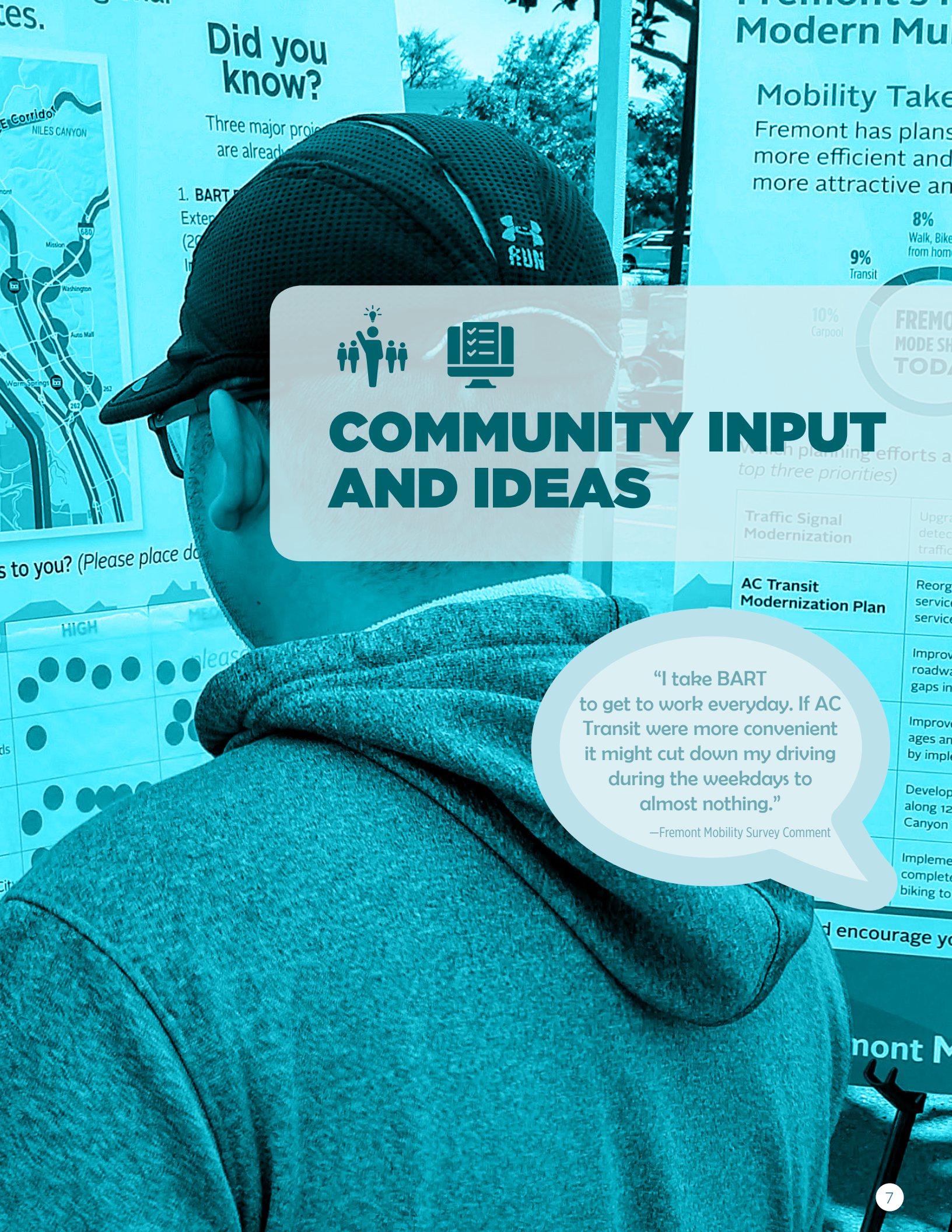
THE DILEMMA OF NAVIGATION APPS

With navigation apps like Waze, Apple Maps, and Google Maps, regional commuters save freeway wait time by meandering through Fremont’s local street network, exacerbating local traffic congestion for residents.

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, traffic safety, travel alternatives 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 encourage and influence (such as travel choices and regional policy).

Mobility Plan community workshop at the Fremont Earth Day event.



COMMUNITY INPUT AND IDEAS

"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."

—Fremont Mobility Survey Comment

COMMUNITY INPUT AND IDEAS

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

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.

April 2018

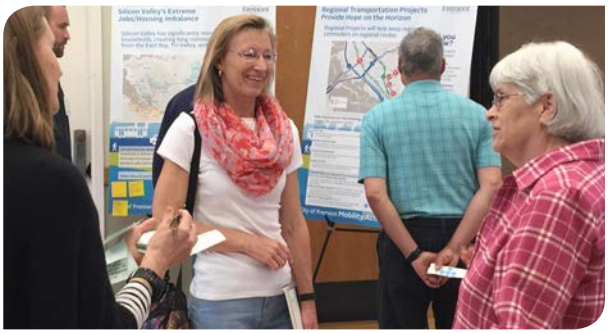
- April 20 — Ohlone College President's Advisory Committee
- April 22 — Earth Day at Washington Hospital

May 2018

- May 14 — Senior Center
- May 19 — Kids & Kites Festival

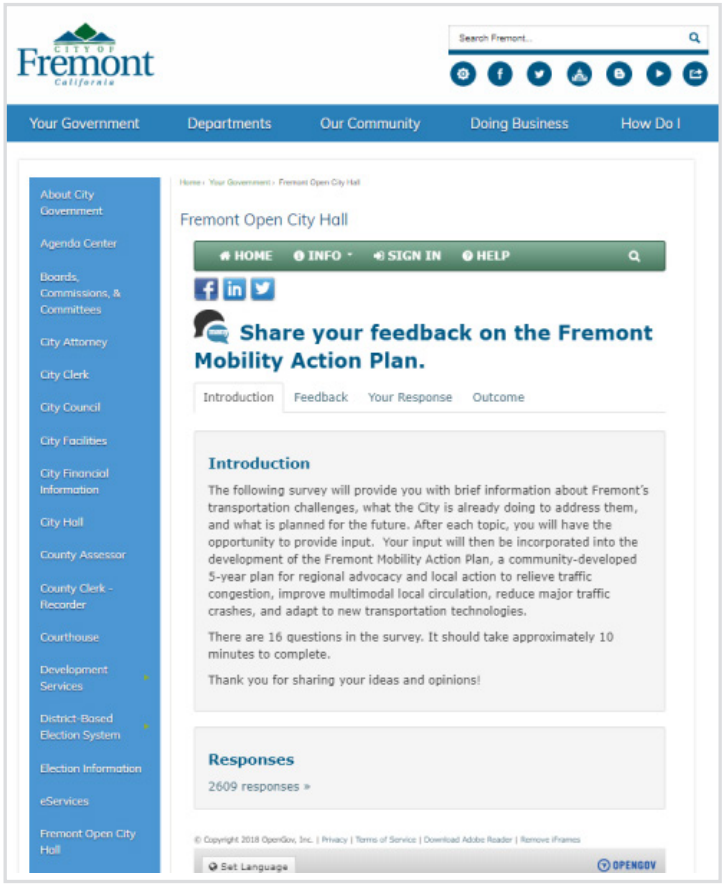
June 2018

- June 4 — "Tea with the Task Force," Philz Coffee



ONLINE ENGAGEMENT OPPORTUNITIES

In total, 2,609 people provided feedback on the Mobility Action Plan via the online tool. While this response rate is significantly higher than the number of people engaged through the pop-up workshops or at Task Force meetings, it is important to distinguish between the type and depth of information exchange which may occur in each setting. For this reason, it is important to bring forward results from the diverse and comprehensive engagement program to support overall decision making about mobility.



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.

ON-LINE SURVEY DEMOGRAPHICS

Home Council District*

13% CD1	11% CD2
10% CD3	17% CD4
19% CD5	10% CD6

*21% are non-residents or did not indicate a location

2,609 responses

2,234 live in Fremont

Most respondents were between 35 and 54 years old

782 Work in Fremont

553 Live and Work in Fremont

307 Live and Attend School in Fremont

348 Attend School in Fremont

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.

COMMUNITY INPUT AND IDEAS

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

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.

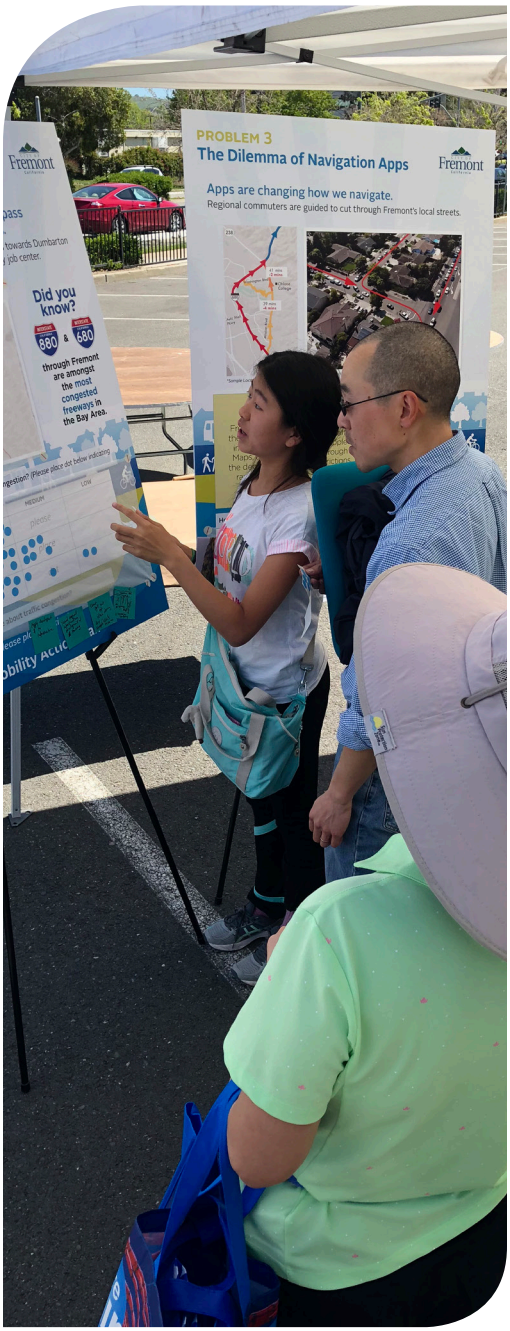
Land Use & Transportation Connection. Participants overwhelmingly support development controls to address growth in Silicon Valley. Community members are aware of the role of land use plays in traffic congestion. The community is interested in what can be done on a regional level to address and manage 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 signal modernization and Safe Routes to School, 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. 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 program like Vision Zero should be maintained and expanded.



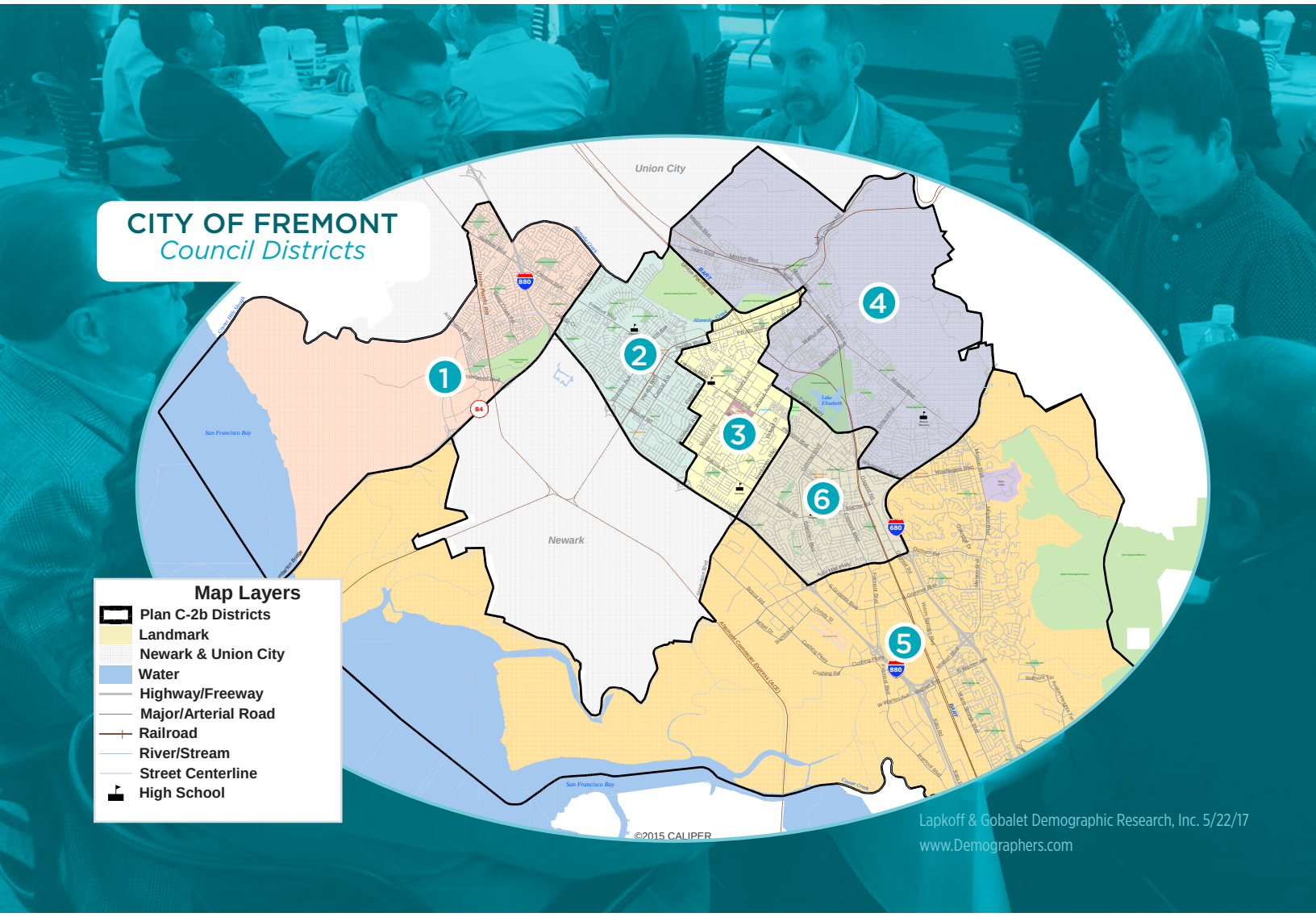
GEOGRAPHIC ISSUES AND INTERESTS

> "The problem in Fremont is that there are not enough direct connections between 880 and 680."

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.

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	1 Dumbarton Rail 2 880/Decoto I/C Upgrade 3 Safe Routes to School	1 Signal Mod-ernization 2 880/Decoto I/C Upgrade 3 Dumbarton Rail	1 680 I/C Upgrades 2 Signal Mod-ernization 3 Safe Routes to School	1 680 I/C Upgrades 2 262/Mission Upgrade 3 Signal Mod-ernization	1 262/Mission Upgrade 2 680 I/C Up-grades 3 Signal Mod-ernization	1 680 I/C Upgrades 2 Signal Mod-ernization 3 Safe Routes to School

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



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."

—Fremont Mobility Survey Comment

1. Traffic Signal Modernization

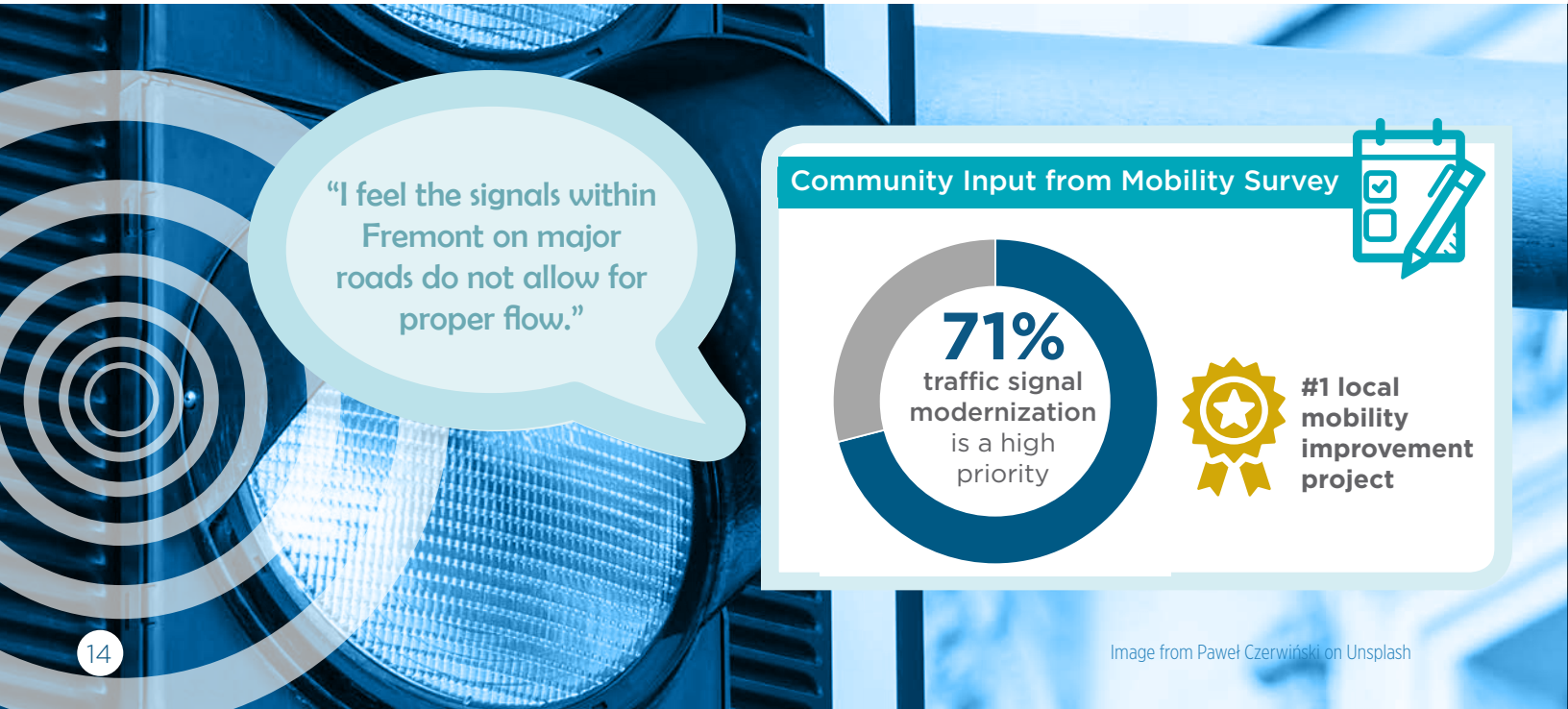
BACKGROUND

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."

Community Input from Mobility Survey

71% traffic signal modernization is a high priority

#1 local mobility improvement project

Image from Paweł Czerwiński on Unsplash

Location of Funded Traffic Signal Modification Upgrades

(to be completed by 2022)

"I am especially eager to see smart signals in Fremont."

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)

Image from Gabriel Santiago on Unsplash

2. School Zones and Access

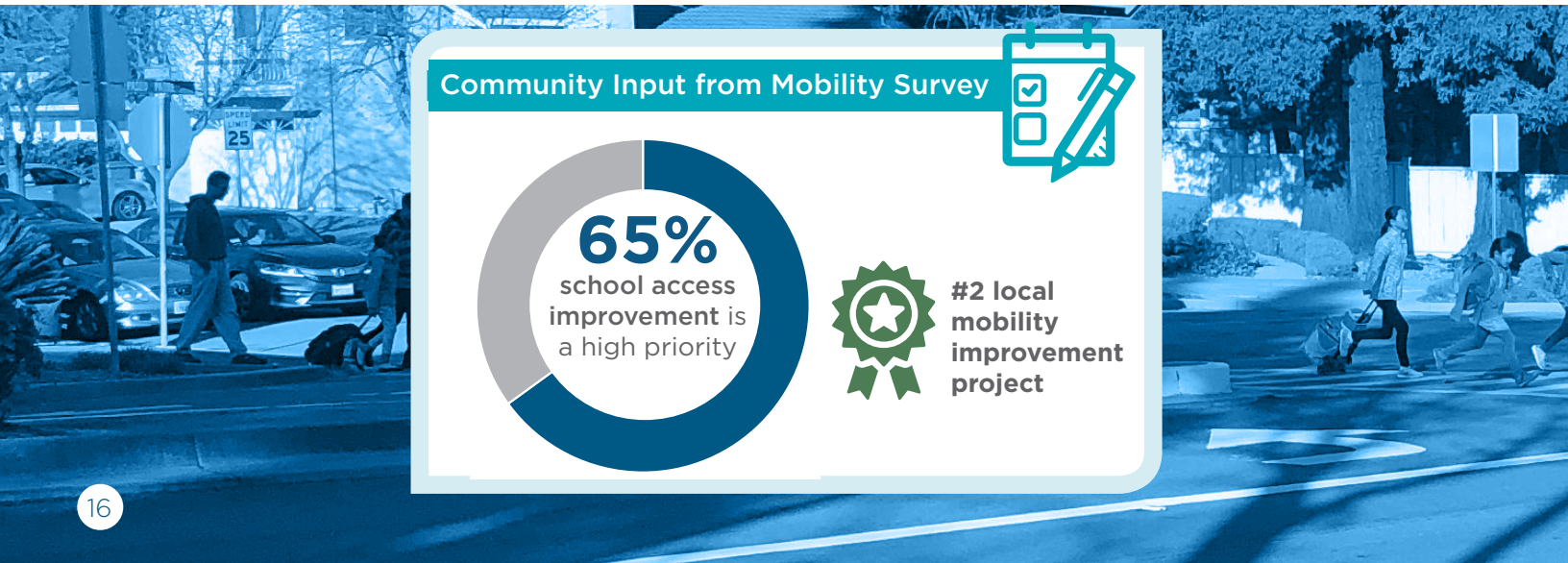
BACKGROUND

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 actively 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 route to school walking maps and traffic safety improvement plans for all 42 Fremont schools. The plans are available on the City's website at https://fremont.gov/3007/Safe-Routes-to School. 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.



Fremont Schools Participating in Safe Routes to School Program

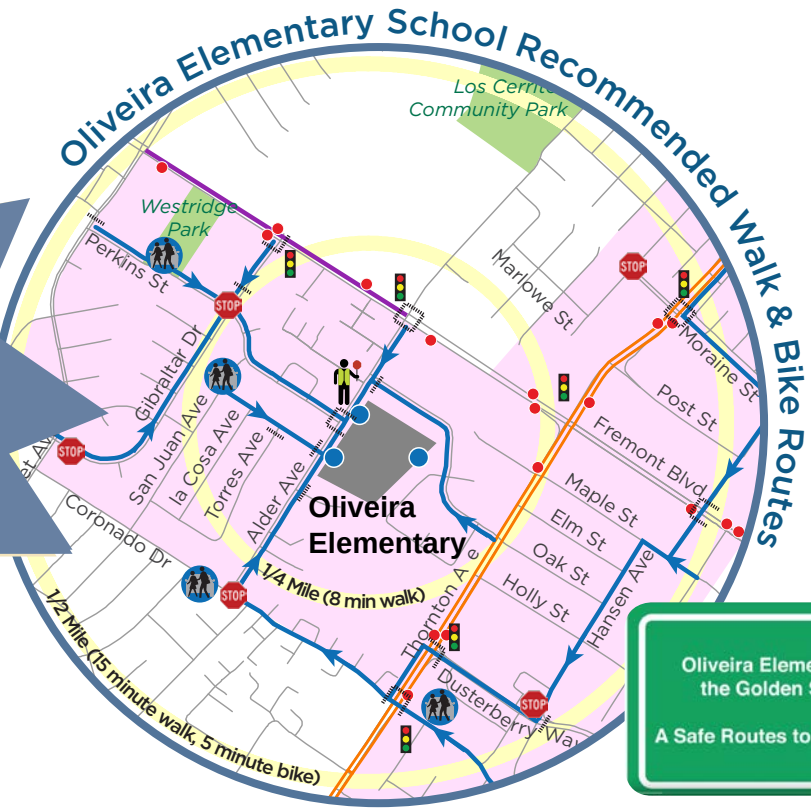
Current Participation Level

55%

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

Did you know?

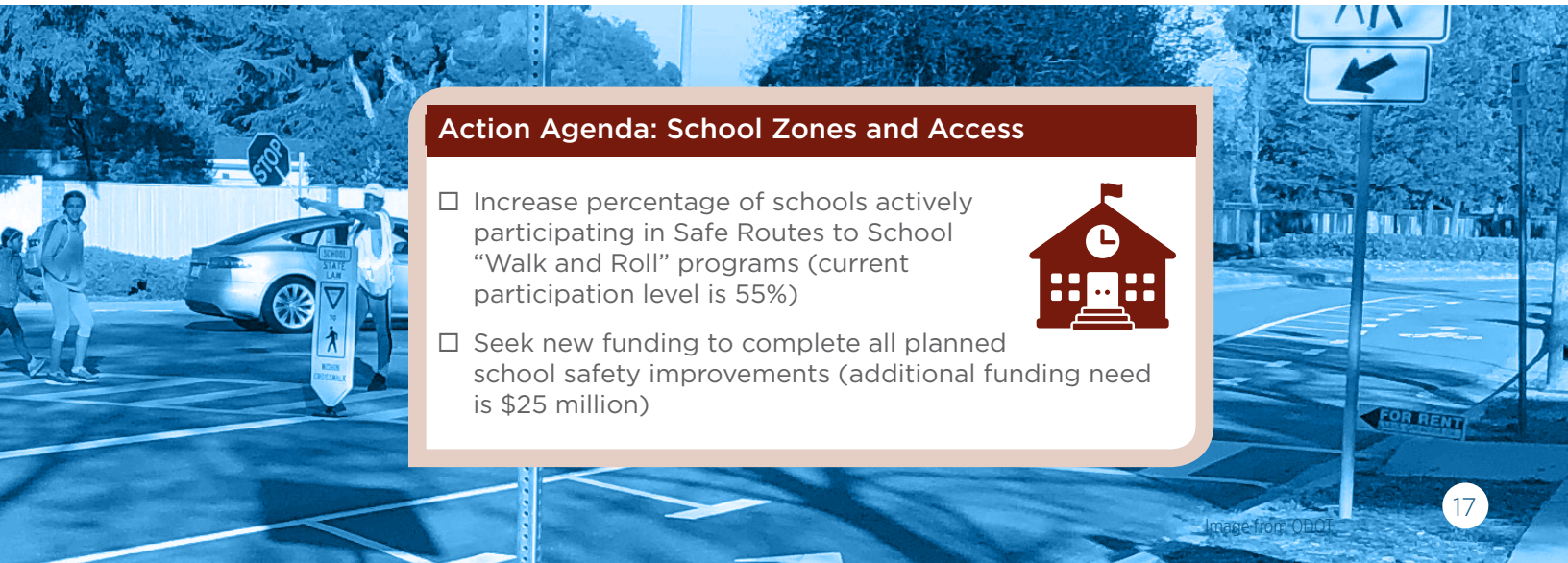
In 2018, Oliveira Elementary School in Fremont was awarded the "Golden Sneaker" trophy for having the best "walk and roll" participation among all schools in Alameda County.



Oliveira Elementary and the Golden Sneaker:

A Safe Routes to School Story

A video acknowledging Oliveira Elementary's accomplishment can be viewed on YouTube (click green image above.)



Action Agenda: School Zones and Access

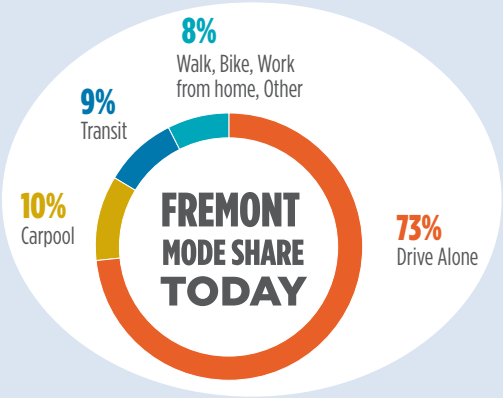
- ☐ Increase percentage of schools actively participating in Safe Routes to School "Walk and Roll" programs (current participation level is 55%)
- ☐ Seek new funding to complete all planned school safety improvements (additional funding need is $25 million)

Image from ODOT

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%.

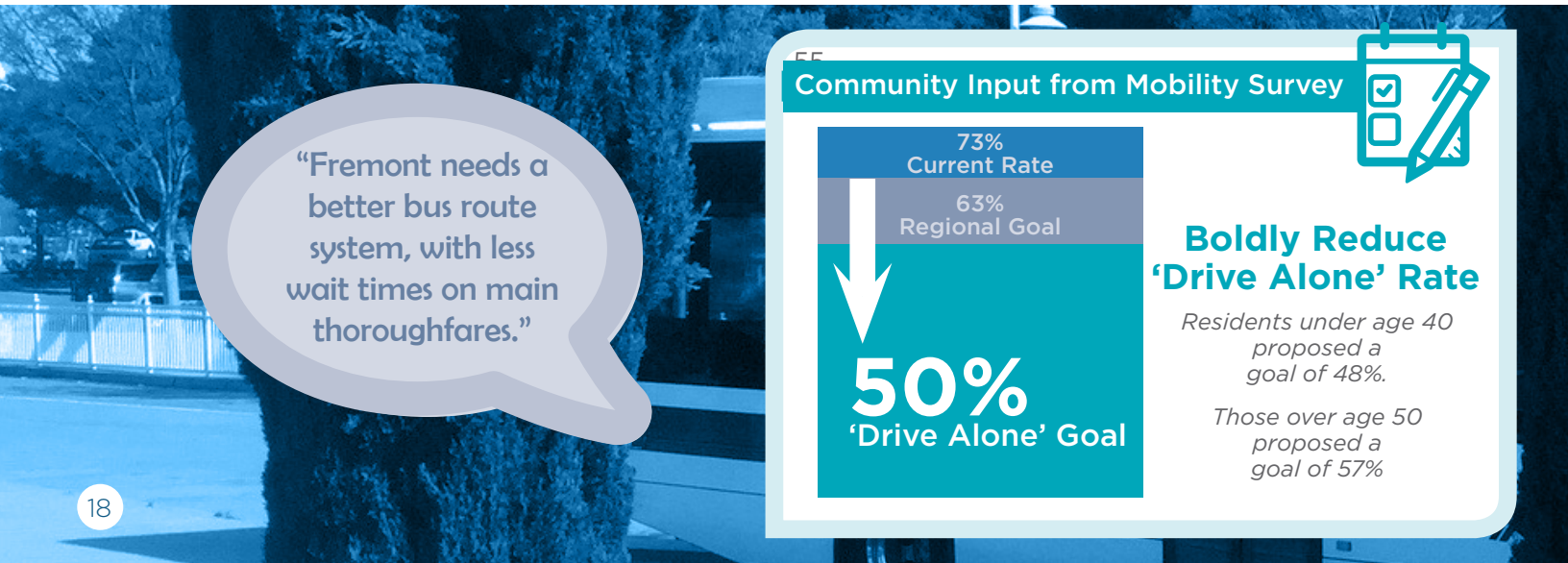
Work is underway to provide better travel alternatives for the Fremont community. Major regional transit improvements are being implemented to better connect Fremont with major job centers to the south toward San Jose (BART extension) and to the west toward Menlo Park/Palo Alto (Dumbarton Corridor bus 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, plus recent completion of the Warm Springs/South Fremont BART station and the nearby Fremont Innovation District job and housing development warrant a fresh look at transit services for the Fremont Area.

Images from AC Transit

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."

Community Input from Mobility Survey

73% Current Rate

63% Regional Goal

50% 'Drive Alone' Goal

Boldly Reduce 'Drive Alone' Rate

Residents under age 40 proposed a goal of 48%.

Those over age 50 proposed a goal of 57%

TRANSPORTATION DEMAND MANAGEMENT

To reduce vehicle trips and encourage use of travel alternatives, the City of Fremont requires developers of new employment sites to prepare and implement a Transportation Demand Management (TDM) plan. Fremont's TDM Ordinance, established in 2016, applies to all employers of 50 or more employees at a single work site where the City has approved a new building or an expansion. 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. To ensure the effectiveness of the TDM program, participating employers are required to submit annual monitoring reports.

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, railroad tracks, and waterways. 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
I-880/Innovation District Bridge and Trail	Connects Warm Spring BART Station area (via Innovation Way and Kato Road) to Bayside Business District and Bay Trail	$40 million
I-880/Pacific Commons Bridge and Trail	Connects Warm Springs BART Station area (via Grimmer Road) to Pacific Commons area across I-880	$40 million
I-680/Sabercat Bridge and Trail; UPRR/ Blacow Underpass	Connects Irvington area to Ohlone College and Mission San Jose area across I-680 and UPRR/BART tracks	$50 million
UPRR/Mowry Ped/Bike Tunnel	Provides eastern connection between City Center and Niles areas across UPRR tracks	$20 million
Alameda Creek/Niles Bridge and Trail	Connects northern connection between City Center and Niles areas across Alameda Creek	$50 million
	TOTAL	$200 million

Action Agenda: Travel Alternatives

- ☐ Encourage increased travel by carpooling, transit, walking and bicycling and decrease drive alone commuting from 73% to 50% by 2040.
- ☐ 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

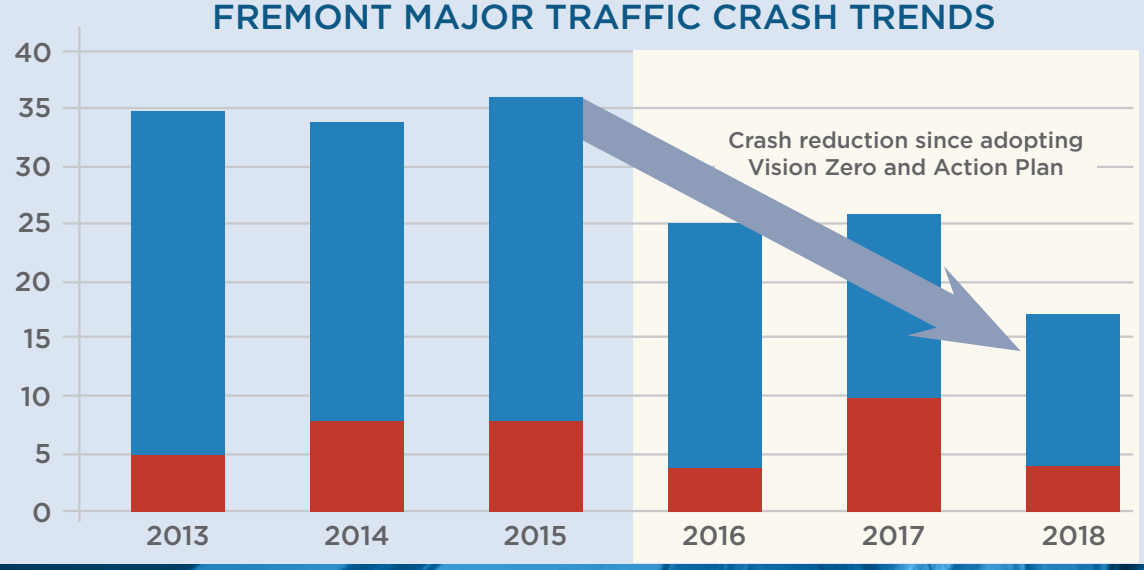
BACKGROUND

In 2015, the Fremont City Council endorsed a bold traffic Vision Zero 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: https://fremont.gov/2594/Fremont-Vision-Zero-2020

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."

Community Input from Mobility Survey

Popular suggestion for enhancing traffic safety:

Increase Enforcement

Image from Nabeel Syed on Unsplash

FREMONT VISION ZERO
Actions for 2018-2020

SAFER STREETS

Enhance Pedestrian Crossings

Tame High Speed Arterial Streets

Provide New Traffic Signals at Priority Locations

Make Freeway Interchanges Safer for Walking and Bicycling

Build Better Bikeways

Expand Safe Routes to Schools Program

SAFER PEOPLE

Expand Traffic Safety Education Programs

Continue Targeted Enforcement of Speeding

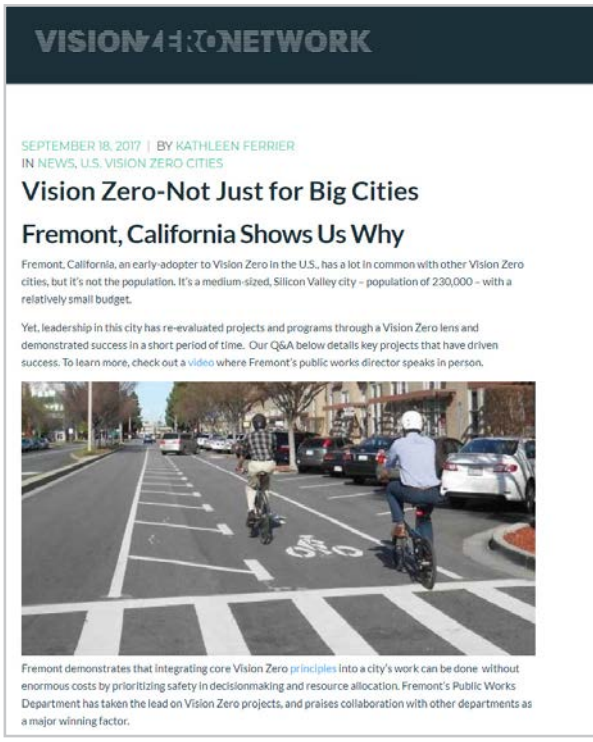
Reduce Impaired Driving

SAFER VEHICLES

Promote Crash Avoidance Technologies

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

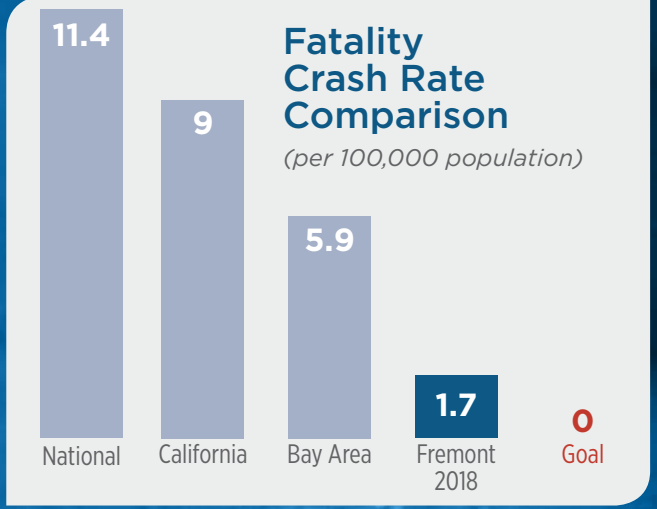
Vision Zero-Not Just for Big Cities

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 praises collaboration with other departments as a major winning factor.



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.

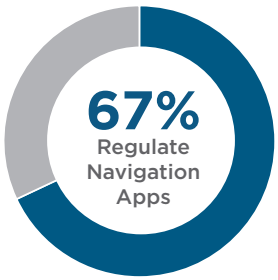
The Mobility Survey revealed strong support from the Fremont community for "Smart Mobility" with high interest in smart signals, smart parking, and shared transportation systems. A significant traffic signal modernization program is already underway (see Section 1) and a smart parking project—providing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

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

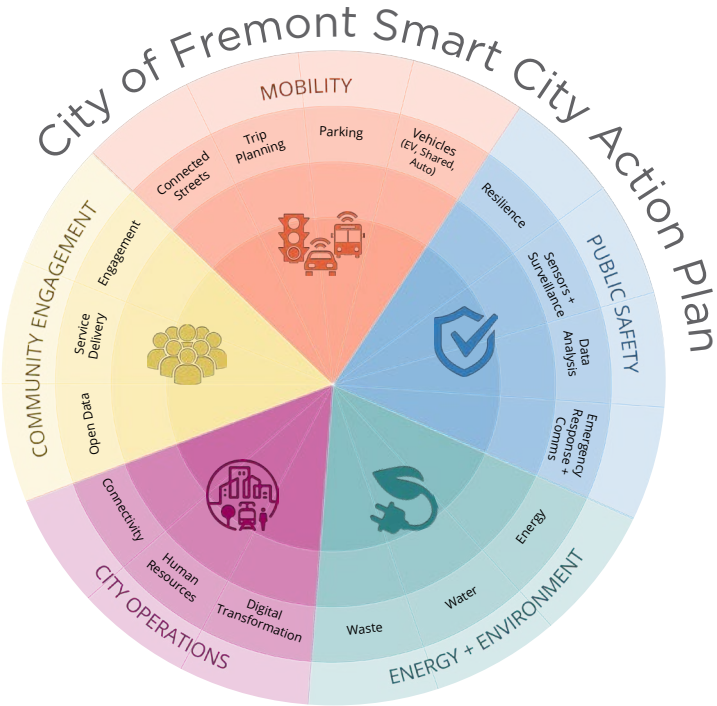
Most residents are eager for transportation improvements from smart signals, smart parking, on-demand shuttles, automated & electric vehicles, and more.



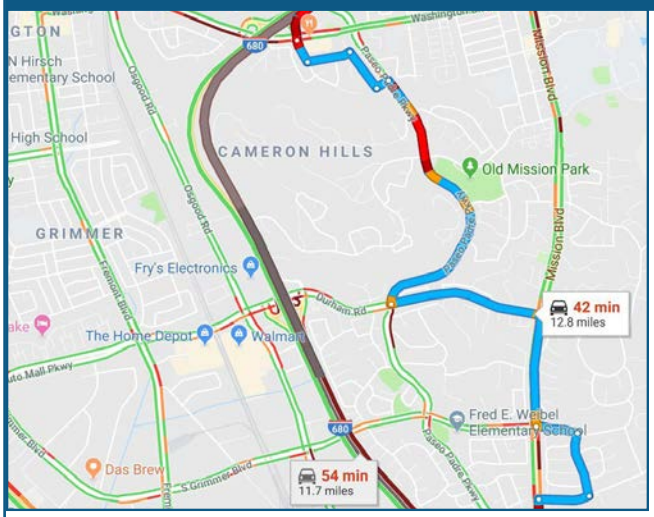
Residents are frustrated with commuters being guided onto neighborhood streets by navigation apps.

Image from Thomas Kvistholt on Unsplash

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. In fact, in 2018 Fremont prepared a Smart City Action Plan to guide these efforts.



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 Interstate 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.

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 legislative solutions.
- ☐ Continue efforts to implement smart mobility technologies to signals, parking, 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

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

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.

PLAN BAY AREA 2050

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.

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

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

Community Input from Mobility Survey

Balance Land Uses
to reduce distance between jobs and housing

Image from Charles Forerunner on Unsplash

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 (2018 RM3 bridge tolls) levels 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
- **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
- **Dumbarton Corridor Bus Transit Enhancements** (Schedule TBD)
- **Capitol Corridor Realignment and new station** at Ardenwood Park and Ride Lot (Schedule TBD)

Funded Projects and Completion Schedule

- **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)

Action Agenda: Regional Projects and Policy

- ☐ 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.
- ☐ Participate in Plan Bay Area 2050 process and pursue land use policies designed to ease regional traffic congestion through Fremont.

Image from Syd Verma on Unsplash

7. Organization and Funding Initiatives

BACKGROUND

So far, this Mobility Action Plan has focused on "what" to do to improve the transportation systems in Fremont. This section addresses three approaches for "how" to do it.

1 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 Mobility Action Plan is a balanced set of priority actions serving all users of the system (whether they drive, take transit, walk, and/or bike), and that cover perspectives from all geographic areas of the City (including all six City Council Districts). The collaborative Mobility Task Force approach—including community representatives, City staff, and professional experts—has been very helpful towards communicating issues and opportunities.

2 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.

3 Invest in Multimodal Transportation Solutions.

Significant new funding is available for multimodal transit 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 Initiatives

- ☐ Create an ongoing Fremont Mobility Commission to support and monitor 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.
- ☐ Consider new local revenue enhancement opportunities to implement unfunded local transportation priorities.

Action Item 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.
- ☐ 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 legislative solutions.
- ☐ Continue efforts to implement smart mobility technologies related to signals, parking, 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

- ☐ 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.
- ☐ Participate in Plan Bay Area 2050 process and pursue land use policies designed to ease regional traffic congestion through Fremont.

7. ORGANIZATION AND FUNDING INITIATIVES

- ☐ Create an ongoing Fremont Mobility Commission to support and monitor 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 information issues, ideas and priorities.
- ☐ Consider new local revenue enhancement opportunities to implement unfunded local transportation priorities.

CITY OF Fremont California

NELSON NYGAARD

KEARNS & WEST