

## Proposed Community Engagement Approach

### City of Fremont Mobility Action Plan

#### Online Engagement Platform (the “Online Tool”)

Key Features may include the following:

- 1) Educational video or narrated presentation on the “state of mobility” in Fremont
- 2) Survey questions addressing:
  - a. areas of greatest concern for mobility in Fremont
  - b. priorities for addressing congestion, safety, alternative transportation and emerging technologies
  - c. importance of various mobility benefits
- 3) Open-ended response option
- 4) Ability to link to additional resource information

Many online tool providers can accommodate the above list of features, including [Open Town Hall/Peak Democracy](#), [Metroquest](#), [Bang the Table](#), etc.

Given the existing use of Open Town Hall, there is an opportunity to leverage the existing user base if this platform can accommodate our desired features within the project’s scope.

#### In-Person Engagement Opportunities

Technique	Purpose	Location	Target Date(s)
Pop-up workshop on Earth Day	Share information about the project, promote online engagement, gather brief feedback	Washington Hospital	April 22
Community Workshop	Share information about the project, provide opportunity for more in-depth discussion with staff and consultants about mobility	Senior Center	Late April-Early May
Toolkits for Task Force member-led outreach	Share information about the project, promote online engagement, engage hard-to-reach populations	Various Locations	April-May

Options for pop-up and toolkit exercises to address priorities for mobility:

- 1) Using the traditional sticky dot on matrix exercise, fill in “your priorities” on a giant matrix and take a photo for the website. Staff tally’s separately on a laptop. Results appear online and in summary of engagement reported back to task force. Can also be used for mobility benefits.
- 2) Using a “budget” for mobility issues, share your input via poker chips in buckets corresponding to mobility priorities.
- 3) Mobility collage art project for kids.

**At the 12/7/17 Task Force meeting, members submitted questions they wanted more information on. The following links show where additional information can be found**

Priority Issues/Projects	Existing efforts	Source #1	Source #2	Source #3
More coordination between Caltrans and Fremont	To be confirmed			
Rails to Trails	One rails-to-trails project proposed along UPRR right-of-way (formally known as East Bay Greenway); see Bicycle Master Plan, East Bay Greenway Scoping Study, and UPRR Feasibility Study	<a href="https://fremont.gov/DocumentCenter/View/34803">https://fremont.gov/DocumentCenter/View/34803</a>	<a href="http://www.urbanecology.org/EastBayGreenway.pdf">http://www.urbanecology.org/EastBayGreenway.pdf</a>	<a href="https://www.railstotrails.org/resourcehandler.ashx?id=4288">https://www.railstotrails.org/resourcehandler.ashx?id=4288</a>
Class I Trails	See pages 84-88 in Bicycle Master Plan	<a href="https://fremont.gov/DocumentCenter/View/34803">https://fremont.gov/DocumentCenter/View/34803</a>		
Niles Canyon Bikeway	Also known as Alameda Creek Trail; See page 86 in Bicycle Master Plan; also see Niles Canyon Trail Feasibility Study	<a href="https://fremont.gov/DocumentCenter/View/34803">https://fremont.gov/DocumentCenter/View/34803</a>	<a href="http://www.ebparks.org/Assets/Nav_Categories/Park_Planning/Niles+Canyon+Regional+Trail/Niles+Canyon+Regional+Trail+Connectivity+Feasibility+Study.pdf">http://www.ebparks.org/Assets/Nav_Categories/Park_Planning/Niles+Canyon+Regional+Trail/Niles+Canyon+Regional+Trail+Connectivity+Feasibility+Study.pdf</a>	
Smart Traffic Signals	See Adaptive Traffic Signal Project and the Smary City Challenge (pages 17-18); see also TTS/Siemens partnership	<a href="http://fremontcityca.iqm2.com/Citizens/FileOpen.aspx?Type=30&amp;ID=5742">http://fremontcityca.iqm2.com/Citizens/FileOpen.aspx?Type=30&amp;ID=5742</a>	<a href="https://cms.dot.gov/sites/dot.gov/files/docs/CA%20Fremont.pdf">https://cms.dot.gov/sites/dot.gov/files/docs/CA%20Fremont.pdf</a>	<a href="https://www.businesswire.com/news/home/20170912006170/en/Traffic-Technology-Services-Siemens-Partner-Advance-Connected">https://www.businesswire.com/news/home/20170912006170/en/Traffic-Technology-Services-Siemens-Partner-Advance-Connected</a>
Improvements to alternative transportation networks	See Bicycle Master Plan, Pedestrian Master Plan, and AC Transit Service Enhancement Plan	<a href="https://fremont.gov/DocumentCenter/View/34803">https://fremont.gov/DocumentCenter/View/34803</a>	<a href="https://fremont.gov/DocumentCenter/View/941">https://fremont.gov/DocumentCenter/View/941</a>	<a href="http://www.actransit.org/wp-content/uploads/2015-SEP-Admin-Draft-IS-ND.pdf">http://www.actransit.org/wp-content/uploads/2015-SEP-Admin-Draft-IS-ND.pdf</a>
Land use issues (walkable communities with retail options)	See general plan Land Use and Open Space Elements (pages 255 and 2-56)	<a href="https://www.fremont.gov/DocumentCenter/View/4665">https://www.fremont.gov/DocumentCenter/View/4665</a>		
On-demand shuttles	See AC Transit's on-demand Flex Bus Service	<a href="http://www.actransit.org/flex/">http://www.actransit.org/flex/</a>	<a href="http://www.actransit.org/2016/07/18/ac-transit-launches-on-demand-flex-bus-service/">http://www.actransit.org/2016/07/18/ac-transit-launches-on-demand-flex-bus-service/</a>	
AC Transit improvements	See AC Transit Service Enhancement Plan	<a href="http://www.actransit.org/wp-content/uploads/2015-SEP-Admin-Draft-IS-ND.pdf">http://www.actransit.org/wp-content/uploads/2015-SEP-Admin-Draft-IS-ND.pdf</a>		
Preventing cut-through traffic	See information on Fremont speed lumps, turn restrictions on neighborhood streets, and Waze partnership	<a href="https://fremont.gov/2797/Speed-Lumps">https://fremont.gov/2797/Speed-Lumps</a>	<a href="https://www.eastbaytimes.com/2016/11/10/fremont-city-takes-steps-to-keep-commuters-on-freeways-and-off-its-streets/">https://www.eastbaytimes.com/2016/11/10/fremont-city-takes-steps-to-keep-commuters-on-freeways-and-off-its-streets/</a>	
Improving mobility for private vehicles	SR262 Upgrade (road widening); I-680 Express lanes; signal modernization	<a href="http://www.dot.ca.gov/dist4/systemplanning/docs/pssr/sr_262_tcr_final.pdf">http://www.dot.ca.gov/dist4/systemplanning/docs/pssr/sr_262_tcr_final.pdf</a>	<a href="https://www.alamedactc.org/680Express">https://www.alamedactc.org/680Express</a>	<a href="https://cms.dot.gov/sites/dot.gov/files/docs/CA%20Fremont.pdf">https://cms.dot.gov/sites/dot.gov/files/docs/CA%20Fremont.pdf</a>
Safe routes to school	See Fremont Safe Routes to School studies on City website	<a href="https://fremont.gov/3007/Safe-Routes-to-School">https://fremont.gov/3007/Safe-Routes-to-School</a>		
<b>More information requested</b>	<b>Existing efforts</b>	<b>Source #1</b>	<b>Source #2</b>	<b>Source #3</b>
EZ routes access	To be confirmed			
Major crashes vs. VMT, Fremont Population	To be confirmed			
List of Fremont projects, plans, goals	Coming in project's existing conditions report			
East 14th /Fremont Blvd/Mission Blvd corridor study	East 14th Street/Mission and Fremont Boulevard Multimodal Corridor study is currently underway	<a href="https://www.alamedactc.org/files/managed/Document/21261/1476000_E14_Street_Mission_and_Fremont_Bldv_Multimodal_Corridor.pdf">https://www.alamedactc.org/files/managed/Document/21261/1476000_E14_Street_Mission_and_Fremont_Bldv_Multimodal_Corridor.pdf</a>		
Benefit of uncontrolled crosswalks	There are safety benefits to "uncontrolled" crosswalks	<a href="https://www.fhwa.dot.gov/publications/research/safety/pedbike/05085/chapt12.cfm">https://www.fhwa.dot.gov/publications/research/safety/pedbike/05085/chapt12.cfm</a>		
Details about rail system move from Centerville to Ardenwood, TOD design	To be confirmed			

Automated traffic signals (more info)	See Adaptive Traffic Signal Project and the Smary City Challenge (pages 17-18); see also TTS/Siemens partnership	<a href="http://fremontcityca.ig2.com/Citizens/FileOpen.aspx?Type=30&amp;ID=5742">http://fremontcityca.ig2.com/Citizens/FileOpen.aspx?Type=30&amp;ID=5742</a>	<a href="https://cms.dot.gov/sites/dot.gov/files/docs/CA%20Fremont.pdf">https://cms.dot.gov/sites/dot.gov/files/docs/CA%20Fremont.pdf</a>	<a href="https://www.businesswire.com/news/home/20170912006170/en/Traffic-Technology-Services-Siemens-Partner-Advance-Connected">https://www.businesswire.com/news/home/20170912006170/en/Traffic-Technology-Services-Siemens-Partner-Advance-Connected</a>
Automated traffic signals (how to expedite implementation)	To be confirmed			
Measure BB funding (annual revenue)	~\$134 million projected for FY17-18	<a href="https://www.alamedactc.org/app_pages/view/15547">https://www.alamedactc.org/app_pages/view/15547</a>		
Proposed toll increase (Fremont share of funding)	See page 4 of Regional Measure 3 FAQs	<a href="https://mtc.ca.gov/sites/default/files/Regional%20Measure%203%20-%20SB%20595%20FAQ%20Oct.%202017.pdf">https://mtc.ca.gov/sites/default/files/Regional%20Measure%203%20-%20SB%20595%20FAQ%20Oct.%202017.pdf</a>		
Saturation patrols effect on drunk driving	Research shows they are more effective than checkpoints	<a href="https://www2.fbi.gov/publications/leb/2003/jan2003/jan03leb.htm">https://www2.fbi.gov/publications/leb/2003/jan2003/jan03leb.htm</a>		
Automated Enforcement of speed limits	Automated enforcement of speed limits is very effective. There are legislative challenges with implementation in California, and currently speed cameras are only permitted as part of a pilot project in San Francisco and San Jose.	<a href="https://a17.asmdc.org/press-releases/assemblymember-david-chius-safe-streets-act-passes-first-committee">https://a17.asmdc.org/press-releases/assemblymember-david-chius-safe-streets-act-passes-first-committee</a>	<a href="https://leginfo.ca.gov/faces/billTextClient.xhtml?bill_id=201720180AB342">https://leginfo.ca.gov/faces/billTextClient.xhtml?bill_id=201720180AB342</a>	
Sunol light	To be confirmed			
Gas tax revenues (Fremont share of \$)	see "Where will the money go?" section of article	<a href="http://www.sacbee.com/news/politics-government/capitol-alert/article147437054.html">http://www.sacbee.com/news/politics-government/capitol-alert/article147437054.html</a>		
Efforts to reduce speed limits	See Staff Report 2551; see also pages 12-26 of Engineering and Traffic Survey for Speed Limits (limited speed reduction efforts)	<a href="https://fremontcityca.ig2.com/Citizens/Detail_LegiFile.aspx?Frame=&amp;MeetingID=1387&amp;MediaPosition=&amp;ID=2551&amp;CssClass=">https://fremontcityca.ig2.com/Citizens/Detail_LegiFile.aspx?Frame=&amp;MeetingID=1387&amp;MediaPosition=&amp;ID=2551&amp;CssClass=</a>	<a href="https://fremont.gov/DocumentCenter/View/29109">https://fremont.gov/DocumentCenter/View/29109</a>	
Affordability of emerging technologies and autonomous cars	To be confirmed			
Number of Fremont residents who ride bikes	~3,200 as of 2010; see pages 22-23 of Draft Bicycle Master Plan	<a href="https://www.fremont.gov/DocumentCenter/View/36860">https://www.fremont.gov/DocumentCenter/View/36860</a>		
Source of # of residents living in Union City/Newark/Fremont	US Census	<a href="https://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml">https://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml</a>		
Underpasses and intersections	To be confirmed			
Effort on redirecting traffic out of neighborhood	left- and right-turn restrictions on residential streets, Waze partnership that factors turn restrictions into algorithm, and highway on-ramp meters to make commuters think twice before getting off the freeway	<a href="http://www.eastbaytimes.com/2016/11/10/fremont-city-takes-steps-to-keep-commuters-on-freeways-and-off-its-streets/">http://www.eastbaytimes.com/2016/11/10/fremont-city-takes-steps-to-keep-commuters-on-freeways-and-off-its-streets/</a>		
Enforcement of redirecting traffic out of neighborhood	police enforcing turn restrictions between 3-7pm on residential roads, most other efforts are self-enforcing	<a href="http://www.ktvu.com/news/fremont-residents-fed-up-with-motorists-short-cutting-ways">http://www.ktvu.com/news/fremont-residents-fed-up-with-motorists-short-cutting-ways</a>		
Warwick's plan	To be confirmed			
Fremont's position on ACE Forward (freight vs. passenger rail)	See slides 8-12 of ACEforward project discussion; see pages 122-123 of ACEforward supplemental scoping report	<a href="https://fremont.gov/DocumentCenter/View/35380">https://fremont.gov/DocumentCenter/View/35380</a>	<a href="https://www.acerail.com/About/Board/Board-Meetings/2016/ACEforward-Supp-Scoping-Report_Final-Oct-2016.pdf">https://www.acerail.com/About/Board/Board-Meetings/2016/ACEforward-Supp-Scoping-Report_Final-Oct-2016.pdf</a>	
Timeline on mode shift goals (10% SOV reduction)	To be confirmed			
Development connections to "trails" (re: bike/ped master plans)	To be confirmed			

East-West freeway connection	see Alameda CTC website resources; see project fact sheet	<a href="https://www.alamedactc.org/app_pages/view/7146">https://www.alamedactc.org/app_pages/view/7146</a>	<a href="https://www.alamedactc.org/files/managed/Document/20721/MBB_1177.000_I880MissionBlvdEastWestConnector_MB5050_factsheet.pdf">https://www.alamedactc.org/files/managed/Document/20721/MBB_1177.000_I880MissionBlvdEastWestConnector_MB5050_factsheet.pdf</a>	
% of major streets with buffered bike lanes	Page 29 of Bike Plan specifies miles of Fremont bike lanes. Percentage of major streets - not yet known.	<a href="https://www.fremont.gov/DocumentCenter/View/36860">https://www.fremont.gov/DocumentCenter/View/36860</a>		
Efforts to improve collaboration between regional transit agencies	see SPUR's seamless transit report; see MTC transit connectivity report	<a href="https://www.spur.org/sites/default/files/publications_pdfs/SPUR_Seamless_Transit.pdf">https://www.spur.org/sites/default/files/publications_pdfs/SPUR_Seamless_Transit.pdf</a>	<a href="https://mtc.ca.gov/sites/default/files/Transit_Connectivity_Report.pdf">https://mtc.ca.gov/sites/default/files/Transit_Connectivity_Report.pdf</a>	
VMT measurement methodology (reduction goal, timeline)	see page 7 of CARB report; see pages 21-22 of FHWA Travel analysis Framework report	<a href="https://www.arb.ca.gov/cc/capandtrade/auktionproceeds/carb_vehicle_miles_traveled.pdf">https://www.arb.ca.gov/cc/capandtrade/auktionproceeds/carb_vehicle_miles_traveled.pdf</a>	<a href="https://www.fhwa.dot.gov/policyinformation/tables/vmt/vmt_model_dev.pdf">https://www.fhwa.dot.gov/policyinformation/tables/vmt/vmt_model_dev.pdf</a>	
Best practices in managing cut-through traffic	Lots of best practices research to mitigate cut-through traffic - see all sources	<a href="https://www.pps.org/article/livememtraffic">https://www.pps.org/article/livememtraffic</a>	<a href="https://www.wired.com/2016/07/better-ways-kill-traffic-lying-waze/">https://www.wired.com/2016/07/better-ways-kill-traffic-lying-waze/</a>	<a href="https://safety.fhwa.dot.gov/ped_bike/univcourse/pdf/swless11.pdf">https://safety.fhwa.dot.gov/ped_bike/univcourse/pdf/swless11.pdf</a>
680 expansion project construction impacts and mitigations	see "What to Expect During Construction" section	<a href="http://680expresslanesproject.com/home/construction/">http://680expresslanesproject.com/home/construction/</a>		
Sunol grade bicycle path plans	Also known as Alameda Creek Trail and Niles Canyon Trail; See page 86 in Bicycle Master Plan; also see Niles Canyon Trail Feasibility Study	<a href="https://fremont.gov/DocumentCenter/View/34803">https://fremont.gov/DocumentCenter/View/34803</a>	<a href="http://www.ebparks.org/Assets/Nav_Categories/Park_Planning/Niles+Canyon+Regional+Trail/Niles+Canyon+Regional+Trail+Connectivity+Feasibility+Study.pdf">http://www.ebparks.org/Assets/Nav_Categories/Park_Planning/Niles+Canyon+Regional+Trail/Niles+Canyon+Regional+Trail+Connectivity+Feasibility+Study.pdf</a>	

# Mobility Task Force - Meeting #3

## Agenda

Welcome

Meeting Minutes

Administrative Briefing

Summary of Mobility Issues and Efforts

Community Outreach Approach

Summary and Next Steps

Public Comment

Adjournment

Mobility Task Force  
January 18, 2018



# Brown Act Perspectives and Follow Up

1. Mobility Task Force to align with same process and procedures as Fremont Commissions
2. Briefing on Brown Act in February by City Attorney's Office
3. Election of Mobility Task Force Chair in February

Mobility Task Force  
January 18, 2018



# Election of Mobility Task Force Chair

- Role is to facilitate meeting agenda, any approval actions, and community input process
- Interested members to submit a brief statement of interest/experience by February 1<sup>st</sup>
- Vote to be held at next Task Force meeting on February 15<sup>th</sup>; Vote for two candidates; Person with most votes is Chair; 2<sup>nd</sup> most is Vice-Chair.

# Summary of Mobility Issues and Efforts

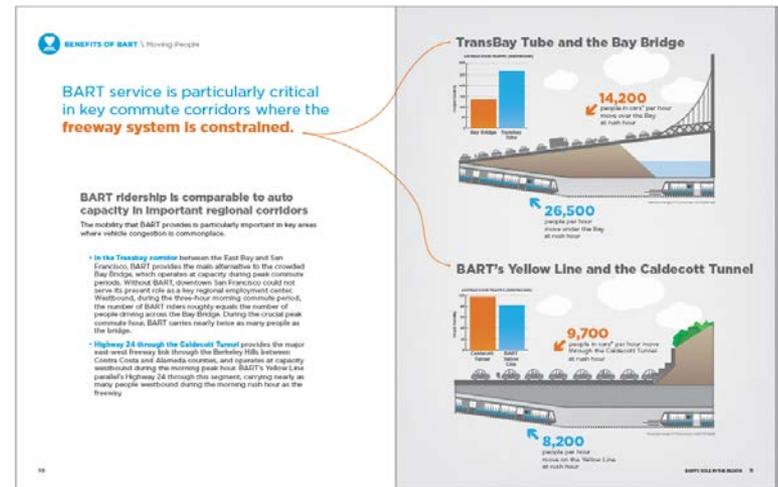
Mobility Task Force  
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# Mobility Action Plan Outline

## Overall Structure:

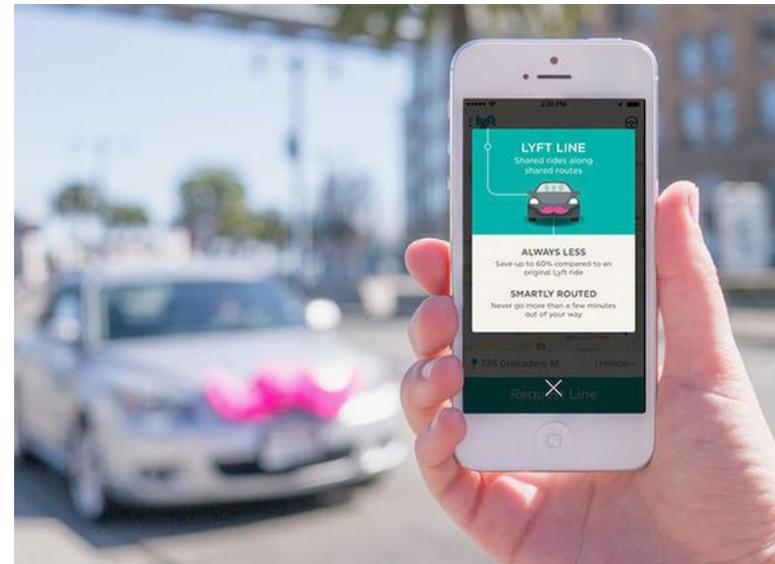
- Background (Existing Conditions)
- Efforts (Pipeline Projects)
- Initial Recommendations
  
- Graphics-heavy, concise
- Messaging Emphasis
  - Volume of ongoing work
  - Strategies to deliver sooner
  - Many will continue to drive, and that's ok



# MAP Outline: Background

## Background

- Economy and Land Use (Job/Housing Imbalance; Traffic Origins/Destinations)
- Traffic Congestion Data (Regional and Local)
- Mode Splits
- Safety
- Emerging Technology
- Policy and Funding



# MAP Outline: Efforts/Pipeline Projects

## Efforts (Pipeline Projects)

- Regional Highway Projects (5 year, 10 year)
- Local Traffic Signals
- Regional Transit Projects (5 year, 10 year)
- Safety (Vision Zero) / Bikeways / Pedestrians / School Programs
- Fremont Smart Mobility



# TF Meeting #2: Response to Questions

## 33 Questions Received at Meeting #2

- Covered all modes
- Themes: congestion, funding, infrastructure, safety

## Split Approach

- Quick Responses Today
- Detailed Responses in Mobility Action Plan
- Updated Resource Library



# Response to Questions: MAP Content

## Examples of Questions with Detail Responses:

- Cross-reference local & regional plans
- Collision trends vs. VMT/population
- Automated traffic signals
- Funding questions (toll increases, Bond BB, gas tax, etc)
- VMT reduction goals



# Response to Questions: Resource Library

Priority Issues/Projects	Existing efforts	Source #1	Source #2	Source #3
More coordination between Caltrans and Fremont	To be confirmed			
Rails to Trails	One rails-to-trails project proposed along UPRR right-of-way (formally known as East Bay Greenway); see Bicycle Master Plan, East Bay Greenway Scoping Study, and UPRR Feasibility Study	<a href="https://fremont.gov/DocumentCenter/View/34803">https://fremont.gov/DocumentCenter/View/34803</a>	<a href="http://www.urbanecology.org/EastBayGreenway.pdf">http://www.urbanecology.org/EastBayGreenway.pdf</a>	<a href="https://www.railstotrails.org/resourcehandler.ashx?id=4288">https://www.railstotrails.org/resourcehandler.ashx?id=4288</a>
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AC Transit improvements	See AC Transit Service Enhancement Plan	<a href="http://www.actransit.org/wp-content/uploads/2015-SEP-Admin-Draft-IS-ND.pdf">http://www.actransit.org/wp-content/uploads/2015-SEP-Admin-Draft-IS-ND.pdf</a>		
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Improving mobility for private vehicles	SR262 Upgrade (road widening); I-680 Express lanes; signal modernization	<a href="http://www.dot.ca.gov/dist4/systemplanning/docs/pssr/sr_262_tr_final.pdf">http://www.dot.ca.gov/dist4/systemplanning/docs/pssr/sr_262_tr_final.pdf</a>	<a href="https://www.alamedactc.org/680Express">https://www.alamedactc.org/680Express</a>	<a href="https://cms.dot.gov/sites/dot.gov/files/docs/CA%20Fremont.pdf">https://cms.dot.gov/sites/dot.gov/files/docs/CA%20Fremont.pdf</a>
Safe routes to school	See Fremont Safe Routes to School studies on City website	<a href="https://fremont.gov/3007/Safe-Routes-to-School">https://fremont.gov/3007/Safe-Routes-to-School</a>		
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		<a href="https://www.fhwa.dot.gov/publication">https://www.fhwa.dot.gov/publication</a>		

# Requests for More Information

Topics
Safety
Future Mobility
AC Transit Service Modernization
Regional Rail Plans
East-West Connector Project
Neighborhood Traffic Issues
I-680 Project

Mobility Task Force  
January 18, 2018



# Safety - Vision Zero

Initiated by Fremont City Council in September 2015

## ■ Vision Zero Action Plan

(Adopted March 2016)

- Safer People — “Enforcement, Education”
- Safer Streets — “Engineering”
- Safer Vehicles

## ■ 7<sup>th</sup> U.S. City to Adopt Vision Zero Plan

1. New York City (2014), 2. San Francisco, 3. Seattle,
4. San Jose, 5. Boston, 6. Washington DC, 7. Fremont

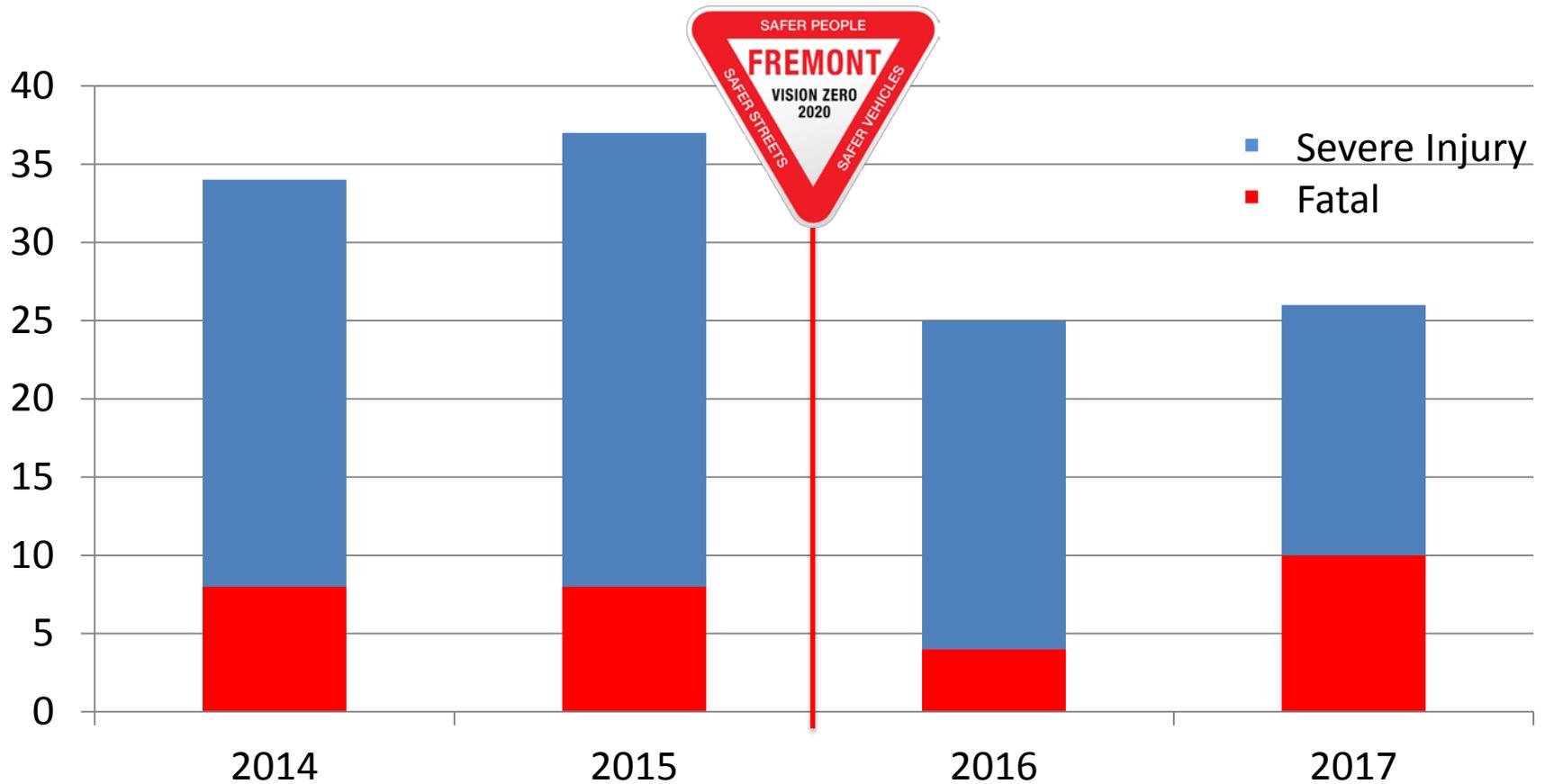


# Safety Info/Questions

- Correlate Major Crash Trends with VMT and Population
- Remove Uncontrolled Crosswalks
- DUI's and PD Saturation Patrol
- How to Lower Speed Limits
- Who Will Afford Emerging Technologies
- Status of Warwick and Other School Access Safety Projects

# Fremont Major Traffic Crash Trends

Since start of Vision Zero program, major traffic crashes are down 27%



# Fremont Vision Zero Results

Comparing Factors in Major Crashes Before and After Vision Zero

	Before VZ (2014, 2015)	After VZ (2016, 2017)	Change
<b>Major Crashes</b>	70	51	Down 27%
- Fatal	16	14	Down 13%
- Severe Injury	54	37	Down 31%
<b>Travel Mode</b>			
- Walking	25	14	Down 44%
- Bicycling	7	5	Down 29%
- Motorcycle	7	10	Up 43%
- Driving	31	22	Down 29%

# Fremont Vision Zero Results

Comparing Factors in Major Crashes Before and After Vision Zero

	Before VZ (2014, 2015)	After VZ (2016, 2017)	Change
<b>Dark*</b>	33	26	Down 21%
<b>DUI</b>	10	9	Down 10%
<b>Speed Limit</b>			
- 35 mph or less (89% of streets)	28	32	Up 14%
- 40 mph or more (11% of streets)	42	19	Down 55%
<b>Fremont Boulevard</b>			
- Major Crashes	16	11	Down 31%
- Fatal Crashes	7	4	Down 43%

*\*Pedestrian Involved Crashes in Dark Dropped from 10 (2015) to 6 (2016) to 2 (2017)*

# Fremont Vision Zero Results

Comparing Factors in Major Crashes Before and After Vision Zero

	Before VZ (2014, 2015)	After VZ (2016, 2017)	Change
<b>Age Groups</b>			
- Under 16	6	1	Down 83%
- 16 to 29	18	20	Up 11%
- 30 to 49	22	16	Down 27%
- 40 to 64	16	11	Down 31%
- 65 and over	14	7	Down 50%

# Focus on Fatalities



# 2017 Fatality Narratives

## Human Error

1. 96-year old **motorist** (in old vehicle w/ no air bags) makes **unsafe turn** and is hit broadside at 35 mph
2. 74-year old **motorist** (in old vehicle w/ no air bags) **runs off road** and hits tree (may have fallen asleep)
3. 77-year old **pedestrian** in crosswalk is **hit by motorist with limited visibility** (foggy windows) at 25 mph
4. 65-year old **pedestrian crossing** major street **midblock** in dark is hit at 35 mph
5. 47-year old **pedestrian** crossing commercial driveway from right is **hit and run over** by motorist looking left

# 2017 Fatality Narratives

## Reckless Driving

1. 58-year old riding **motorcycle** on rear wheel and **speeding** hits another vehicle
2. 50-year old riding **motorcycle** and **speeding** (74 mph in 35 mph zone) hits traffic signal pole
3. 24-year old **motorist speeding** to pass a vehicle crashed into another vehicle head-on
4. 44-year old **pedestrian** (walking away from parked delivery truck) **hit by drunk driver** (57-year old)
5. 18-year old **vehicle passenger hit** broadside by **drunk driver** (22-year old), running red light, and speeding (107 mph in 35 mph zone)

# Safer Vehicles

New Crash Avoidance Technology Can Offset Human Errors/Limitations



## FORWARD EMERGENCY BRAKING WITH PEDESTRIAN DETECTION

Dramatization. Professional driver on a closed course. Do not attempt. Available feature. FEB with Pedestrian Detection is not a replacement for responsible driving. May not provide warning or braking in certain conditions. Limitations apply. See Owner's Manual for details.

Automatic Emergency Braking is planned for all new vehicles by 2022

# New Safety Vehicle Technology

The screenshot shows the MyCarDoesWhat.org website. At the top, there is a navigation menu with links for SAFETY FEATURES, VIDEOS & GRAPHICS, DEEPER LEARNING, GAMES, SHARE THE BUZZ, BLOG, and ABOUT. A search icon is also present. The main content area features a list of safety features on the left, each with an icon and text: BACK-UP CAMERA, ANTI-LOCK BRAKING SYSTEM (ABS), BLIND SPOT MONITOR, AUTOMATIC EMERGENCY BRAKING, LANE DEPARTURE WARNING, TIRE PRESSURE MONITORING SYSTEM, ADAPTIVE CRUISE CONTROL, and ADAPTIVE HEADLIGHTS. The background of the website is a smiling woman in a car. On the right side, there is a logo for MyCarDoesWhat.org with the tagline 'Know More. Drive Safer.' Below the logo is a cartoon car character with a speech bubble that says 'You are your car's best safety feature' and a link to 'Learn more >'. Further down, there is a video player for 'Automatic Emergency Braking Explained' with a 'SEE VIDEO' button. At the bottom, there are logos for the National Safety Council and The University of Iowa, along with social media sharing icons and a copyright notice: '© 2018 National Safety Council | Media Room | Terms & Privacy'.

SAFETY FEATURES | VIDEOS & GRAPHICS | DEEPER LEARNING | GAMES | SHARE THE BUZZ | BLOG | ABOUT

MyCarDoesWhat.org  
Know More. Drive Safer.

You are your car's best safety feature  
[Learn more >](#)

Automatic Emergency Braking  
**Explained**

SEE VIDEO

NATIONAL SAFETY COUNCIL | THE UNIVERSITY OF IOWA

SHARE THIS SITE

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# Crosswalk Enhancements



# Fremont School Traffic Safety Assessments

All 40 schools in 5 seasons; Jointly funded by City and FUSD

Schools			Season
<ul style="list-style-type: none"> <li>Chadbourne Elementary</li> <li>American High</li> <li>Cabrillo Elementary</li> </ul>	<ul style="list-style-type: none"> <li>Oliveira Elementary</li> <li>Thornton Jr. High</li> </ul>		Spring 2016
<ul style="list-style-type: none"> <li>Warwick Elementary</li> <li>Patterson Elementary</li> <li>Warm Springs Elementary</li> </ul>	<ul style="list-style-type: none"> <li>Ardenwood Elementary</li> <li>Mission San Jose High</li> <li>Mission San Jose Elementary</li> </ul>	<ul style="list-style-type: none"> <li>Brier Elementary</li> </ul>	Fall 2016
<ul style="list-style-type: none"> <li>Hopkins Junior High</li> <li>Weibel Elementary</li> <li>Glenmoor Elementary</li> </ul>	<ul style="list-style-type: none"> <li>Azevada Elementary</li> <li>Mattos Elementary</li> <li>Vallejo Mill Elementary</li> </ul>	<ul style="list-style-type: none"> <li>Hirsch Elementary</li> <li>Gomes Elementary</li> </ul>	Spring 2017
<ul style="list-style-type: none"> <li>Blacow Elementary</li> <li>Brookvale Elementary</li> <li>Centerville Junior High</li> </ul>	<ul style="list-style-type: none"> <li>Green Elementary</li> <li>Grimmer Elementary</li> <li>Forest Park Elementary</li> </ul>	<ul style="list-style-type: none"> <li>Horner Junior High</li> <li>Irvington High</li> <li>Kennedy High</li> <li>Durham Elementary</li> </ul>	Fall 2017
<ul style="list-style-type: none"> <li>Leitch Elementary</li> <li>Maloney Elementary</li> <li>Mission Valley Elementary</li> </ul>	<ul style="list-style-type: none"> <li>Niles Elementary</li> <li>Parkmont Elementary</li> <li>Mattos Elementary</li> </ul>	<ul style="list-style-type: none"> <li>Robertson High</li> <li>Walters Junior High</li> <li>Washington High</li> <li>Millard Elementary</li> </ul>	Spring 2018

# Future Mobility



Mobility Task Force  
January 18, 2018



# On-Demand Shuttles

Autonomous, Connected, Electric, and Shared (ACES)



Local Motors, USA



Easy Mile, France

# AC Transit Service Modernization



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January 18, 2018



# Regional Rail Plans



Mobility Task Force  
January 18, 2018



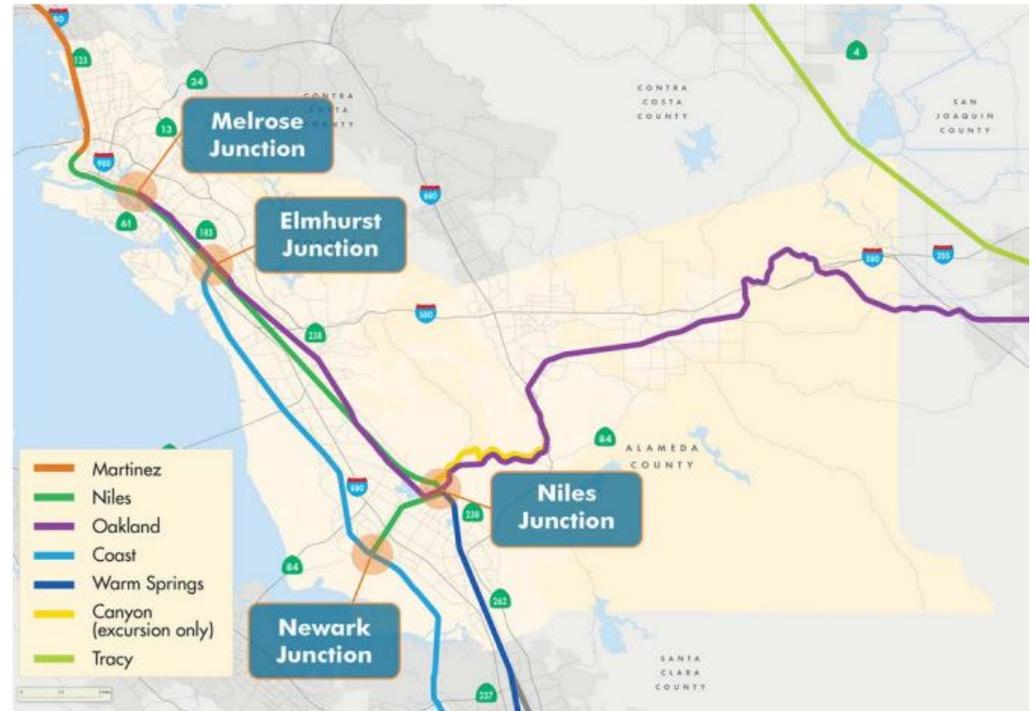
# Regional Rail Info/Questions

- Capitols/Amtrak Relocation; New Ardenwood Station; Future Use of Centerville Station
- UPRR Freight
- ACE Plans

# Alameda CTC Regional Rail Study

Addressing:

- Capacity
- Efficiency
- Safety
- Noise



Supports direction to relocate Amtrak Capitols to Coast line and UP Freight to Niles/Oakland line

- Significantly reduces rail traffic, vehicle delay, and noise through Centerville
- Consistent with Fremont position regarding ACEforward project
- Capitol station in Fremont planned for relocation from Centerville to Ardenwood

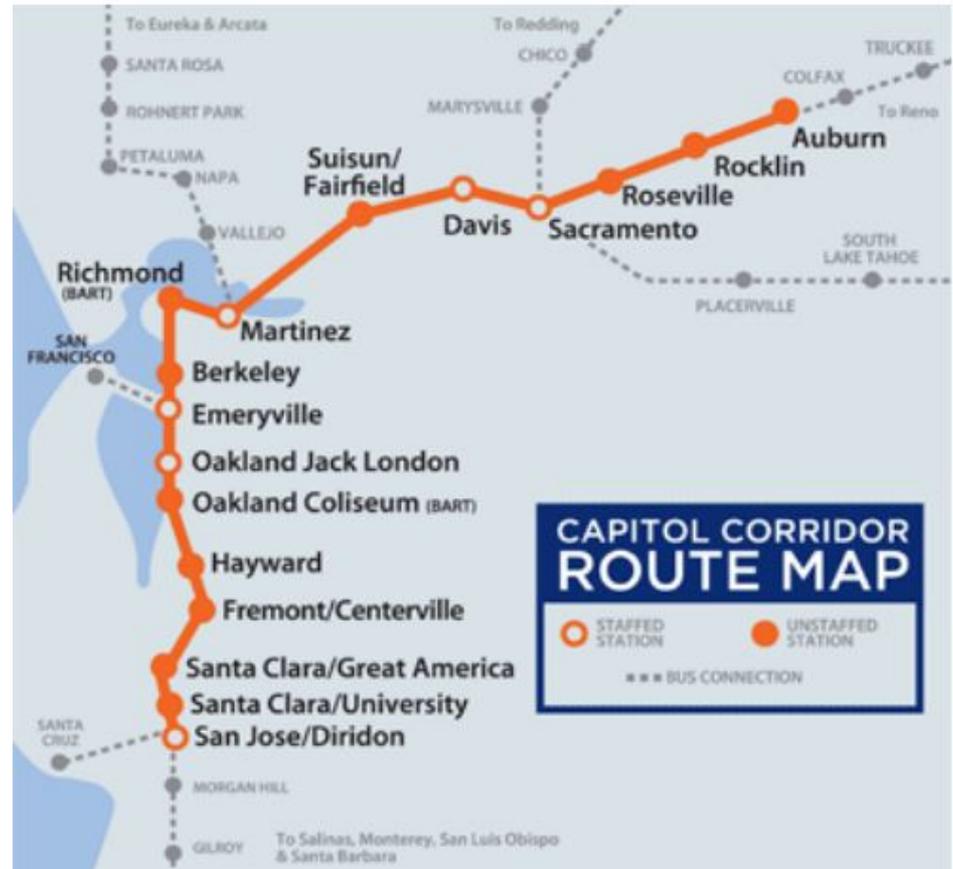


# Capitol Corridor Plans



**CAPITOL CORRIDOR**  
2014 Vision Plan Update  
Final Report

November 19, 2014  
CCJPA Board Adoption



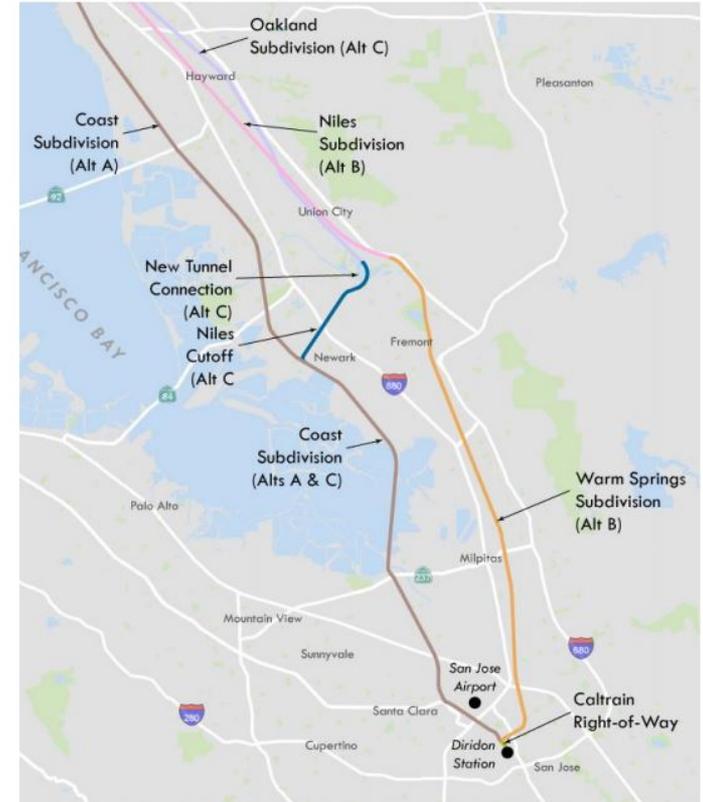
# Capitol Corridor Vision Plan

## Proposed Plan in Fremont Area

### Relocate service to Coast Line

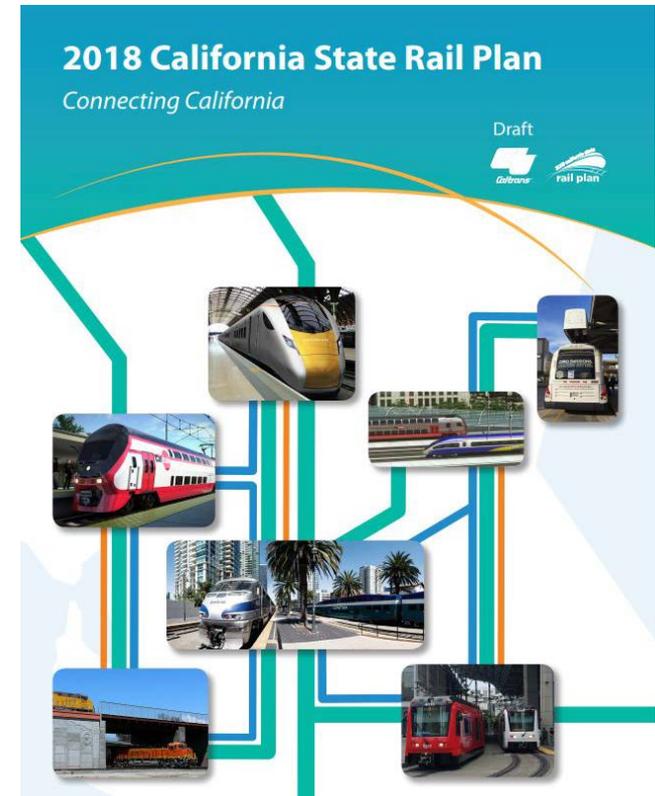
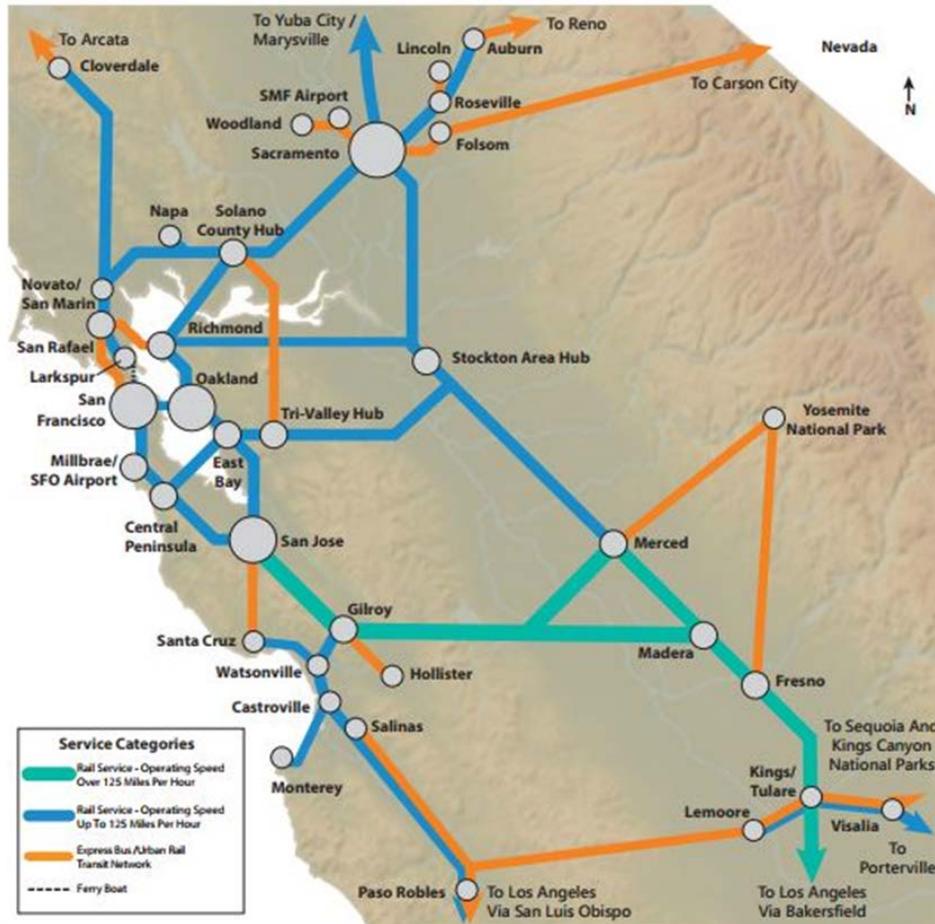
- New station at Ardenwood/Dumbarton Corridor
- Eliminates 6 at-grade crossings and horn blasts (Niles/Nursery, Shinn, Fremont, Maple, Dusterberry, Blacow)

Figure 4-6 Oakland-San Jose Alignment Options



# Draft State Rail Plan

## Northern California Service Vision (2040)



# ACE Improvement Options

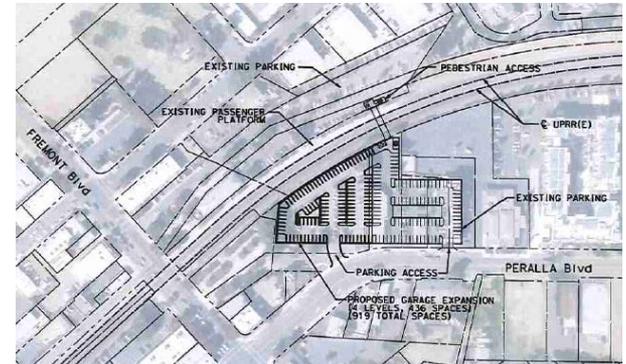
## In Fremont Area

### Station Enhancements

- Parking Structure (adds 358 spaces)
- Platform Shift (to lessen traffic impacts)

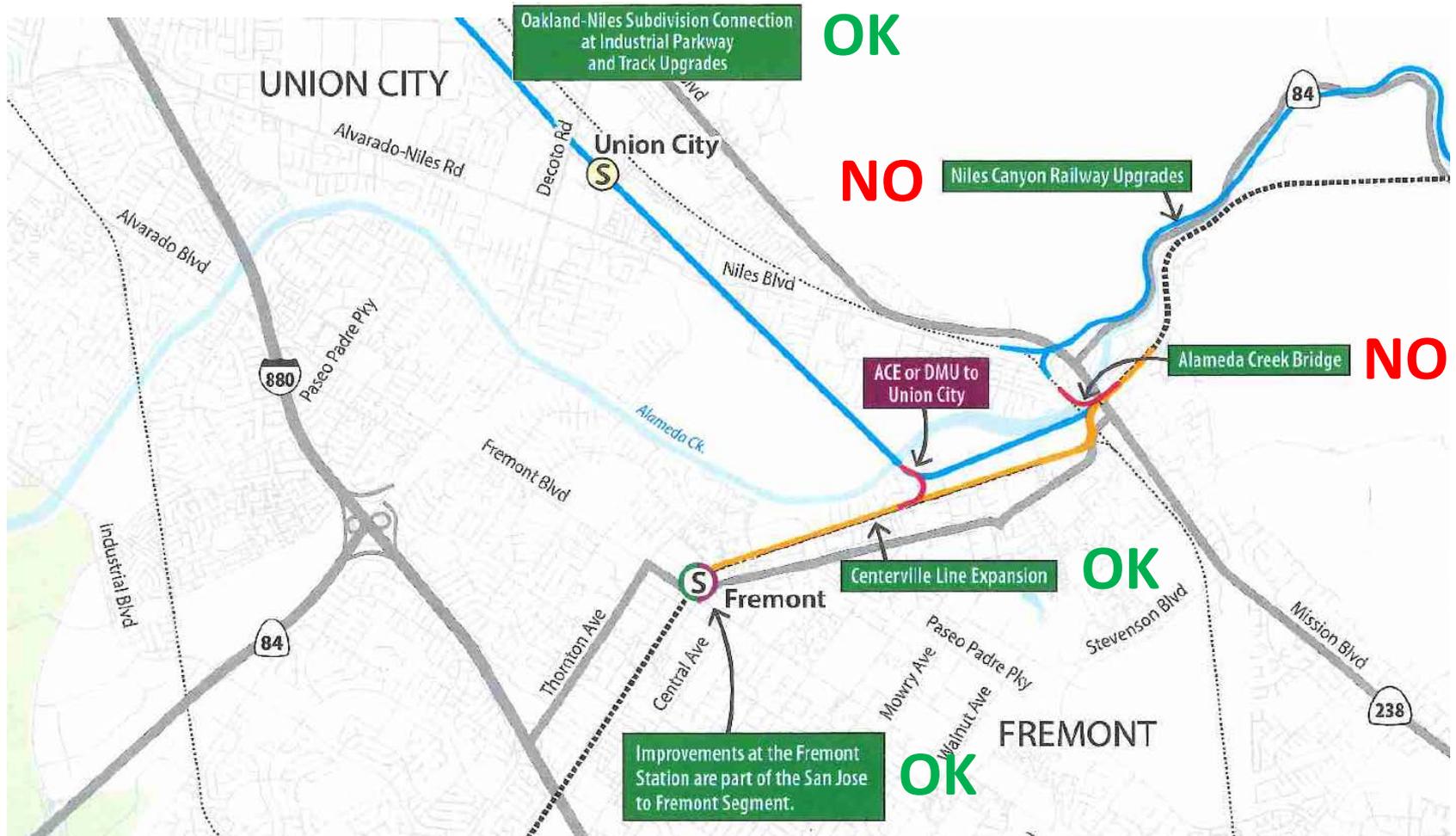
### Track Improvement Options

1. Centerville Line Expansion (with quiet zones)
2. Alameda Creek Bridge
  - **Not recommended by Fremont staff**
3. Historic Niles Railway Upgrades
  - **Not recommended by Fremont staff**
4. Oakland-Niles Subdivision Connection & Track Upgrades
  - **Designated as “environmentally superior” option in EIR**

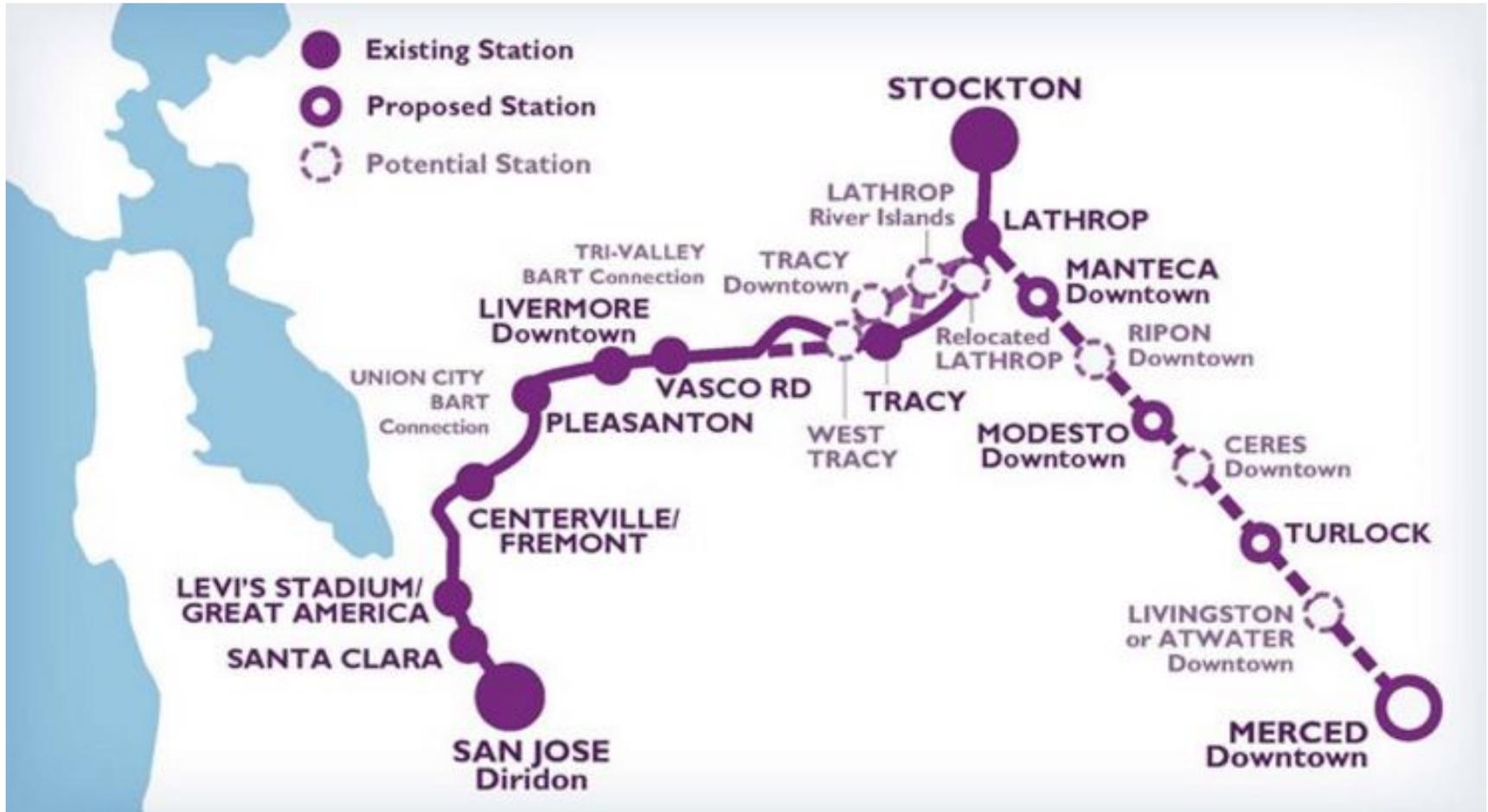


# Proposed ACE Improvements

Fremont Staff Recommendations



# ACE Expansion Plan



# East-West Connector Project



## Comments/Questions

- “Bad Idea”
- Don’t Build New Freeway
- Find Non-Vehicle Solutions

# Neighborhood Traffic Issues

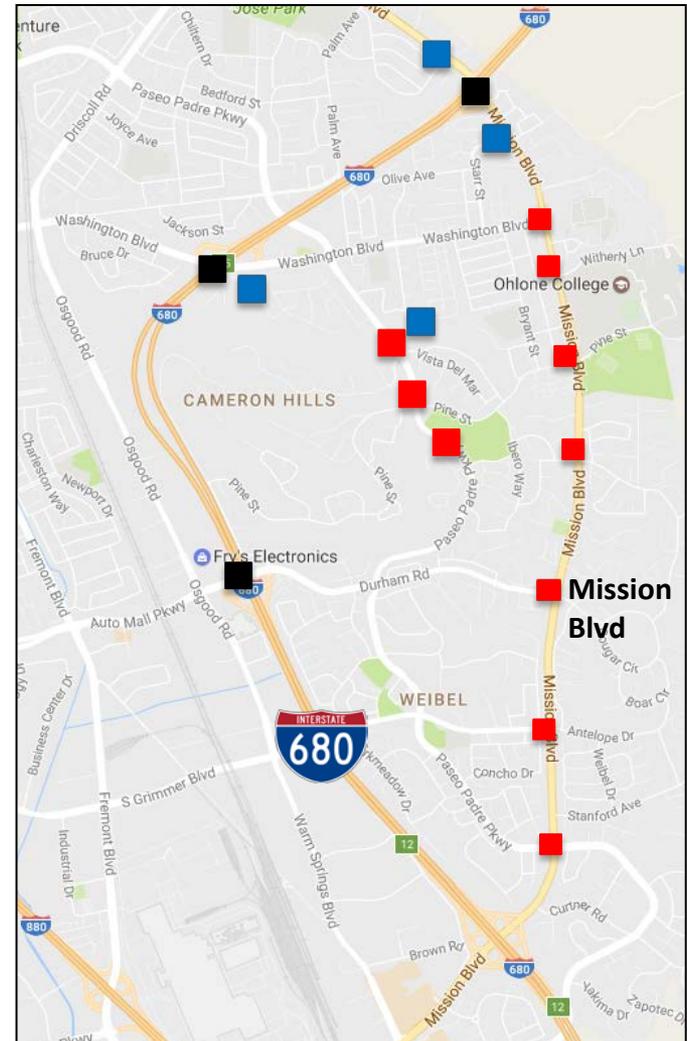


# Neighborhood Traffic Questions

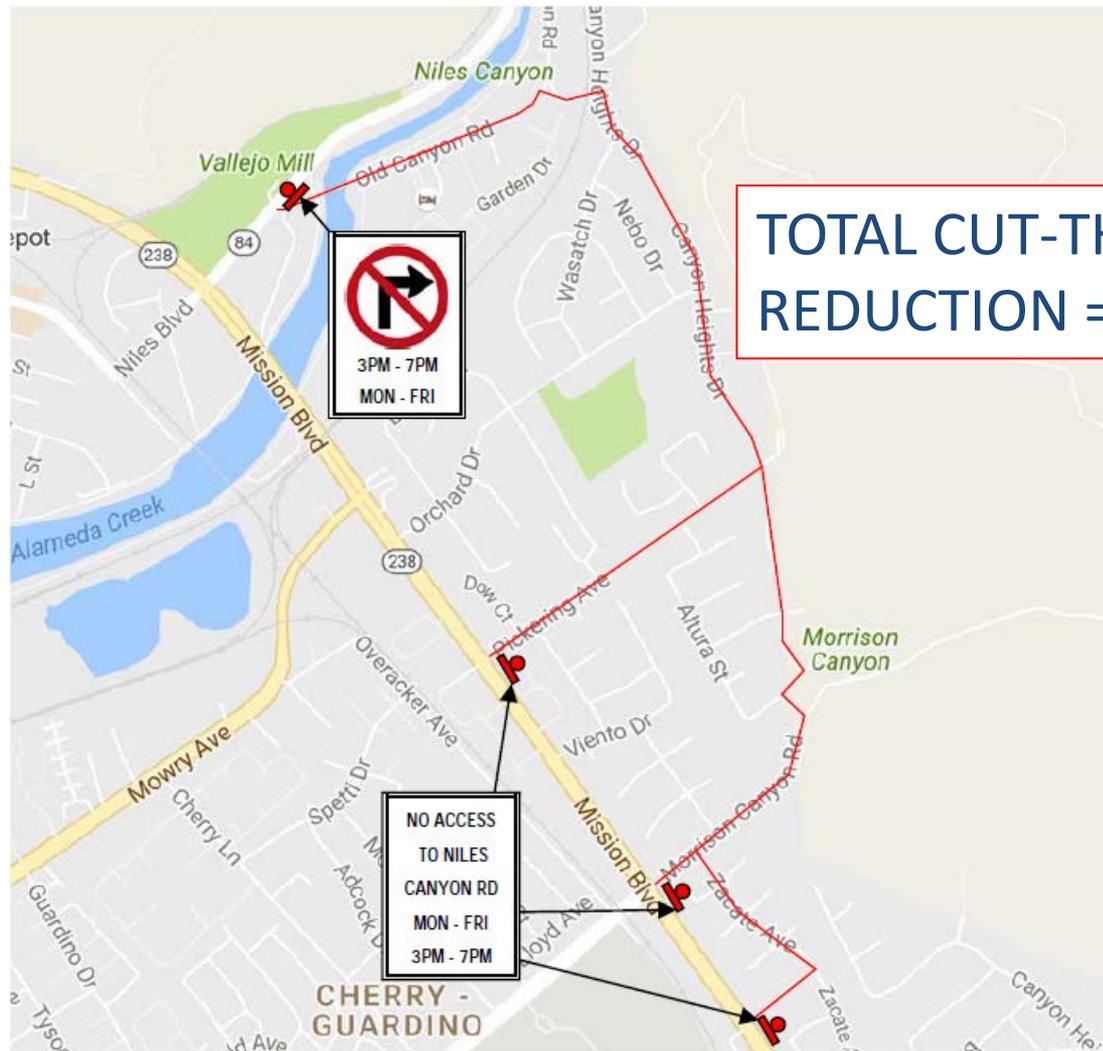
- More info on redirection of traffic; traffic still in neighborhood; change Waze algorithm
- Increase enforcement; automate enforcement
- What are other communities doing?

# “Cut-Through” Countermeasures

- Signal Timing, Stop Signs
- Ramp Metering
- Turn Restrictions
- Waze Partnership

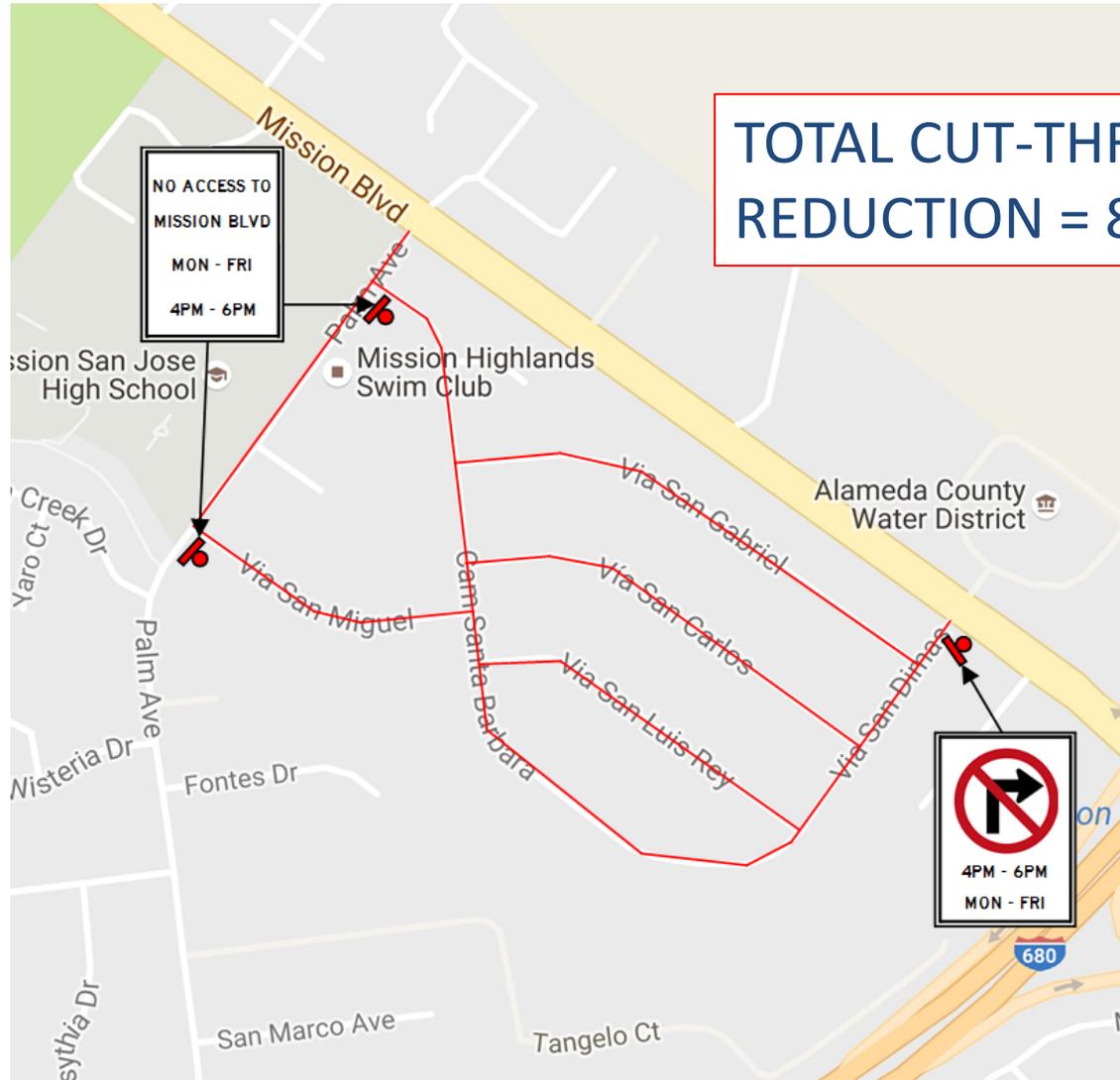


# Old Canyon Road



**TOTAL CUT-THROUGH  
REDUCTION = 87.4%**

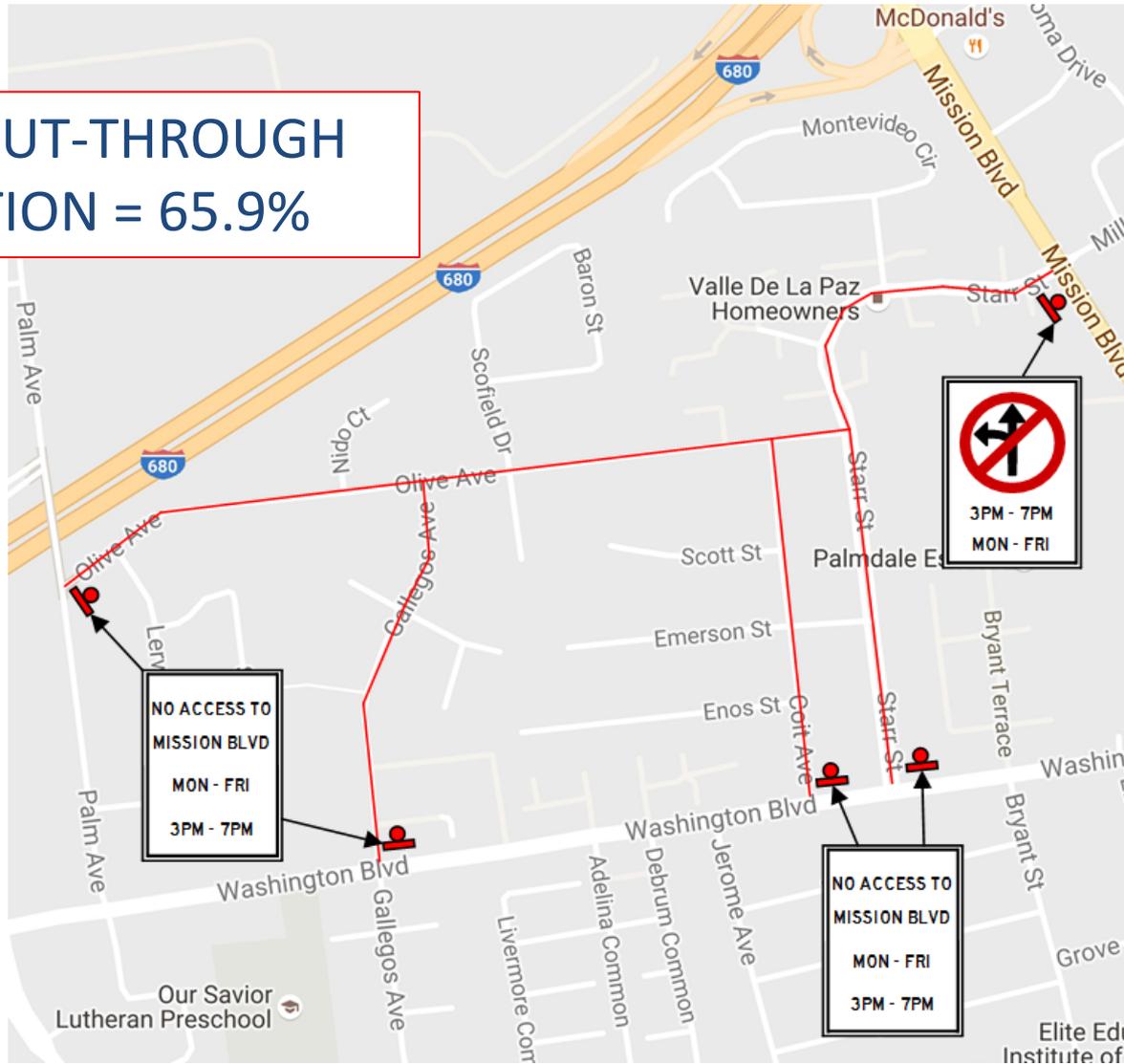
# Via San Dimas



**TOTAL CUT-THROUGH  
REDUCTION = 86.5%**

# Starr Street

TOTAL CUT-THROUGH  
REDUCTION = 65.9%



# I-680 Express Lanes Project



Any city impacts during construction? Mitigation?

# Community Outreach Approach

Mobility Task Force  
January 18, 2018



# Public Comment

Mobility Task Force  
January 18, 2018



# Adjournment

Mobility Task Force  
January 18, 2018

