

1 Introduction and Vision

1.1 Introduction

The purpose of the Pedestrian Master Plan Update is to:

1. Ensure compliance with the City of Fremont General Plan and other plans adopted since the 2007 Pedestrian Master Plan.
2. Update the background and analysis to include recent activity level, benefits, and other contextual information.
3. Update inventory data to reflect built projects.
4. Revise the proposed project lists based on city staff and public input.

1.2 Benefits of Walking

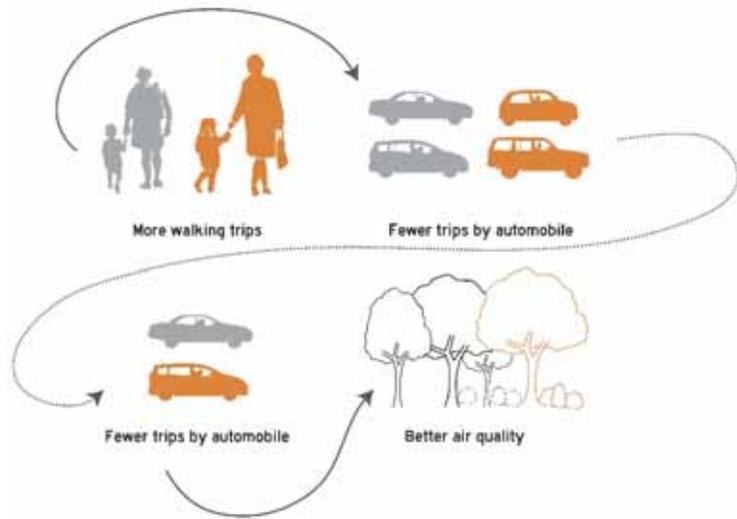
Getting more residents walking can address several interrelated challenges including traffic, air quality, creating a sense of community, public health, and the local economy. By planning a city that is more walkable, Fremont can facilitate their goal of becoming “strategically urban,” addressing these challenges and positively influencing existing and future quality of life.



Figure 1-1: Pedestrian friendly streets help improve the economy and quality of life (Bay Street, Fremont)

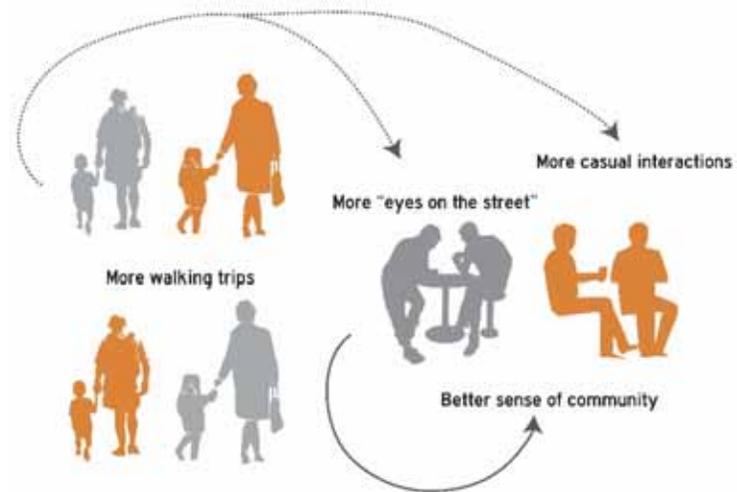
1.2.1 Traffic and Air Quality

As Fremont becomes more inviting to pedestrians, increasing numbers of work, school, shopping, and recreational trips can be made on foot. Each time residents in Fremont choose to walk instead of drive, vehicles are removed from the road. Cumulatively, this pattern may reduce traffic in some areas and improve air quality. It can also help facilitate greater density of jobs and housing.



1.2.2 Quality of Life

Fostering conditions in which walking is accepted and encouraged increases a community's livability. In areas where people walk, there are more opportunities for chance meetings and casual interactions with neighbors. Pedestrian activity also provides more "eyes on the street," or people looking out for one another. All of these quality of life benefits can enhance Fremont's sense of community.



1.2.3 Public Health

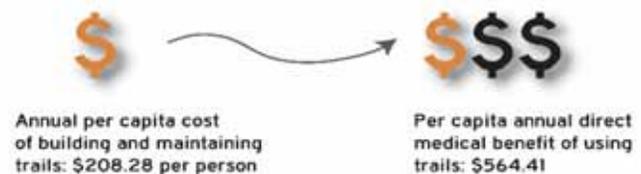
In recent years, public health professionals and urban planners have become increasingly aware that the effects of vehicles on public health extend far beyond asthma and other respiratory conditions caused by air pollution or the pedestrian-vehicle collisions resulting in injury or fatality. Dependency on vehicles has also reduced levels of physical activity.

Physical inactivity is now widely understood to play a significant role in chronic diseases in the US, including coronary obesity, heart disease, stroke, and diabetes¹, as well as heart attacks. Improving non-motorized transportation facilities may help alleviate these disorders. An extra 2,000 steps per day can lead to a 10% reduction in the risk of a cardiovascular event.² In response to these trends, public health and transportation planners have advocated for walkable neighborhoods as an effective way to encourage active lifestyles. As Fremont and its neighborhoods become more walkable, the population will have more opportunities to exercise as part of their daily travel and activity, and potentially decrease related chronic disease.

Public health advocates and transportation planners have also joined forces in addressing childhood obesity. In Alameda County, 29 percent of 7th graders are overweight.³ Programs like Safe Routes to School, which encourage school-age children to walk and bike to school, help address this public health issue.⁴

In addition to individual health benefits, physical activity provides fiscal rewards to the entire community by reducing health care costs and lost days of work. A report prepared for the Centers for Disease Control and Prevention found that the annual cost of building and maintaining trails was \$209.28 per person, while the annual direct medical benefit of using the trail was \$564.41 per person⁵.

**Every \$1 spent on building
non-motorized transportation facilities
returns \$2.94 in medical benefits.**



Source: Wang, Macera, Scudder-Soucie, Schmid, Pratt, and Buchner, 2005. A Cost-Benefit Analysis of Physical Activity Using Bike/Pedestrian Trails. Health Promotion Practice 6(2): 174-179.

¹ McKenna, M.T., Taylor, W.R., Marks, J.S., & Koplan, J.P., "Current issues and challenges in chronic disease and control" in *Chronic Disease Epidemiology and Control*, 2nd edition, American Public Health Association, 1988.

² Yates, T., et al, "Association between change in daily ambulatory activity and cardiovascular events in people with impaired glucose tolerance: a cohort analysis" in *The Lancet*, 2013.

³ Alameda County Public Health Department, "Alameda County Maternal, Child, and Adolescent Health Indicators," 2012.

⁴ <http://www.alamedacounty2s.org/>

⁵ Wang, Macera, Scudder-Soucie, Schmid, Pratt, and Buchner, "A Cost-Benefit Analysis of Physical Activity Using Bike/Pedestrian Trails," in *Health Promotion Practices* 6(2), pp174-179, 2005.

1.2.4 Economy

Walking can also be a more economically efficient mode of transportation than driving a vehicle. According to 2013 data from the American Automobile Association (AAA) and the US Census Bureau, yearly operation and ownership of one motor vehicle accounts for more than twelve percent of a typical Fremont household's income.^{6,7}

For the 46 percent of Fremont workers who live in households with access to two vehicles, this adds up to 22 percent of household income.⁸

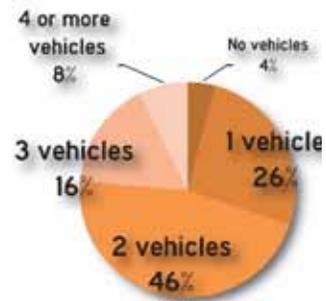
By walking more and driving less, residents could save money on gas, car maintenance and repairs, registration fees, insurance, parking costs, and bridge tolls.

AAA estimates that the yearly average cost of owning and maintaining one vehicle is \$10,374.



Source: AAA "Your Driving Costs: 2013."

70% of Fremont households have at least 2 vehicles



Source: American Community Survey (2011)

A typical Fremont household spends 22% of its income paying for fuel, maintenance, insurance, and fees.



Money saved by residents may likely be spent elsewhere in the local economy, or on a higher-valued home. A 1999 study of four new pedestrian-friendly communities determined that homebuyers were willing to pay a \$20,000 premium for homes in walkable communities.⁹

Retail areas often subsidize vehicle parking on the assumption that customers need to drive to make large purchases. However, retail districts worldwide have realized commercial gains by increasing pedestrian space and reducing space dedicated to vehicles.¹⁰

⁶ "Your Driving Costs," American Automobile Association, 2013

⁷ American Community Survey, 2007

⁸ Ibid.

⁹ Eppli, M., & Tu, C., "Valuing the New Urbanism: The Impact of the New Urbanism on Prices of Single Family Homes," Urban Land Institute, 1999.

¹⁰ http://www.transalt.org/files/newsroom/reports/soho_curbing_cars.pdf/



Figure 1-2: Pedestrian-friendly shopping district (The Block, Fremont)

In addition, parking lots are becoming more pedestrian oriented to connect retail shopping with transit use and adjacent sidewalks. Wide sidewalks framed by landscaping, street furniture and lighting can provide a safer and more comfortable pedestrian route for employees and visitors who walk the entire trip, use transit, or drive to the parking lot.



Figure 1-3: Pedestrian route through a large parking lot (The Block, Fremont)

While motorists may indeed spend more money in a single visit to a local business, customers on foot or on bicycles make smaller, more frequent purchases that lead to higher spending over the course of a month.¹¹

¹¹ Clifton, K., Morrissey, S., & Ritter, C., "Business Cycles: Catering to the Bicycling Market," TR News, 2012.

1.3 Progress Since 2007

The City has made substantial progress implementing the 2007 Pedestrian Master Plan. Thirteen recommended projects have been completed, five are in progress, and the remainder are planned to be studied (or on hold) while funds are sought (Table 1-1).

Table 1-1: Project Status Since 2007

Location	Improvement Type
Completed Projects	
Cedar St between Bryant St & Mission Blvd	Sidewalk
Civic Center Drive <i>*not in the 2007 Plan</i>	Corridor
Clough Ave & Fremont Blvd	Intersection
Deep Creek Rd at Emilia Ln and Macbeth Ave	Intersection
E. Warren Ave between Navajo Rd & Yakima Dr	Sidewalk
Fremont Blvd (south terminus) to Dixon Landing Connector	Path/sidewalk/bike lanes/road
Fremont Blvd & Washington Blvd/Bay St & Union St	Intersection
Los Cerritos Community Park frontage on Alder Ave and Nicolet Ave	Sidewalk
Mission Blvd & Driscoll Rd	Intersection
Mission Blvd & Palm Ave	Intersection
Mission Blvd between Driscoll Rd & Mission San Jose High School	Sidewalk
Mission Blvd between Mill Creek Rd & Mission Creek	Sidewalk
Parkhurst St/Walnut Ave & Argonaut Way	Lane reduction & roundabout
Projects in Progress	
Bonde Way & Fremont Blvd	Intersection
Civic Center Dr & BART Way (temporary improvement installed)	Crossing
Grimmer Blvd & Blacow Rd	Intersection
Niles/Nursery & Nursery/Mission	Intersection & Corridor
Union Pacific Railroad Trail	Path
Projects Currently Unfunded	
Paseo Padre Parkway & Sailway Dr	Intersection
Fernald St & Mohave Dr & Crawford St	Intersection
Sullivan UNP/Nichols Ave & Mission Blvd	Sidewalk
Warm Springs/Fourier/Lippert	Intersection
Mission Blvd & Pine St (partially completed with audible ped signals)	Intersection
Paseo Padre Pkwy & Milton St	Intersection
I-680 & Scott Creek Rd	Interchange
Auto Mall Pkwy & I-680	Interchange
Fremont Blvd between Tamayo & Decoto	Sidewalk
Farwell Drive Path	Path
Hetch Hetchy Path	Path
Grimmer Blvd Greenway Path	Path
Mowry Avenue & Peralta Boulevard Intersection / Corridor Project	Intersection & Corridor

Since 2007 the City has also adopted a Complete Streets Policy, installed curb ramps with truncated domes citywide through the road maintenance program, and progressed plans for a pedestrian friendly City Center.

1.4 Vision

Fremont is a community that inspires people of all ages and abilities to walk for everyday transportation, recreation and health.

To achieve this, walking will become a safe, inviting and practical way to travel on a comprehensive system of sidewalks and pathways along green corridors. Vibrant central city and neighborhood centers will prioritize the pedestrian experience as a way to enhance quality of life and encourage more people to live, work and play in Fremont.



Figure 1-4: A pedestrian-friendly intersection on Fremont Boulevard: tight radius corners reduce traffic speeds; high visibility crosswalk markings highlight the pedestrian space

1.5 Pedestrian Master Plan Goals

By implementing City policies and the recommendations of this Plan, the City aims to achieve the following goals:

1. **Activity** – increase the percentage of all trips made on foot from 9% in 2007 to 15% by 2025.
 - *The 9% figure was derived from MTC calculations no longer available to the City. A model should be developed to measure progress for the next Pedestrian Plan update.*
 - *Current infill land development is expected to improve the walking mode share of all trips.*
 - *Fremont participates in the regional Spare the Air program to encourage active transportation.*
 - *This Plan recommends a Safe Routes to School Program that would encourage and educate the next generation about walking.*



Figure 1-5: Fremont participates in the Alameda County Spare the Air program, which includes educational and encouragement tools



Figure 1-6: The Fremont Police Department maintains a school crossing guard program to help students walking to school

2. **Safety** – reduce annual reported pedestrian-motor vehicle collisions from 44.4 (5-year average 2003-2007) to 22 by 2025.
 - *In 2015, the 5-year average (2010-2015) was 50.6, so more work will be needed to achieve this goal.*
 - *A future metric could be a reduction in the percentage of roadways in Fremont that are posted for 40 mph.*
 - *The City has implemented a “Vision Zero Fremont” program with the aim of a significant reduction in road traffic fatalities and serious injuries*
 - *Safety is one of the criteria used in prioritizing the projects included in this Plan.*

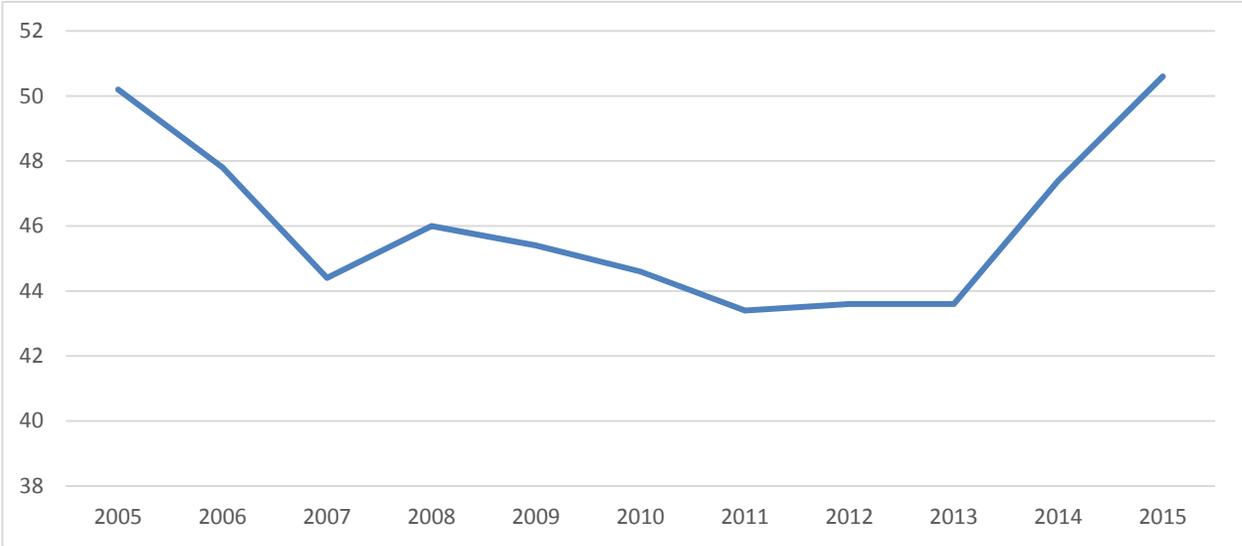


Figure 1-7: Five-year rolling annual average of reported pedestrian / motor vehicle collisions; there is a long way to go to halve the number of collisions by 2025

3. Infrastructure and Design – establish a world class pedestrian environment in Fremont’s City Center / Downtown and in Town Center Districts and improve the pedestrian experience throughout Fremont with additional infrastructure, thoughtful design and integration, and routine maintenance.

- Progress has been made on many projects, as referenced in Table 1-1.
- The updated Design Toolkit contained in this Plan features the latest solutions.
- Walkability is included in community plans such as the Downtown Community Plan, City Center Community Plan, and the Warm Springs Community Plan (see Appendix A for more information).



Figure 1-8: The Pedestrian Design Guide provides state-of-the-art design guidance

Pedestrian Master Plan

- The City has applied for and received grants for projects such as the Downtown Capitol Avenue Extension, the Bike & Pedestrian facility improvements from Downtown District to Central BART, the Mission Boulevard Sidewalk, and the Sabercat Creek Public Access & Riparian Improvements.
- Although property owners are responsible for sidewalk maintenance, the City provides repair and replacement as long as funding and staffing is available.



Figure 1-9: The City Maintenance Division does sidewalk grinding to eliminate trip hazard

4. Connectivity and Accessibility - ensure safe, continuous, and convenient pedestrian access to essential pedestrian destinations and districts throughout Fremont for all residents, workers, and visitors.

- The City is continuing to develop projects for grant funding through the state Active Transportation Program and other grant sources.
- Since 2007, the focus has been on closing connectivity gaps near schools. For the next five-year period the focus will shift to the downtown and the Priority Development Areas (PDAs). Fremont's General Plan states that funding priorities should be based on greatest demand.
- This Plan recommends a Citywide Trails and Paths Study focused on railway and utility corridors to provide for an interconnected off-street trail network.
- The BART Way and Warm Springs projects will help integrate transit and walking.



Figure 1-10: The development of this Plan update included connectivity gap analysis and project identification focused on creating an accessible and complete network

5. Land Development – plan, design, and construct new development to celebrate and invite walking, particularly in the City’s Downtown District, City Center and Town Centers.

- *Walkability is included in plans such as the General Plan, Downtown Community Plan, City Center Community Plan, and the Warm Springs Community Plan (see Appendix A for more information).*
- *New developments must comply with city standards that facilitate walking.*



Figure 1-11: A new multi-family residential development on Walnut Avenue in Downtown Fremont features a pedestrian promenade through the site

1.6 General Plan Support for Walking

Appendix A presents a complete review of existing planning documents at the federal, state, regional and local levels. The most important of these plans is the Fremont General Plan, last updated in 2011. The General Plan recognizes the importance of pedestrian and bicycle travel - pollution-free modes that relieve pressure on roadways, improve the health of community members, and contribute to the vibrancy of neighborhoods and districts. In keeping with the “Strategically Urban” approach, Land Use Element goals include:

LAND USE	City Form and Structure (2-1): A city transformed from an auto-oriented suburb into a distinctive community known for its walkable neighborhoods, dynamic city center, transit-oriented development at focused locations, attractive shopping and entertainment areas, thriving work places, and harmonious blending of the natural and built environments.
	Complete Neighborhoods (2-3): Compact, walkable and diverse neighborhoods each with an array of housing types and shopping choices with parks, school and amenities that can be conveniently accessed by all residents.

Specific policies supporting walking have been established for selected portions of the city including Niles, the City Center, Mission San Jose, and Irvington. The General Plan Vision Book states: “...Fremont is poised to attract transit-oriented development to its downtown, which will help it achieve the objective of creating a vibrant, pedestrian oriented city center.”¹² Mobility Element goals include:

MOBILITY	Complete Streets (3-1): City streets that serve multiple modes of transportation while enhancing Fremont’s appearance and character.
	Reducing Vehicle Miles Traveled (3-2): Improve mobility in Fremont while reducing the growth of vehicle miles traveled.
	Accessibility, Efficiency, and Connectivity (3-3) - Maximize the efficiency of the transportation network, and its ability to connect the city, minimize travel distances, and increase mobility for all residents.
	Balancing Mobility and Neighborhood Quality (3-4): A transportation system that balances speed and convenience with the desire to have walkable neighborhoods and an enhanced sense of place.

In describing mobility as “not just about cars”, the General Plan quotes Paul Bedford: “In a quality city, a person should be able to live their entire life without a car and not feel deprived”. The Parks and Recreation Element policies include:

PARKS	Linear Parks (8-1.5): Acquire and develop linear trail parks that serve many functions including recreational opportunities, alternative transportation routes, aesthetic enhancements and the re-use of abandoned or underutilized transportation, utility, or other corridors.
	Recreational Offerings and Facilities From Other Agencies (8-3.1): Encourage other land and resource agencies to maintain and expand their offerings of recreational opportunities in Fremont. <i>Sub policies are focused on individual trails such as the Bay Trail, Alameda County Flood Control Trails, and more.</i>

¹² Access the Vision Book here: <http://www.fremont.gov/DocumentView.aspx?DID=3212>