



Mobility Action Plan

DRAFT

October 2018





Letter of Introduction from Council

Text to come

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 and safety throughout Fremont. With support from the City and input from greater Fremont community, representatives developed a 5-year Mobility Action Plan to relieve traffic congestion, improve local multimodal circulation, reduce traffic crashes, and adapt new transportation technologies in the City of Fremont.



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

TASK FORCE MEMBERS

The Mobility Task Force was made up entirely 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 THE PROBLEMS

UNDERSTANDING THE PROBLEMS

152,000
new jobs

28,000
new housing units

2014-2018
Silicon Valley
Jobs and Housing
Expansion

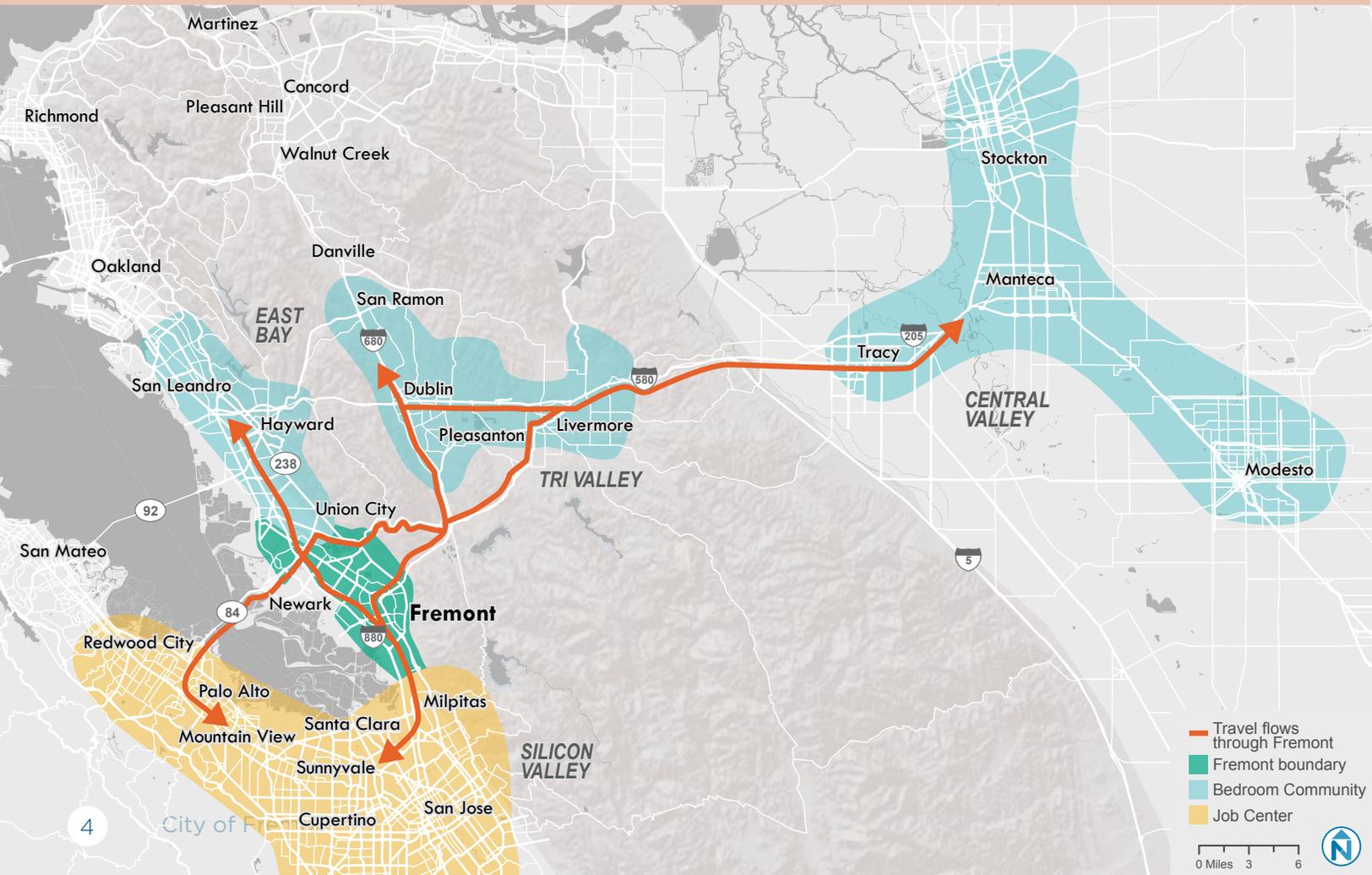


SILICON VALLEY'S EXTREME JOBS/HOUSING IMBALANCE

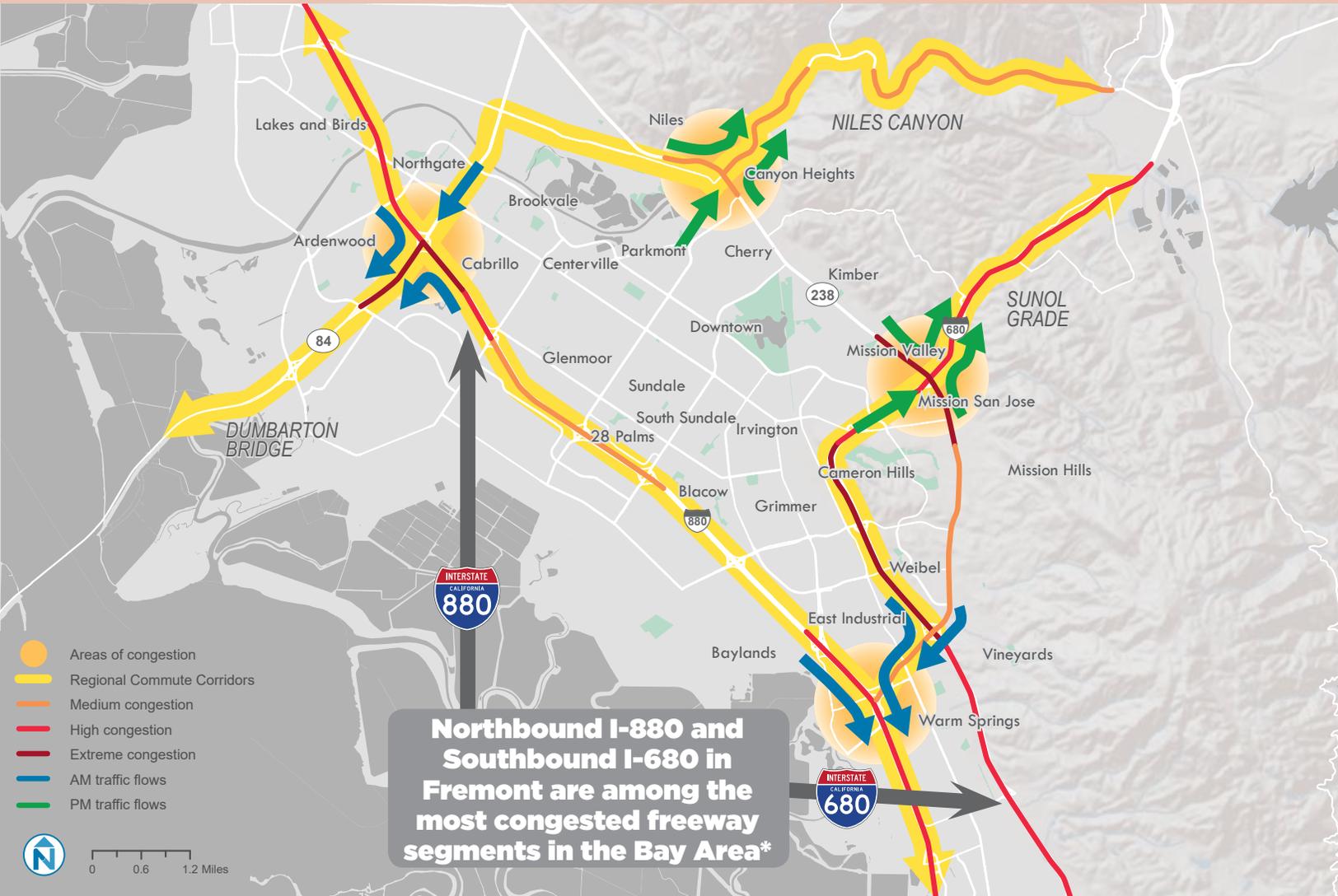
Silicon Valley has significantly more jobs than places for people to live. This creates long commutes through Fremont as employees from the East Bay, Tri-Valley, and Central Valley drive the City's street and highway network to commute to points west and south.



Job Center vs. Bedroom Community



Congestion Hotspots in Fremont



* Ranked 5th and 4th, respectively, MTC Vital Signs, <https://mtc.ca.gov/whats-happening/news/bay-area-vital-signs-freeway-congestion-hits-new-record-0>.



CONGESTION: FREMONT'S TIDAL WAVE OF TRAFFIC

Traffic between jobs in Silicon Valley and affordable/available housing in the East Bay and Central Valley creates a 'funnel effect' on I-680, I-880, and SR 84.

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.





CURRENT INITIATIVES

CURRENT INITIATIVES

REGIONAL TRANSPORTATION PROJECTS

Hope is on the horizon, with three transportation initiatives to improve the regional transportation system over the coming years. These measures fund both highway and public transit improvements.

- **Highway improvements** include express lanes and interchange upgrades along I-680 and I-880, and upgrades to SR 262.
- **Transit improvements** include a BART extension to downtown San Jose, a new BART station in Fremont’s Irvington neighborhood, a major increase in ACE Train service, a realignment of Amtrak and a new station in Fremont’s Ardenwood neighborhood, improvements to Dumbarton Express Bus service, and a new rail line along the Dumbarton Bridge

Funding Sources

for major transportation projects in and around Fremont

Alameda County Measure BB (2014)

Countywide sales tax

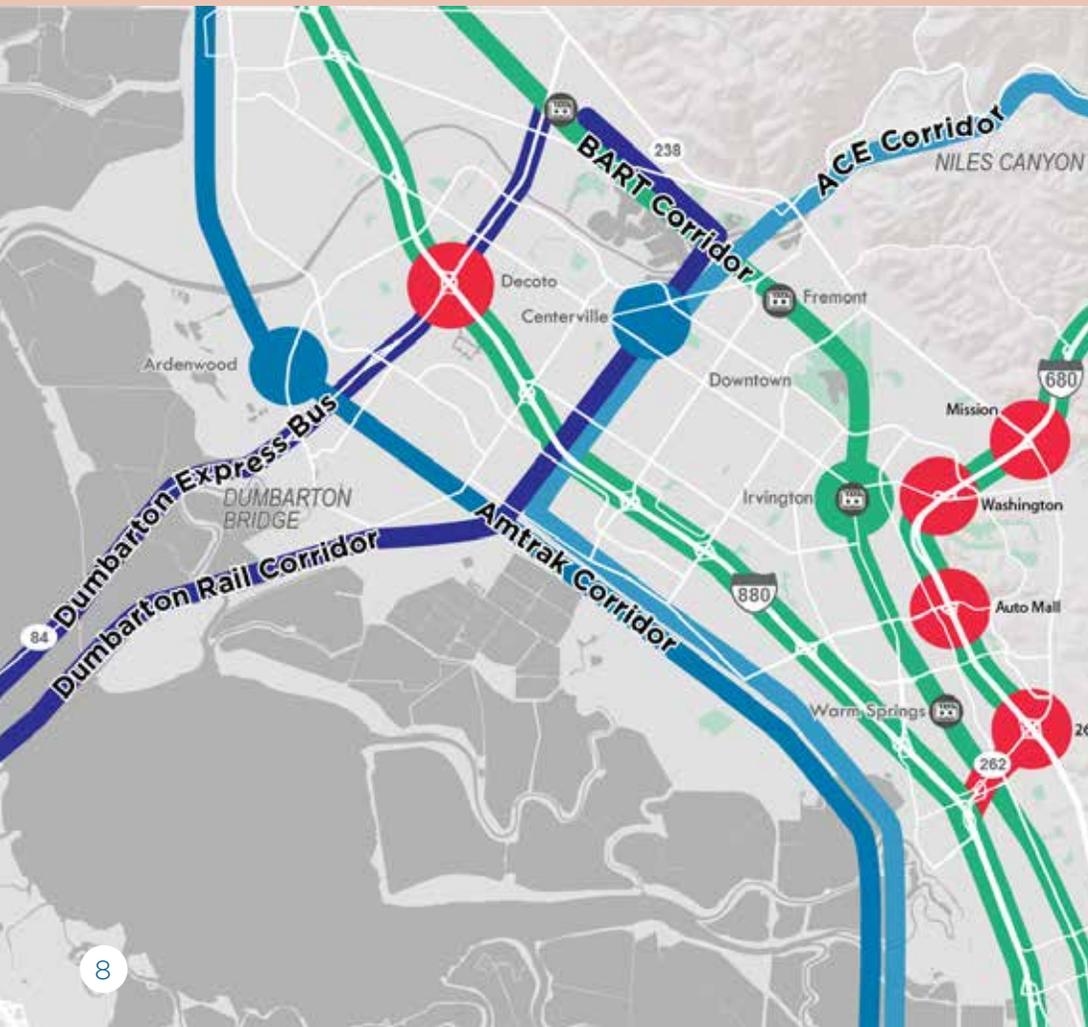
Senate Bill 1 (2017)

Statewide gas tax

Regional Measure 3 (2018)

Regional bridge toll

Proposed and Planned Regional Transit Improvements in the City of Fremont



REGIONAL TRANSIT IMPROVEMENTS

- BART Enhancements (including new Irvington Station)
- ACE Train Expansion (with Centerville Station Enhancements)
- Amtrak Capitols Realignment (with new Ardenwood Station)
- Dumbarton Rail

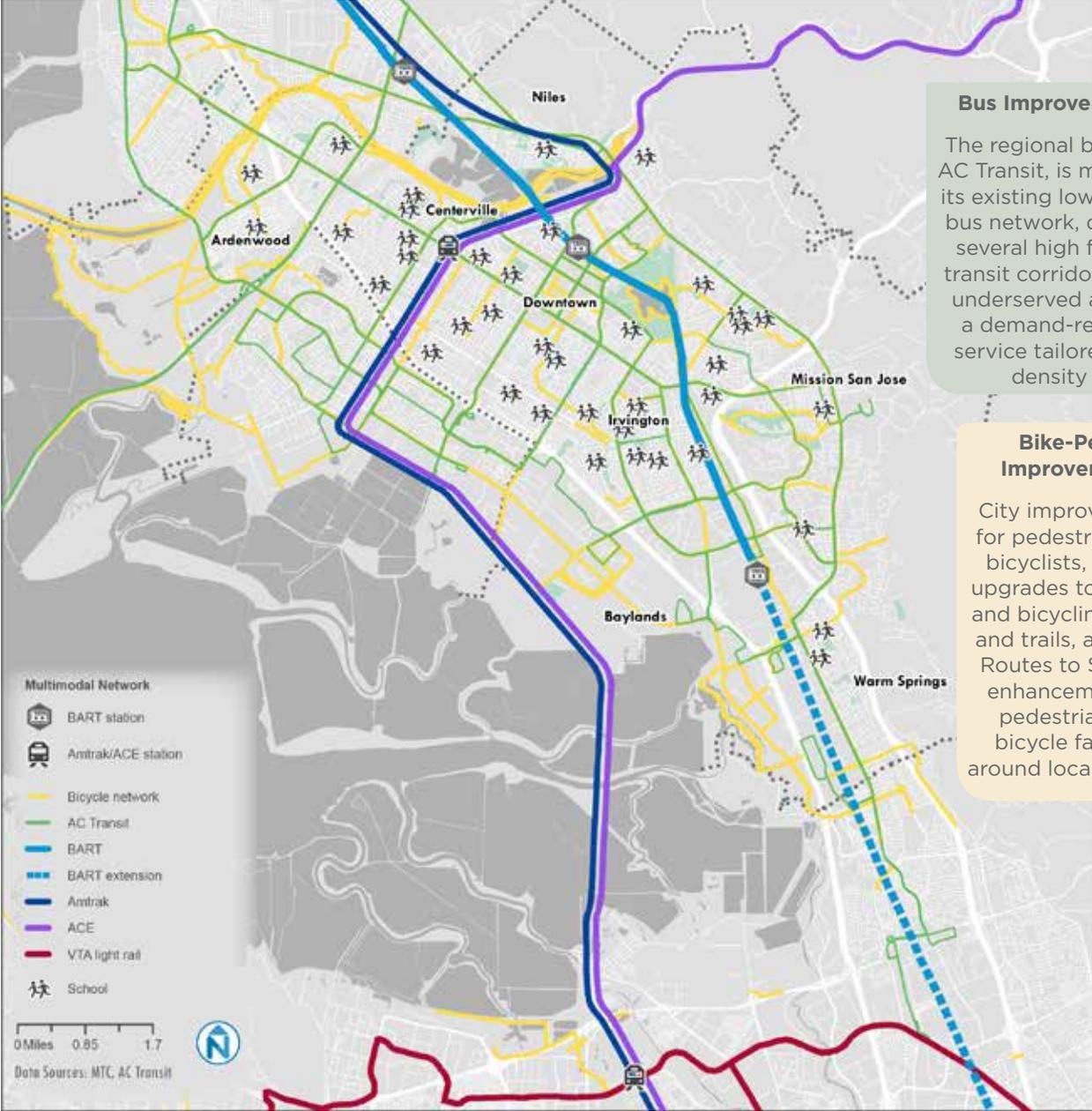
REGIONAL HIGHWAY IMPROVEMENTS

- I-880 Express Lanes
- I-680 Northbound Express Lane
- I-680 Interchange Upgrades (Mission, Washington, AutoMall)
- I-880/Decoto Interchange Upgrade
- SR 262/Mission Upgrade
- Dumbarton Express Bus Enhancements (with new East-West Connector to Union City BART Station)

CURRENT INITIATIVES

FREMONT'S MOVE TOWARD MODERN MULTIMODAL MOBILITY

Mobility takes many forms. Fremont continues making walking, biking, and transit more attractive and convenient, while making driving more efficient. Multimodal improvements enhance Fremont's already robust network of bicycle, pedestrian, and transit facilities.



Bus Improvements

The regional bus system, AC Transit, is modernizing its existing low frequency bus network, developing several high frequency transit corridors to reach underserved areas with a demand-responsive service tailored to low-density areas.

Bike-Ped Improvements

City improvements for pedestrians and bicyclists, include upgrades to walking and bicycling routes and trails, and 'Safe Routes to Schools' enhancements to pedestrian and bicycle facilities around local schools.

CURRENT INITIATIVES

ZEROING IN ON TRAFFIC SAFETY

Safety is the City’s first priority when making improvements to Fremont’s extensive transportation networks. The City’s Vision Zero policy has resulted in major safety improvements, including brighter street lighting, pedestrian countdown signals, and targeted enforcement at high-injury intersections and corridors. Many more safety improvements are planned.

Vision Zero: A National Safety Movement

In 2016, the City adopted a Vision Zero Action Plan to reduce the number of annual traffic deaths to zero by the year 2020.

Implementation strategies include:



Evaluating traffic crash data to identify the most serious safety issues



Engineering and delivering safety improvement projects



Increased enforcement of the most dangerous behaviors like speeding, red-light running, and driving under the influence



Educating the community on safe practices for all modes of travel.



Vision Zero Fremont

Reductions in Accidents Causing Severe Injuries or Fatalities



Auto



Pedestrians



Bicyclists

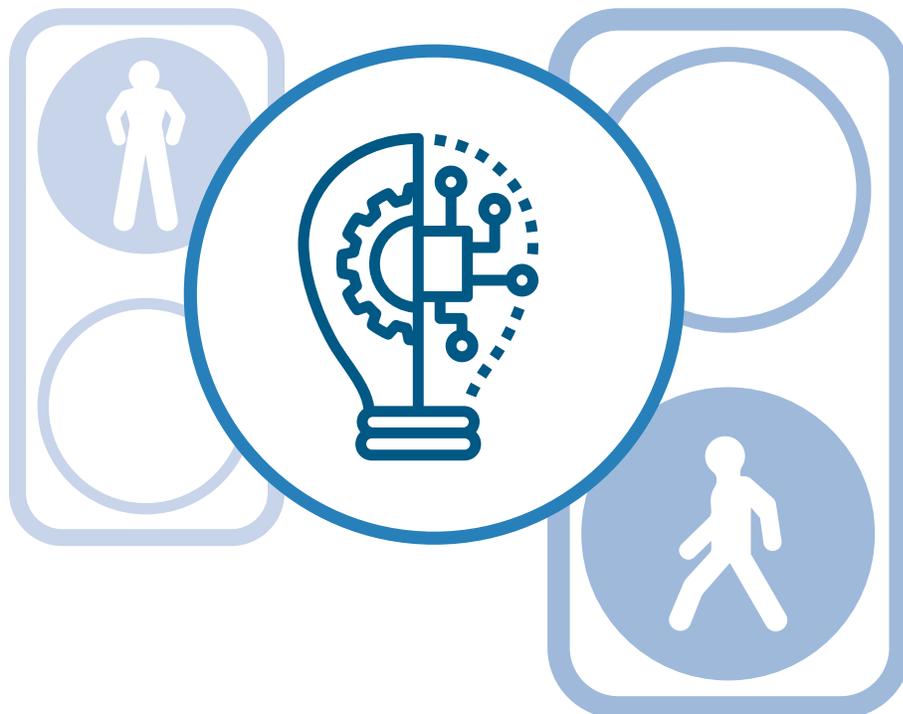
CURRENT INITIATIVES



IMPROVING TRANSPORTATION THROUGH TECHNOLOGY

Improvements in how we move around the City will have a positive impact on the quality of life of our residents and businesses. The City has several technological improvements underway for its transportation system:

- **Siemens SiBike** – a smart phone application that allows people riding bikes to be electronically detected at a signalized intersection.
- **Traffic Technology Services Personal Signal Assistant** – communication between traffic signal infrastructure and vehicles of traffic signal state and intersection geometry
- **Fremont Adaptive signal pilot** – optimize signal timing along Fremont Boulevard between Country Drive and Tamayo Drive
- **HAAS Alert** – a cloud based communication between emergency vehicles and navigation applications to provide an alert for approaching emergency vehicles
- **Zipcar** – dedicated public parking spaces for ridesharing vehicles near the Fremont BART and Centerville Stations
- **WAZE Connected Citizens Program** – use of WAZE data to monitor real-time traffic flow and congestion information
- **Nixle Alert System** – quick and efficient way for public safety departments can communicate relevant neighborhood information





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

Planned Regional Transit Improvements



ACE Train

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



Amtrak Capitol Corridor

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



Dumbarton Express Bus

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

Dumbarton Rail

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

Planned Regional Highway Improvement

State Route 262/Mission Blvd. Upgrade

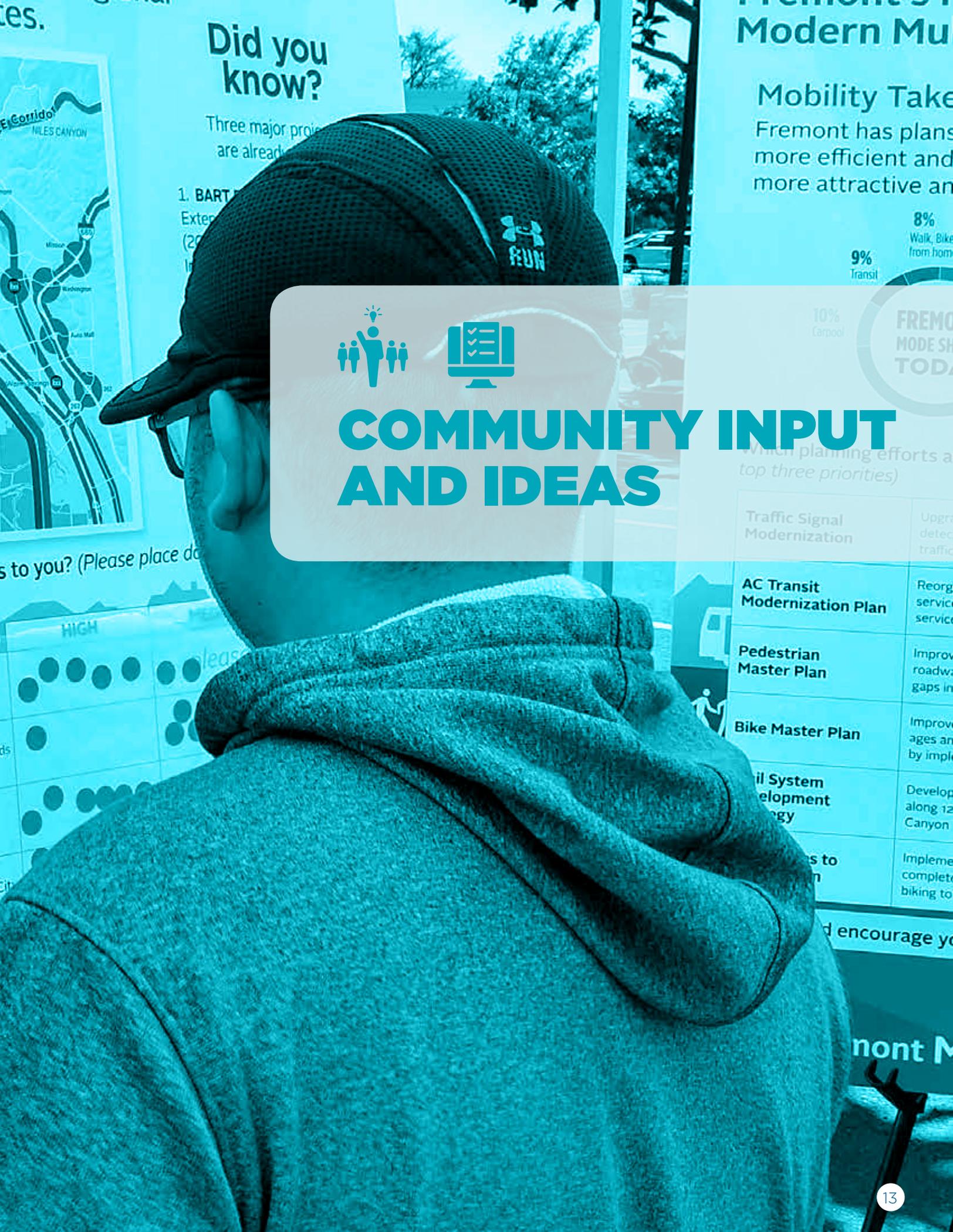
Provides new freeway lanes connecting I-880 and I-680/Mission. Upgrade under Warm Springs Blvd and Mohave Dr.

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

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

I-880 Interchange Upgrade (Decoto)

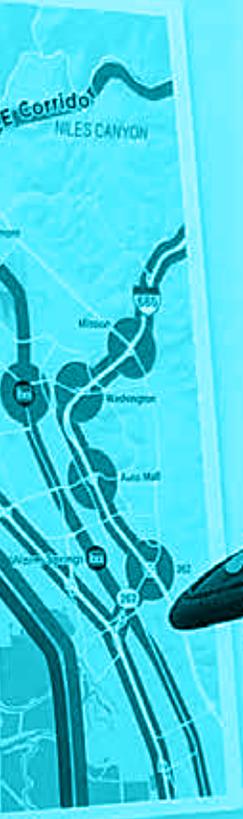
Improves freeway interchange at Decoto for better traffic operation and access for people walking and bicycling.



Did you know?

Three major projects are already...

1. BART Extension (2018)



Modern Mu

Mobility Take

Fremont has plans for more efficient and more attractive an



FREMO MODE SH TODAY



COMMUNITY INPUT AND IDEAS

Which planning efforts are your top three priorities?

Traffic Signal Modernization	Upgrade detect traffic
AC Transit Modernization Plan	Reorg service service
Pedestrian Master Plan	Improv roadwa gaps in
Bike Master Plan	Improv ages an by impl
ail System development	Develop along 12 Canyon
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COMMUNITY INPUT AND IDEAS



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.



TOOLKITS FOR TASK FORCE MEMBER OUTREACH

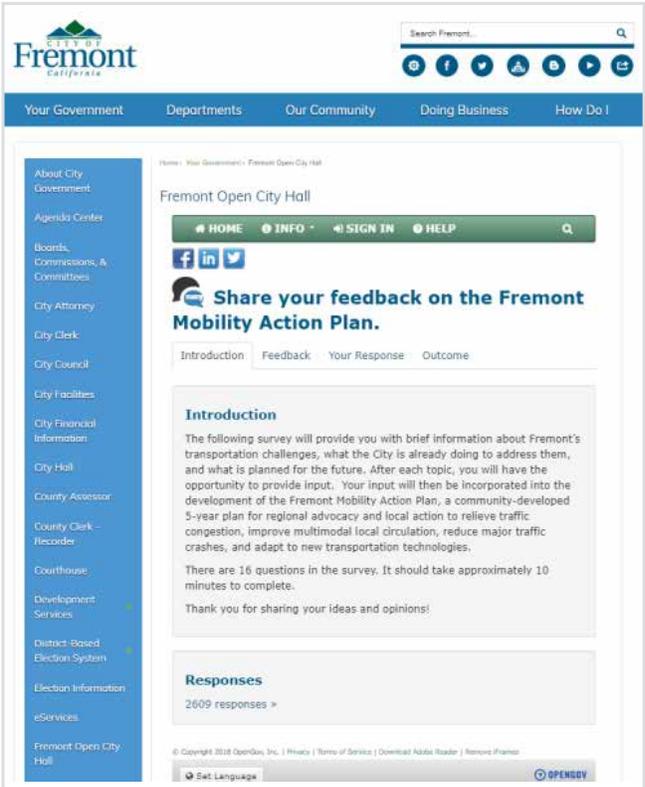
Task Force members were provided with ambassador toolkits and encouraged to reach out to their organizations and communities to help share Mobility Action Plan information and solicit survey responses. The efforts of Task Force members leveraged existing community networks and resulted in a significant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

COMMUNITY INPUT AND IDEAS

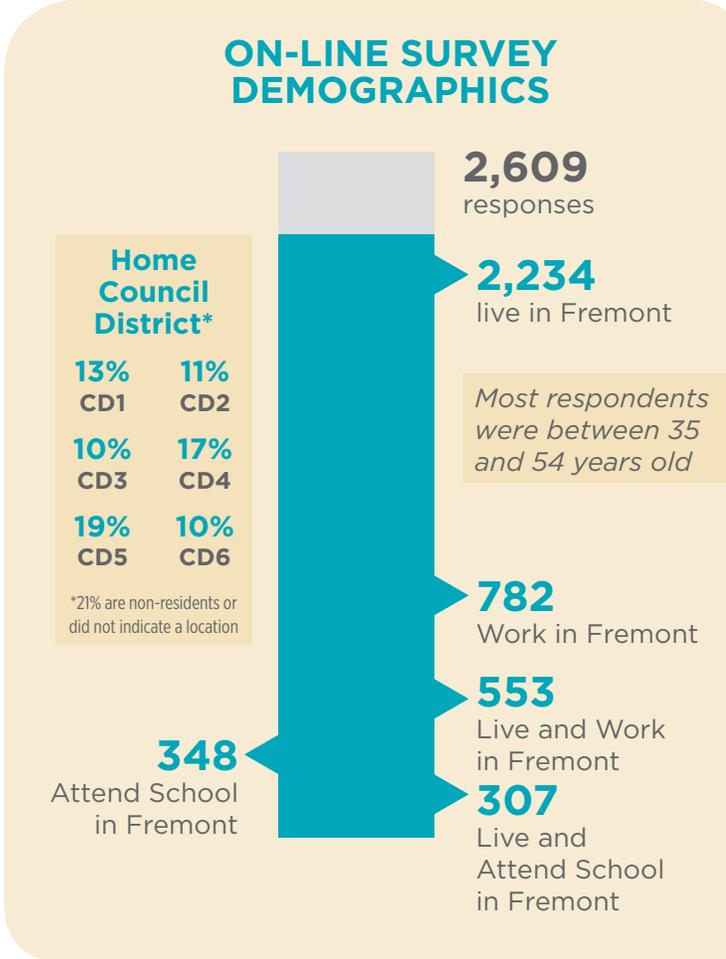
ONLINE ENGAGEMENT OPPORTUNITIES

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.

A more detailed summary of results can be found in [Appendix \(X\)](#) to this document.



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.

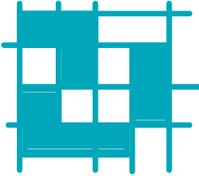


COMMUNITY INPUT AND IDEAS



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: 66% 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.



An aerial photograph of a city intersection, likely in a warm climate given the presence of palm trees. The image shows a multi-lane road with traffic lights, several cars, and a large parking lot filled with vehicles. In the background, there are residential buildings and hills under a clear sky. A semi-transparent white rectangular box is overlaid on the center of the image, containing the text 'ACTION AGENDA' in a bold, black, sans-serif font.

ACTION AGENDA

ACTION AGENDA FOR THE NEXT FIVE YEARS

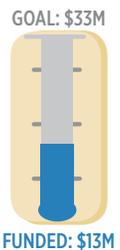


SUMMARY OF ACTION ITEMS



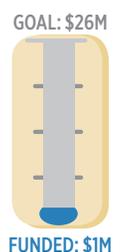
Traffic Signal Modernization

- \$20 million in funding secured
- Fremont Blvd Safe & Smart Corridor: 34 signals updated by 2020
- Auto Mall Parkway Signal Upgrade: 14 signals by 2020



School Zones and Access

- 80% of school safety projects completed by 2020
- \$15 million addition funding secured
- 100% of school participate in Safe Routes to School by 2020



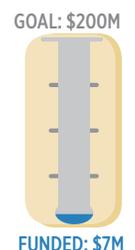
Traffic Safety Program

- Action
- Action
- Action



Walking and Bicycling

- Action
- Action
- Action





Transportation Demand Management (TDM)

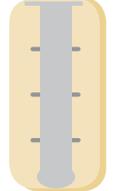
- Action
- Action
- Action



New Technologies and Smart Mobility

- Action
- Action
- Action

GOAL: \$75M



FUNDED: \$0M



AC Transit Modernization

- Action
- Action
- Action



Regional Projects

- Action
- Action
- Action



Regional Land Use

- Action
- Action
- Action

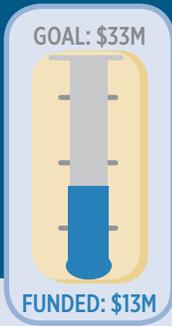


Organization and Funding Initiatives

- Action
- Action
- Action



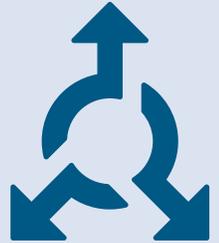
Traffic Signal Modernization



BACKGROUND

The Action Plan’s community input identified Traffic Signal Modernization as the highest priority in Fremont’s move toward modern multimodal mobility.

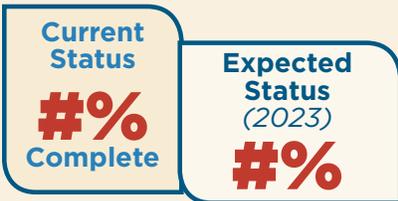
The City is committed to a comprehensive traffic signal modernization effort that will optimize system efficiency and provide infrastructure to support advancements in connected and autonomous vehicle technology. The modernization effort will expand the adaptive traffic signal system which adjust signal timing to accommodate changing traffic patterns, reduces congestion by creating smoother traffic flow, and improves travel time reliability by progressively moving vehicles through green lights.



PROGRESS MONITORING

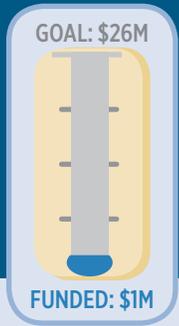
Increase the number of traffic signal operating with modern technology

- **Fremont Boulevard Safe and Smart Corridor Project**—\$10M grant funding to modernize 34 traffic signals on a 10-mile corridor by 2020.
- **Citywide Traffic Signal Modernization**—\$3M local funding to upgrade the City’s traffic signal system citywide





School Zones and Access



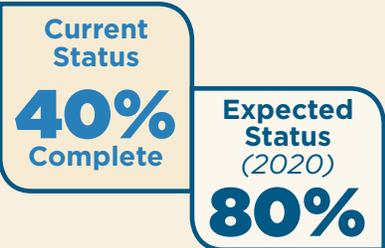
BACKGROUND

The City and Fremont Unified School District have jointly funded the preparation of Safe Routes to Schools Safety Improvement Plans for all 42 schools. The plans, available on the City website at <https://fremont.gov/3007/Safe-Routes-to-School> identify approximately 400 low cost safety projects and approximately 100 major investment projects. Currently, the County and City provide resources to schools to encourage increased walking and bicycling to school by facilitating safety training, walking school buses, bike trains, and special events.

PROGRESS MONITORING

Complete short-term improvements at all 42 schools

Short-term improvements include new and upgraded high visibility crosswalks, new stop signs and other improved signage, reconfigured parking and loading, and “paint and plastic” bulb outs. The City is working to implement short-term improvements by designing improvements in-house and installing improvements using City Maintenance crews. Improvements were implemented at 20 schools in 2018 and will be completed at remaining schools in 2019.



Seek new funding in the amount of \$25 million to complete all planned school safety improvements

Long-term improvements include new flashing beacons, modified traffic signals, sidewalk widenings, and bulb outs.

[To come - # of schools by type of improvements]



Increase percentage of schools actively participating in Safe Routes to Schools “Walk and Roll” programs

Approximately half of schools participate in Safe Routes to Schools programs. These have an identified “parent champion” (or champions) to coordinate activities and organize at least one major event each year.





Traffic Safety Programs

BACKGROUND

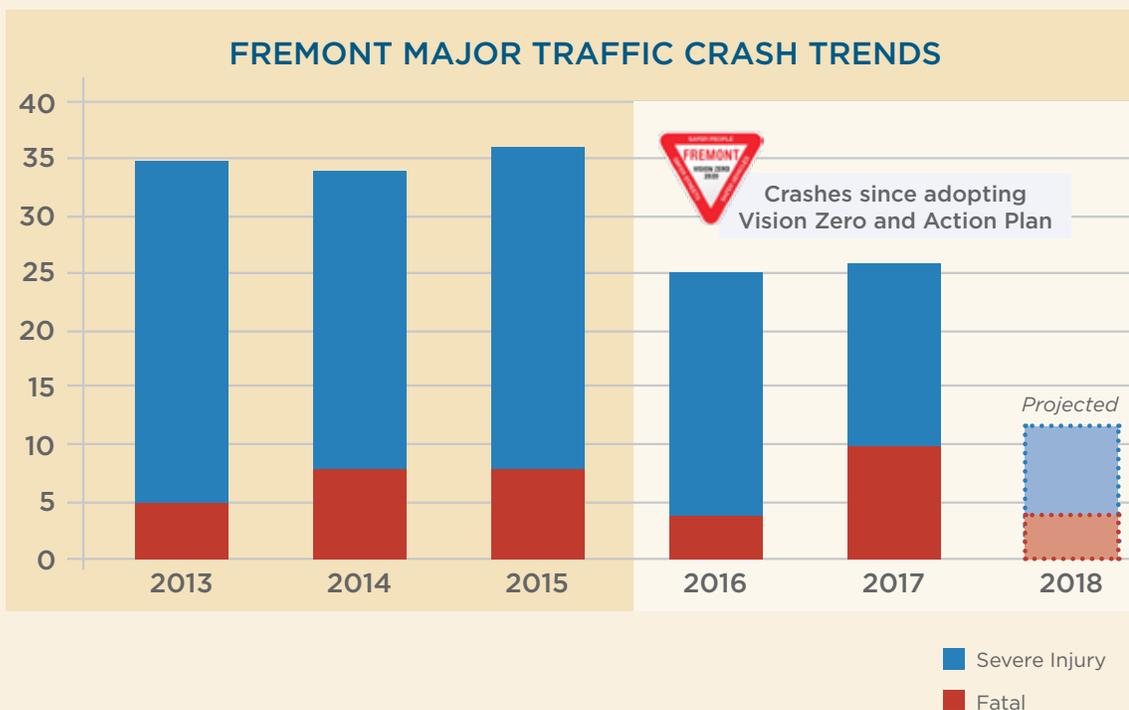
Fremont has significantly reduced major crashes since adopting Vision Zero in 2015 and the Action Plan in March 2016, by introducing a variety of safety improvements, including lighting, enforcement, complete streets, speed lumps, and safety education.



PROGRESS MONITORING

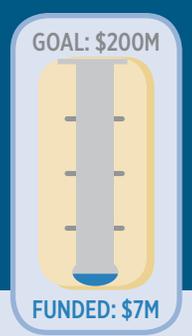
Continue to reduce major traffic crashes through targeted data evaluation, engineering, enforcement and education

- **Deliver 12 high priority** pedestrian crossing signal and beacon projects by 2019
- **Reduce traffic speed limits** following “complete street” lane modification projects
- **Complete updated Citywide Systemic Traffic Safety Study** in 2019
- **Implement traffic safety education street banner program** by 2019 (funded by grant from Kaiser Permanente)





Walking and Bicycling



BACKGROUND

Fremont’s recently adopted **Bicycle and Pedestrian Master Plans** envision an **integrated citywide network** that is safe, convenient, and comfortable, providing easy access to everyday transportation, recreation, and health.

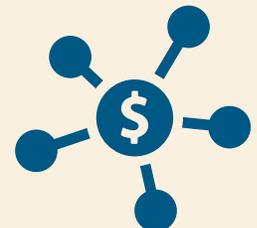
Both plans are available online at:
<https://fremont.gov/534/Bicycle-and-Pedestrian-Program>.



PROGRESS MONITORING

Implement funded projects, programs and studies identified in the Pedestrian and Bicycle Master Plans

- **Continue repairing broken and uneven sidewalks** in major activity areas
- **Increase miles of on-street bikeways with buffers and physical separation** from 30 miles (in 2018) to 60 miles (in 2023) to create an “all ages and abilities” network
- **Implement bike share system** in 2019
- **Implement bicycle safety enhancements to freeway interchanges** at I-880/Fremont Blvd and I-880/Auto Mall Parkway
- **Prepare Citywide Trails Strategy Plan** in 2019
- **Construct Walnut Avenue “Complete Street” Phase 1** by 2019
- **Construct Warm Springs BART Station West Access Bridge** by 2020
- **Construct Fremont/Mowry and Fremont/Stevenson protected intersections** by 2020
- **Construct Centerville “Complete Street”** by 2021



Seek grants and new funding for major projects identified in the Pedestrian and Bicycle Master Plans having a combined cost over \$200M

- **New bicycle/pedestrian bridges over freeways** at I-880/Innovation District, I-880/Pacific Commons, and I-680/Sabercat Trail
- **Enhance bicycle and pedestrian safety** at all 16 freeway interchanges in Fremont
- **Plan and construct East Bay Greenway Trail**
- **Implement high priority streetscape and sidewalk gap closure projects** identified in Pedestrian Master Plan
- **Construct neighborhood bikeway system** of residential and collector streets with traffic calming, wayfinding, and major arterial crossing enhancements

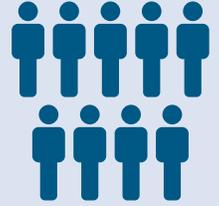




Transportation Demand Management (TDM)

BACKGROUND

The City of Fremont established the Fremont Trip Reduction and Transportation Demand Management Ordinance in 2016. The ordinance applies to all employers of 50 or more employees at a single worksite where the city has approved a new building or addition in excess of 10,000 square feet, grants additional floor area ratio (FAR), or adopts an environmental document containing mitigation measures to reduce trips or develop a TDM plan.



PROGRESS MONITORING

A number of major development projects have completed or are in the process of completing TDM plans

- Warm Springs Community Plan area mitigation
- Tesla Manufacturing Factory
- Tesla Administrative Site (Ardenwood)
- Facebook Campus (Ardenwood)



Lam Research Progress Monitoring

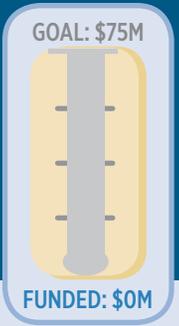
As part of the TDM plan requirements, employers are to submit annual monitoring reports to ensure that the TDM measures are meeting the targets/goals for reducing single occupancy trips. The employers are to report participation levels in the following programs:

- Employer shuttle ridership
- Transit/Clipper Card reimbursement or subsidy
- Park and Ride reimbursement or subsidy
- Bike Share membership reimbursement or subsidy
- Carpool and Vanpool Matching programs
- Carsharing ridership
- Alternative Work Schedules or Telecommuting participation
- Parking Cashout program participation





New Technologies and Smart Mobility



BACKGROUND

The City's transportation systems will be highly impacted by technology and there is a citywide concerted effort to prepare for new innovations. With investments in emerging intelligent transportation systems technologies, the City's smart mobility program will advance transportation safety, mobility and environmental sustainability by creating a connected environment among vehicles, buses, trucks, trains, roads, and other wireless devices to "talk" to one another and share real-time information about potential hazards and road conditions.



PROGRESS MONITORING

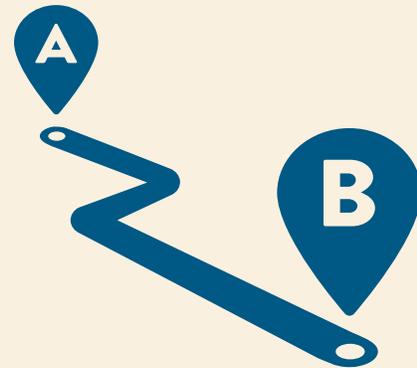
Implement smart parking projects

- Centerville Train Station
- Central Park
- Downtown
- BART stations
- Business Districts
- Ardenwood Park and Ride
- Mission Peak and Vargas Plateau



Develop Trip Planning and Mode Choices services and applications

- Car Share Expansion
- On-demand Shuttles
- Mobility as a Service
- Shuttle System Modernization and Consolidation





AC Transit Modernization

BACKGROUND

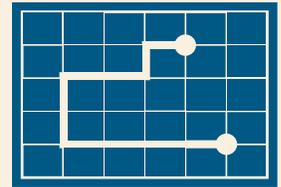
The City of Fremont will be partnering with AC Transit—the major bus transit operator in the City—to modernize service in Fremont communities as part of its ACgo initiative. The goals of this partnership are to respond to changes in the transit marketplace, to provide “show up and go” type service on major corridors, and to improve service in low density areas, while ensuring equity and access.



PROGRESS MONITORING

Develop new Southern Alameda County bus transit network in 2019

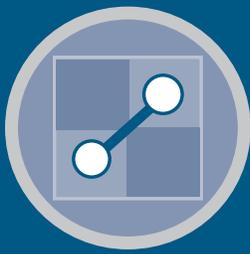
AC Transit’s service in Southern Alameda County runs at very low frequencies and does not serve some significant recent and planned developments in Fremont. The City will work with AC Transit to modernize its service by focusing route bus service on a more limited set of routes that serve “trunk line corridors” with higher frequencies. These services would be supplemented by an expansion of “Flex” on-demand service to cover areas not on a fixed-route corridor.



Implement new service plan in 2020

The City will partner with AC Transit to ensure widespread awareness in the Fremont community of service changes and to ensure a smooth transition to the new “Flex” service model.





Regional Projects

BACKGROUND

Content to come

PROGRESS MONITORING

Deliver funded projects

- **BART extension to Milpitas and San Jose/Berryessa** by 2019
- **I-880 Express Lane** by 2019
- **I-680 Express Lane** by 2020
- **Irvington BART Station**, start construction by 2022
- **BART vehicle replacement and expansion** to increase service capacity and frequency: ongoing through
- **Dumbarton Corridor Bus Transit Enhancements** by 20##
- **Capitol Corridor Realignment and new station** at Ardenwood Park and Ride Lot by 20##



Continue to plan and seek funding for important projects

- **State Route 262/Mission Blvd Cross-Connector** from I-880 to I-680 (##% funded)
- **I-680 Interchange Upgrades** at Mission, Washington, and Auto Mall
- **I-880 Interchange Upgrade** at Decoto
- **Dumbarton Rail Project** (proposed for implementation by Facebook)
- **Altamont Corridor Express (ACE) Service Expansion**





Regional Land Use

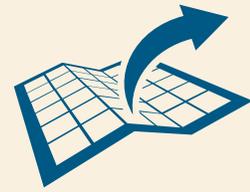
BACKGROUND

Content to come

PROGRESS MONITORING

Participate in Plan Bay Area 2050 process and pursue policies that encourage land use policies designed to ease congestion

- **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**





Organization & Funding Initiatives

BACKGROUND

Content to come



MOBILITY COMMISSION

Create an ongoing Fremont Mobility Commission to support and monitor implementation of the Mobility Action Plan



REGIONAL PARTNERSHIPS

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

Representative agencies and personnel will include:

- Metropolitan Transportation Commission (MTC)
- Alameda County Transportation Commission (ACTC)
- BART
- AC Transit
- Caltrans
- Elected County, State, and Federal officials



CONSIDER NEW FUNDING

Development Traffic Impact Fees

Bond measures/local sales tax

Regional/federal grants

