

2 Goals and Policies

This chapter sets forth the goals, policies, and actions that create the foundation for the community's vision for a safe, comfortable, convenient, and connected bicycle network for people of all ages and abilities. Goals are broad statements of purpose; policies provide specific direction within goals to outline a course of action; and actions are the required elements to implement the policies. These goals, policies, and actions have been updated and expanded from the 2012 Plan based on best practices and review and input by City staff, the Bicycle and Pedestrian Technical Advisory Committee (BPTAC) and other stakeholders, to reflect current issues and objectives. The goals, policies, and actions are consistent with the City's other adopted planning documents, such as the *Fremont General Plan*.

This Plan proposes six goals for bicycling in Fremont:

1. Implement a safe, convenient, connected, and comfortable citywide bicycling network for people of all ages and abilities who live, work, and visit Fremont.
2. Prioritize bicycle safety to achieve the City's Vision Zero Policy, maintaining zero fatalities and continuing to reduce severe injuries by 2020.
3. Use best practices and innovative but tested bicycle designs to implement a continuous, comprehensive low-stress bicycle network to serve all ages and abilities.
4. Attract new bicycling trips through education, encouragement, and enforcement activities.
5. Provide for regular maintenance of the bicycle network.
6. Facilitate coordination and cooperation in the development of the bicycle network.

2.1 Goals, Policies, and Actions

Goal 1: Implement a safe, convenient, connected, and comfortable citywide bicycling network for people of all ages and abilities who live, work, and visit Fremont.

Policy 1-1: Implement the All Ages and Abilities Vision Bicycle Network presented in the 2018 Bicycle Master Plan, with a focus on access to and connection between the Priority Development Areas (PDAs), transit stations, and employment centers.

Action 1-1A: Implement the near-term All Ages and Abilities Backbone Network identified in Chapter 5 by 2021 so that anyone living, working or visiting Fremont is always within 1/2 mile of the bikeway network, or 1/4 mile if they are within the PDAs.

Action 1-2B: Develop and install a citywide signage and wayfinding system for bicyclists that directs bicyclists to major destinations on all bikeways.

Action 1-1C: Pursue all potential and viable funding sources for bicycling and trails projects and programs, including sources such as Measure BB and Senate Bill 1 (SB 1), funding for routine maintenance, grants for which a given project would be highly competitive, and capital improvement program (CIP) funding for typical roadway projects that can integrate active mode components.

Action 1-1D: Secure funding for and develop engineering and environmental studies for the priority trails projects by 2021.

Action 1-1E: Work across departments to implement the City's area plans and major capital projects, such as the Centerville Framework Plan, Route 84 Relinquishment project and the Fremont City Center Community Plan.

Action 1-1F: Continue to update the Plan every five years to reflect the latest in bicycle planning and design.

Action 1-1G: Develop a 3-year bikeway implementation project list, and update the project list every two years in coordination with the City's Capital Improvements Program (CIP) process.

Policy 1-2: Provide maintenance and targeted expansion of the City's trail system that integrates seamlessly with the on-street bicycle network, serves its diverse population, and respects and protects the integrity of its natural and cultural resources.

Action 1-2A: Coordinate closely with East Bay Regional Parks District, San Francisco Bay Trail, and neighboring jurisdictions in planning, designing, and funding Fremont's trail system.

Action 1-2B: Coordinate with stakeholders and across City departments to ensure that all development and roadway projects shall implement bikeways and paths, such as the East Bay Greenway, Niles Canyon Trail, Dumbarton Bridge to Quarry Lakes Trail, Bay Trail, and Public Utility Commission trails and provide access points to these.

Action 1-2C: Enhance access to trails from the City's roadway network through the provision of paths, walkways, trail crossings, curb cuts, and other infrastructure to integrate parks, open space, and trails with the City's on-street bicycle network and sidewalk network.

Action 1-2D: Continue to require developers to dedicate public-access easements for trails in private open-space areas, where feasible.

Action 1-2E: Retain all publicly-owned corridors and strive towards obtaining more – abandoned rail lines, utility corridors, water courses and canals, and other easements – for future open space and trail use.

Action 1-2F: Create connections linking the trail system to Fremont Priority Development Areas (PDAs), schools, transit, and parks wherever possible.

Policy 1-3: Ensure the City's Bicycle Parking Standards reflect best practices and are implemented.

Action 1-3A: Update the City's Bicycle Parking Standards in the Municipal Code to follow the APBP Bicycle Parking Guidelines, 2nd edition per recommendations in **Chapter 4**, which will upgrade the City's Bicycle Parking requirements from the current practice of using the Municipal Code and the California Green Building Standards Code as a guide.

Action 1-3B: Train staff across relevant City departments in new bicycle parking requirements.

Goal 2: Prioritize bicycle safety to support the City's Vision Zero Policy to significantly reduce fatalities and severe injuries by 2020.

Policy 2-1: Work to reduce the rate of injury bicycle crashes, particularly fatal and severe injuries, to zero.

Action 2-1A: Continue to monitor and report bicycle-related collisions on an annual basis. Conduct bicycle volume counts, identify safety countermeasures, and recommend and implement safety improvements on an annual basis.

Action 2-1B: Implement the five-year priority All Ages and Abilities Backbone Network proposed in **Chapter 5**, with high levels of protection (such as separated bikeways) on arterials, trail connections where feasible, and neighborhood bikeways with traffic calming on low-volume residential streets.

Action 2-1C: Allocate staff time to apply for Caltrans Highway Safety Improvement Program (HSIP) and other grants for which the City will be highly competitive in order to install safety improvements at locations with documented collision records.

Action 2-1D: Prioritize bicyclists as the City implements its *Vision Zero Policy Action Plan*, such as through the installation of the all ages and abilities bikeways and intersection improvements, and expanding bicycle safety programs.

Policy 2-2: Proactively plan and design all streets as complete streets to address citywide bicycle safety and design for people of all ages and abilities.

Action 2-2A: Implement the citywide low-stress All Ages and Abilities Backbone Network, including protected intersections and/or bicycle signals at major intersections, as outlined in **Chapters 4 and 5**.

Action 2-2B: Explicitly prohibit parking in dedicated bicycle facilities and work with the Police Department to provide enforcement. Design separated bikeways to provide for clear, well-located commercial and passenger loading to discourage bikeway blockages.

Action 2-2C: Install traffic calming improvements on neighborhood bikeways and increase funding for traffic calming throughout the City.

Action 2-2D: Work with the Alameda County Safe Routes to School Program and the Fremont Unified School District to implement recommendations in the City's School Traffic Safety Assessments.

Action 2-2E: Adopt and implement a multimodal safety assessment methodology for all City traffic studies that considers safety and comfort impacts to bicyclists of all ages and abilities in its impact analysis in addition to site access and bikeway improvements associated with development.

Action 2-2F: Remove slip lanes and tighten corner radii at intersections to slow turning vehicular traffic and improve bicycle safety at intersections, particularly at intersections of bikeways.

Action 2-2G: Work to establish one Bicycle and Pedestrian Advisory Committee/Commission (BPAC) and provide clear and well-defined roles and responsibilities for the BPAC. The BPAC shall be selected and administered by City staff similar to the current Bicycle and Pedestrian Technical Advisory Committee.

Goal 3: Use best practices and innovative but tested bicycle designs to implement a continuous, comprehensive low-stress bicycle network to serve all ages and abilities.

Policy 3-1: Plan and design for low traffic stress facilities for bicyclists on the five-year All Ages and Abilities Backbone Network, All Ages and Abilities Vision Network, and new streets.

Action 3-1A: Design bikeways for the “interested but concerned” population of Fremont who tolerate a very low level of traffic stress, such as children, seniors, and those who may be new to biking and do not want to ride in traffic.

Action 3-1B: Ensure that low levels of traffic stress on the All Ages and Abilities Vision Network are maintained at intersections through protected intersections, removed or modified slip lanes, bicycle signals, turning support, and crossing enhancements on neighborhood bikeways.

Action 3-1C: Provide and maintain signal detection for bicyclists at all intersections, including on side streets and in left-turn pockets. Ensure the green and yellow times provide enough clearance time for the average bicyclist, with slower speeds assumed where bicyclists travel uphill or near schools, parks, and senior facilities.

Action 3-1D: On residential Class III neighborhood bikeways, provide traffic calming to reduce speeds and, where needed, traffic volumes to maintain a low-traffic stress, family-friendly bicycle environment. At neighborhood bikeway crossings with major roadways, provide enhanced crossings to reduce the level of traffic stress at intersections.

Policy 3-2: Coordinate and cooperate across City departments to maximize funding to build out the All Ages and Abilities Backbone and All Ages and Abilities Vision bicycle networks, utilizing dedicated funding streams for bicycling in addition to strategically folding bicycle projects into other typical CIP projects and routine maintenance programs.

Action 3-2A: Continue to work across City departments to routinely identify and integrate bicycle improvements into all standard maintenance (e.g. overlays and repaving), planning studies, roadway redesign, and auto-focused CIP projects (e.g. new signals or signal modifications). Work across City departments to prioritize roadways with existing or proposed bicycle facilities within routine maintenance work and to stripe/restripe meaningful bikeway segments such that they have logical start/end points within the context of the bicycle network, even if this goes beyond the limits of work of routine maintenance projects.

Action 3-2B: Continue to allocate staff time to pursue competitive funding sources for which Fremont is likely highly eligible, such as the One Bay Area Grant (OBAG) and Highway Safety Improvement Program (HSIP). Prioritize projects that are on the five-year All Ages and Abilities Backbone Network.

Goal 4: Attract new bicycle trips through education, encouragement, and enforcement activities.

Policy 4-1: Increase bicycle mode share by increasing public awareness of the available bicycle and trail facilities and programs, particularly the proposed low-stress bicycle network.

Action 4-1A: Expand the scope and number of education and encouragement events completed each year (e.g. during Bike Month).

Action 4-1B: Study the feasibility and pursue implementation of a bike share program.

Action 4-1C: Continue to work with the Alameda County Safe Routes to School Program and Bike East Bay to provide educational and encouragement curriculum and activities for Fremont's youth.

Action 4-1D: Work with Alameda County Safe Routes to School Program to expand the scope of the current Safe Routes to School programs to include new and more frequent encouragement activities, increase the number of schools participating, organize bike trains, and recruit additional parent champions.

Action 4-1E: As a community in Silicon Valley, work with Joint Venture Silicon Valley to contribute to and play a leadership role in making Silicon Valley America's Bike Capital, through the buildout of this Plan.

Action 4-1F: Continue to develop and promote existing education and encouragement programs, including but not limited to development of education YouTube videos, Bike to Work Day, Walk and Roll School Day events, bicycle safety courses and the draft citywide bicycle map. Continue Transportation and Police Department programs such as School and Community Bicycle Rodeos, school workshops, bicycle pamphlets, and classroom education.

Action 4-1G: Evaluate the success and effectiveness of existing City-led programs and introduce targeted new initiatives. Secure funding to allow staff time to administer new or enhanced programs.

Action 4-1H: Encourage and facilitate the use of bicycles by City employees and City officials for commute and work travel purposes so that the City is seen as a model employer.

Policy 4-2: Promote bicycle safety education in Fremont.

Action 4-2A: Coordinate across City departments and with community partners such as the Police Department, Bike East Bay, Fremont Freewheelers Bicycle Club, and the Alameda County Safe Routes to Schools Partnership to promote multi-modal traffic safety education and awareness targeting all travel modes.

Action 4-2B: Work with the Fremont Police Department to establish an officer training program of bicycling and driving safety issues.

Action 4-2C: Partner with community organizations and nonprofits such as Bike East Bay on bicycle education and encouragement classes for adults, youth, and families. Programs may take the form of on or off-the-bike safety trainings, bike mechanics classes,

theft prevention workshops, social rides, learn-to-ride classes, and more. Seek funding to provide or support free classes locally, in addition to existing programs already provided on the county level.

Action 4-D: Partner with community organizations and nonprofits such as Bike East Bay on driver-focused education classes about operating safely around people bicycling and walking. Classes may be targeted toward transit, delivery, or other professional drivers, or for teen learners.

Policy 4-3: Promote a healthy community through the investment in a safe and inviting bicycle network.

Action 4-3A: Work with the Alameda County Public Health Department and the City's Recreation Services and Community Development Departments to improve health outcomes, such as decreasing obesity, and launch a health and bicycling marketing campaign.

Policy 4-4: Emphasize the safety of vulnerable road users (e.g. pedestrians, cyclists) through traffic enforcement of motor vehicle violations that place pedestrians and people riding bikes in vulnerable positions.

Goal 5: Provide for regular maintenance of bicycle facilities.

Policy 5-1: Implement a routine maintenance program for bicycle facilities.

Action 5-1A: Maintain bikeways and coordinate with various City Departments, including paved trails, and bicycle parking facilities with adequate sweeping, pavement repairs and trimming vegetation on a regular and frequent basis.

Action 5-1B: Work with the City's existing maintenance reporting system and increase public awareness of the existing system as a means to report bicycle facilities needing repair and/or clean-up.

Action 5-1C: Allocate a percentage of each year's Capital Improvement Program to path, and roadway maintenance (including on-street bicycle facilities), bicycle signal detection maintenance, and roadway improvements along bicycle facilities.

Action 5-1D: Include costs of major maintenance needs of bicycle facilities when calculating maintenance needs of streets and roadways generally.

Action 5-1E: Develop a program to ensure that all actuated signalized intersections detect bicycles and are regularly tested to ensure they remain functional.

Action 5-1F: Include consideration of bicycle routing, safety, and comfort in each roadway construction and temporary traffic control modifications in the city, such as construction or repair activities affiliated with roadways or building development to ensure bicycle safety at all times, minimize disruptions to bicycle facilities and provide well-marked and equivalent alternative routes with wayfinding when needed.

Action 5-1G: Design separated bikeways such that they can be regularly maintained, and purchase smaller street sweeping equipment.

Goal 6: Facilitate coordination and cooperation in the development of the bicycle network.

Policy 6-1: Integrate Fremont's bikeway network with adjacent jurisdictions and Alameda County to ensure regional connectivity.

Activity 6-1A: Establish regular communications and coordinate projects as needed between Union City, Milpitas, Newark, East Bay Regional Park District, BART, AC Transit, Caltrans, and other local agencies regarding bicycle planning issues.

Activity 6-1B: Coordinate across departments to develop linear trail parks ("greenways") along abandoned or underutilized transportation, utility, and other corridors whenever possible. Coordinate with neighboring jurisdictions to work to connect the Greenways into other trails, such as the Bay Trail and East Bay Greenway.