

18. Citywide Project: Freeway Interchanges

Description

Several highway interchanges in Fremont were designed in the decades before designing for all road users became national, state and local policy. Ramp geometries are optimized for high vehicular speeds and crosswalks are often missing. Consistent with federal and state policy, any major interchange renewal work would include improved provisions for walking and cycling. Some of the proposed improvements include fencing along overbridges, ramp crosswalks with high visibility ladder-style striping, warning signage, audible pedestrian signals, tighter corner radii, signal modifications, striping, and signing modifications. This project will develop planning concepts for all interchanges including interim and ultimate designs. Guidance documents include:

- The Caltrans Complete Intersections: A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians (Alta & Cambridge Systematics, 2010) provides detailed guidance: <http://www.dot.ca.gov/hq/traffops/engineering/investigations/docs/intersection-guide-bicycles-pedestrians.pdf>
- The ITE Proposed Recommended Practice (Draft for Public Comment) - Recommended Design Guidelines to Accommodate Pedestrians and Bicycles at Interchanges (ITE, 2015) http://www.pedbikeinfo.org/pdf/Webinar_PBIC_LC_062513.pdf

The principal locations for improvement are:

- I-880 / Stevenson Boulevard
- I-880 / Auto Mall Parkway
- I-880 / S. Fremont Boulevard
- I-880 / Mowry Avenue
- I-880 / Decoto Road
- I-880 / Alvarado Boulevard
- I-880 / Thornton Avenue
- I-880 / Warren Avenue
- I-880 / Mission Blvd (Rt. 262)
- I-680 / Scott Creek Road
- I-680 / Mission Boulevard
- I-680 / Auto Mall Parkway
- I-680 / Washington Blvd.
- I-680 / Mission Boulevard (Warm Springs and Mission San Jose locations)
- Route 84 / Thornton Avenue / Paseo Padre Parkway
- Route 84 / Ardenwood Boulevard

The I-680 interchanges are illustrated on the next pages, showing only the missing sidewalks. Other improvements such as listed above are not shown at the drawing scale used here.

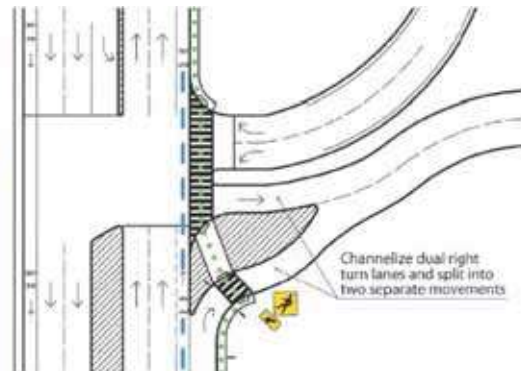


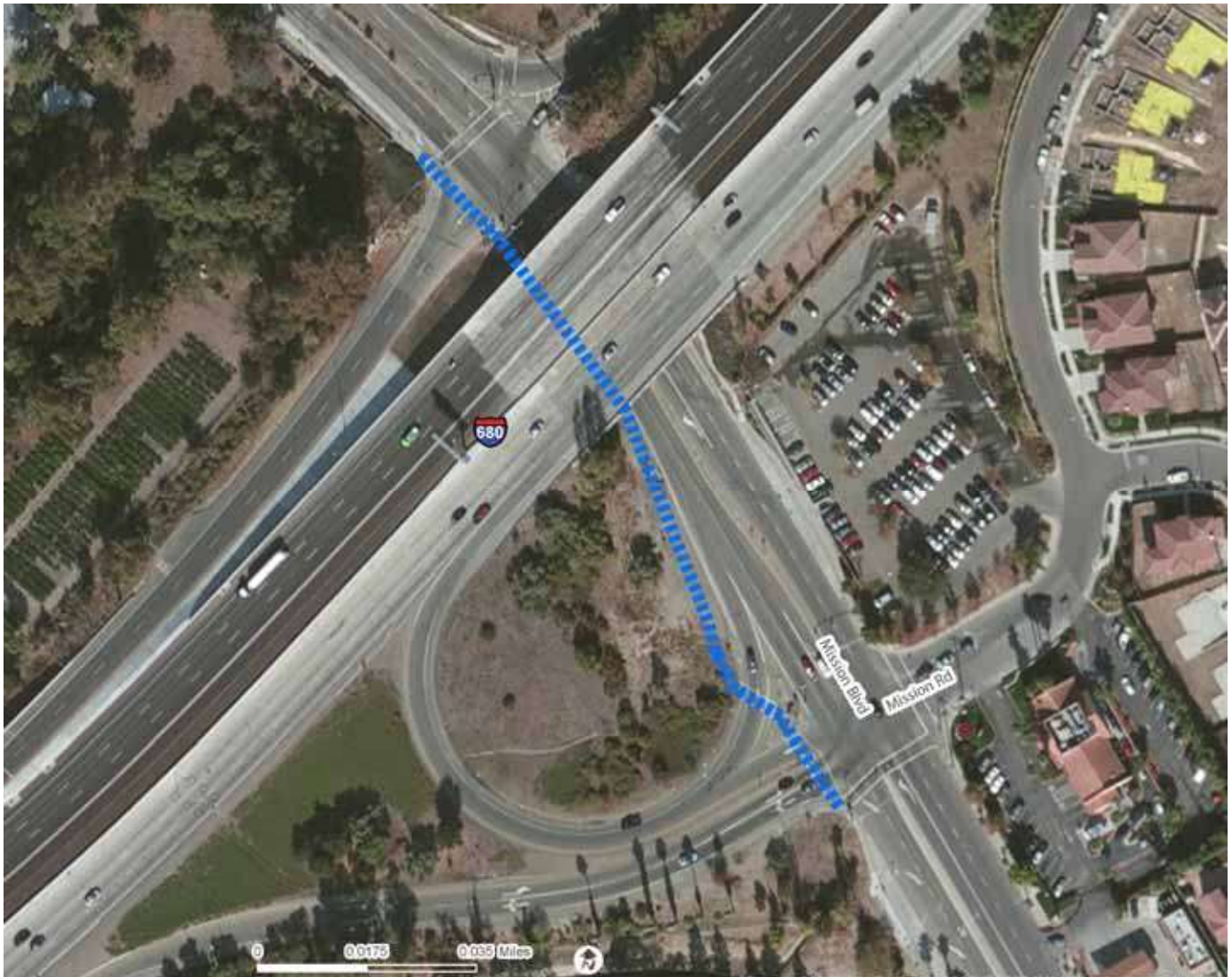
Figure 3-5: A missing crosswalk at a 20mph freeway on-ramp, Decoto Road and I-880

Figure 3-6: The Complete Intersections Guide includes ramp geometry, crosswalk and signage recommendations

Citywide Freeway Interchanges continued: Mission Boulevard Sidewalk at I-680 (Mission San Jose) Project Description

Route	Start	End	Miles
Mission Boulevard	I-680 SB off-ramp	Mission Road	0.1

The undercrossing of I-680 bridge over Mission Boulevard has a sidewalk on the east side of the road, but no sidewalk is present on the west side. Mission San Jose High School and the Fremont Montessori School are both located on the west side, so completing this gap will improve access and increase safety and efficiency.



Cost Estimate	Planning Area
\$342,000	Mission San Jose

Citywide Freeway Interchanges continued: Mission Boulevard Sidewalk at I-680 (Warm Springs) Project Description

Route	Start	End	Miles
Mission Boulevard	I-680 SB on ramp	I-680 NB off ramp	0.3

This improvement project is in the Warm Springs district located at the Mission Boulevard / I-680 interchange. There are currently no sidewalks on the west side of Mission Boulevard to connect the residential land uses on either side of the freeway. This project is also part of a current (2015) Alameda County Transportation Commission (ACTC) study.



Cost Estimate	Planning Area
\$700,000	Warm Springs

Citywide Freeway Interchanges continued: Washington Boulevard Sidewalk at I-680 (Warm Springs) Project Description

Route	Start	End	Miles
Washington Boulevard	East of Meredith Drive	Luzon Drive	0.3

Sidewalks and crosswalks would be built at the I-680 interchange on the north side of Washington Boulevard (dashed blue line). This could also provide a connection to the proposed Trail Ridge Path (dashed green line) as identified in the UPRR Trail Study.



Cost Estimate	Planning Area
\$495,000	Mission San Jose