APPENDIX C
ACCESS AND MOBILITY IMPROVEMENT OPPORTUNITIES

The improvements in this appendix are differentiated between, 1) those that are identified in existing City policy, and 2) additional improvements proposed as part of this Station Area Plan that could be implemented by the City over time as resources permit. Improvement opportunities unique to this Station Area Plan are indicated in italics.

ACCESS AND MOBILITY IMPROVEMENT OPPORTUNITIES

Location	Improvement Descriptions	Notes	Primary Travel Mode Improved	Status
Between the station and the Middlefield Reservoir	▪ *Provide a path between the station and the Middlefield Reservoir, with a future connection to the Sabercat Creek Trail.*		Pedestrian, Bicycle	Proposed in Station Area Plan
Between the Washington Boulevard/Osgood Road/Driscoll Road Intersection and Alice Street	▪ *Provide a path between the Washington Boulevard/Osgood Road/Driscoll Road intersection and Alice Street along the existing emergency vehicle access.*		Pedestrian, Bicycle	Proposed in Station Area Plan
Blacow Road/Gatewood Street Intersection	▪ Install Rectangular Rapid Flashing Beacons (RRFBs). ▪ Add high-visibility crosswalk markings. ▪ Install median refuge.		Pedestrian	Project already underway through City of Fremont
Denise Street, Lockwood Avenue, and Chadbourne Drive	▪ Install a connected Class III Neighborhood Bikeway along these streets.		Bicycle	Previously adopted in Bicycle Master Plan
Driscoll Road	▪ Install Class II Buffered Bike Lanes.		Bicycle	Project already underway through City of Fremont
Driscoll Road/Joyce Avenue Intersection	▪ Add high-visibility crosswalk markings. ▪ Install Rectangular Rapid Flashing Beacons (RRFBs) ▪ Install median refuge.		Pedestrian	Project already underway through City of Fremont
Fremont Boulevard/Washington Boulevard between Eugene Street and Blacow Road	▪ Install Class IV Separated Bike Way.		Bicycle	Previously adopted in Bicycle Master Plan

ACCESS AND MOBILITY IMPROVEMENT OPPORTUNITIES

Location	Improvement Descriptions	Notes	Primary Travel Mode Improved	Status
Fremont Boulevard/Adams Avenue Intersection	▪ Add truncated domes.	The City is developing an ADA Transition Plan to identify citywide improvements, including truncated domes.	Pedestrian	Programmatically adopted in Pedestrian Master Plan; specific location identified in Station Area Plan
Fremont Boulevard/Blacow Road Intersection	▪ *Adjust signal timing parameters (i.e., adjust the allocation of green time for each intersection approach) and coordinate the signal timing changes with the adjacent intersections that are in the same signal coordination group.*		Bicycle, Automobile	Proposed in Station Area Plan
	▪ Install bicycle video detection for all left-turn pockets and stripe a bicycle detection marking to show bicyclists where to position themselves.		Bicycle	Programmatically adopted in Bicycle Master Plan; specific location identified in Station Area Plan
Fremont Boulevard/Carol Avenue Intersection	▪ Add truncated domes. ▪ Add audible signals.	The City is developing an ADA Transition Plan to identify citywide improvements, including truncated domes.	Pedestrian	Programmatically adopted in Pedestrian Master Plan; specific location identified in Station Area Plan
	▪ Install bicycle video detection for all left-turn pockets and stripe a bicycle detection marking to show bicyclists where to position themselves.		Bicycle	Programmatically adopted in Bicycle Master Plan; specific location identified in Station Area Plan
Fremont Boulevard/Clough Avenue Intersection	▪ Install Rectangular Rapid Flashing Beacons (RRFBs).	Fremont has identified this intersection for crossing improvements that will be in construction in 2020.	Pedestrian	Previously adopted in Pedestrian Master Plan
Fremont Boulevard/Irvington Avenue Intersection	▪ Install bicycle video detection for all left-turn pockets and stripe a bicycle detection marking to show bicyclists where to position themselves.		Bicycle	Programmatically adopted in Bicycle Master Plan; specific location identified in Station Area Plan

ACCESS AND MOBILITY IMPROVEMENT OPPORTUNITIES

Location	Improvement Descriptions	Notes	Primary Travel Mode Improved	Status
Fremont Boulevard/Michael Avenue Intersection	▪ Add high-visibility crosswalk markings. ▪ Install median refuge. ▪ Install Rectangular Rapid Flashing Beacons (RRFBs).		Pedestrian	Previously adopted in Pedestrian Master Plan
Fremont Boulevard/Papazian Way Intersection	▪ *Add a curb extension at the southeast corner of the intersection.*		Pedestrian	Proposed in Station Area Plan
Fremont Boulevard/Washington Boulevard/Union Street/Bay Street Intersection	▪ *Adjust signal timing parameters (i.e., adjust the allocation of green time for each intersection approach) and coordinate the signal timing changes with the adjacent intersections that are in the same signal coordination group.*		Automobile	Proposed in Station Area Plan
	▪ Add audible signals. ▪ Reduce the corner radius on the northeast and southeast corners of the intersection.		Pedestrian	Programmatically adopted in Pedestrian Master Plan; specific location identified in Station Area Plan
	▪ Install bicycle video detection for all left-turn pockets and stripe a bicycle detection marking to show bicyclists where to position themselves.		Bicycle	Programmatically adopted in Bicycle Master Plan; specific location identified in Station Area Plan
	▪ *Remove slip lanes or modify slip lanes (e.g. through signal modifications or raised crosswalks) on the bicycle network to improve bicyclists safety and allow for protected intersections.*		Pedestrian, Bicycle	Proposed in Station Area Plan
	▪ *Close Bay Street at the intersection. One option may be to convert Bay Street between Washington Boulevard/Fremont Boulevard and the traffic circle to a pedestrian plaza. This would simplify the intersection, and reduce the pedestrian/automobile conflict points at the intersection and reduce signal cycle length.*	Closing Bay Street is a major policy decision that will require further analysis and review.	Pedestrian, Bicycle, Automobile	Proposed in Station Area Plan

ACCESS AND MOBILITY IMPROVEMENT OPPORTUNITIES

Location	Improvement Descriptions	Notes	Primary Travel Mode Improved	Status
High Street	▪ *Implement traffic calming measures, such as speed humps and/or chicanes on this Class III bicycle routes identified as a residential street in the City's General Plan.*	This road is expected to experience additional automobile traffic as a result of the Irvington BART Station. Implementing traffic calming on this street would make it more attractive for pedestrians walking to and from the station.	Bicycle	Proposed in Station Area Plan
I-680 interchange at Auto Mall Parkway	▪ Square the exit ramp from southbound I-680 to Auto Mall Parkway. ▪ Fill sidewalk gaps.	The City has an ongoing study looking at improvements to the Washington, Mission and Auto Mall interchanges.	Pedestrian, Bicycle	Study already underway through City of Fremont
I-680 interchange at Washington Boulevard	▪ Square the exit ramp from northbound I-680 to Washington Boulevard. ▪ Install on-street and off-street options for bicyclists. ▪ Sidewalks and crosswalks on the north side of the interchange. ▪ Potential connection to the proposed Ridge Trail Path identified in the UPRR Trail Study.	The City has an ongoing study looking at improvements to the Washington, Mission and Auto Mall interchanges.	Pedestrian, Bicycle	Study already underway through City of Fremont
Main Street	▪ *Implement Complete Streets design recommended in Station Area Plan.*		Pedestrian, Bicycle	Proposed in Station Area Plan
Osgood Road, south of BART entrance	▪ *Implement Complete Streets design recommended in Station Area Plan.*	See also the item for the East Bay Greenway under the location "Through the station, along Washington Boulevard and Osgood Road"	Pedestrian, Bicycle	Proposed in Station Area Plan

ACCESS AND MOBILITY IMPROVEMENT OPPORTUNITIES

Location	Improvement Descriptions	Notes	Primary Travel Mode Improved	Status
Osgood Road/Blacow Road Intersection	▪ *Remove slip lanes for improved pedestrian and bicyclist safety.*		Pedestrian, Bicycle	Proposed in Station Area Plan
	▪ Remove the pork-chop islands ▪ Install bicycle video detection for all left-turn pockets and stripe a bicycle detection marking to show bicyclists where to position themselves.		Bicycle	Programmatically adopted in Bicycle Master Plan; specific location identified in Station Area Plan
Through the station, along Washington Boulevard and Osgood Road	▪ Connect the East Bay Greenway terminus to the north of the station to Osgood Road through the Station Area. The EBGW would extend under the Washington Boulevard overcrossing west of the tracks and continue to the Washington Boulevard/ Roberts Avenue intersection at grade. A two-way Class IV Separated Bikeway (also known as a cycle track) on the south side of the Washington Boulevard would then connect to a two-way separated bikeway on the west side of Osgood Road. The separated bikeway would continue south on Osgood Road until the southern limits of the station. South of the station, the EBGW trail may continue south on Osgood Road as an elevated Class IV cycle track. The alignment and design of the EBGW south of the station will be the subject of further study.	See also the item for Complete Streets design under the location "Osgood Road, south of BART entrance"	Pedestrian, Bicycle	Previously adopted in Bicycle Master Plan; specific route proposed in Station Site Plan and Station Area Plan
Throughout the Plan Area - bicycle routes and wayfinding	▪ Install bicycle wayfinding, especially to direct bicyclists towards the Irvington BART Station. ▪ Replace drain inlet grates parallel to the direction of bicycle travel with grates perpendicular to the direction of travel.	Prioritize replacing drain inlet grates on bicycle corridors.	Bicycle	Programmatically adopted in Bicycle Master Plan
Throughout the Plan Area – curb ramps	▪ Retrofit non-compliant curb ramps as part of roadway repaving per ADA requirements.		Pedestrian	Fremont's forthcoming ADA Transition Plan will identify citywide improvements, including curb ramps.

ACCESS AND MOBILITY IMPROVEMENT OPPORTUNITIES

Location	Improvement Descriptions	Notes	Primary Travel Mode Improved	Status
Throughout the Plan Area – parking program	▪ *Develop and implement a Residential Parking Permit (RPP) program prior to the opening of Irvington BART Station.*		Automobile	Proposed in Station Area Plan
Throughout the Plan Area - sidewalks	▪ Fill sidewalk gaps.		Pedestrian	Programmatically adopted in Pedestrian Master Plan; gaps specified in Station Area Plan
Union Street/Main Street/Lee Street Intersection	▪ Add truncated domes.	The City is developing an ADA Transition Plan to identify citywide improvements, including truncated domes.	Pedestrian	Programmatically adopted in Pedestrian Master Plan; specific location identified in Station Area Plan
	▪ *Square the intersection; provide traffic circle or some other traffic calming measure.*		Pedestrian, Bicycle	Proposed in Station Area Plan
Washington Boulevard at Osgood Road and between Roberts Avenue and Fremont Boulevard	▪ *Upgrade the on-street bus stops to include bus shelters and other amenities.*		Transit	Proposed in Station Area Plan
Washington Boulevard east of Olive Avenue	▪ Install Class II Buffered Bike Lanes.		Bicycle	Project already under design through City of Fremont as part of project between Roberts Avenue and Meredith Avenue
Washington Boulevard east of Roberts Avenue	▪ *Evaluate options to prevent left turns in and out of the station entrance/exit. This could include extending the existing median island on Washington Boulevard to the intersection with Roberts Avenue, roadway space permitting. This will be evaluated at a later design stage.*	An alternative design option would be to include an island at the new BART driveway to force vehicles right-in/right-out, which would be part of the Station Site Plan	Automobile	Proposed in Station Area Plan
	▪ *Implement Complete Streets design recommended in Station Area Plan.*		Pedestrian, Bicycle	Proposed in Station Area Plan

ACCESS AND MOBILITY IMPROVEMENT OPPORTUNITIES

Location	Improvement Descriptions	Notes	Primary Travel Mode Improved	Status
Washington Boulevard/Olive Avenue Intersection	▪ Add truncated domes. ▪ Add a curb extension on the northeast corner of the intersection. ▪ Install a Rectangular Rapid Flashing Beacon (RRFB). ▪ *Redesign intersection for a traditional T-intersection and restrict the westbound approach as exit only.* ▪ Shift the existing bus stop on the south side of Washington Boulevard away from the crosswalk. ▪ Install median refuge. ▪ Add high-visibility crosswalk markings.		Pedestrian	Fremont has a Highway Safety Improvement Program grant project currently under design to provide a flashing beacon, median refuge, curb extension, and ladder crossing at this intersection.
Washington Boulevard/Osgood Road/ Driscoll Road Intersection	▪ *Consider reducing the corner radius at all corners of the Osgood Road/Driscoll Road/ Washington Boulevard intersection, and/or reducing lane widths on Driscoll Road to reduce pedestrian crossing distances and vehicle speeds.*		Pedestrian	Proposed in Station Area Plan
	▪ Remove one eastbound lane on Washington Boulevard, and reduce lane and median widths on Osgood Road to provide space for the EBGW and reduce pedestrian crossing distances.		Pedestrian	This improvement to the Washington Boulevard/Osgood Road/Driscoll Road intersection to be part of the Irvington BART Station construction.
	▪ Install bicycle video detection for all left-turn pockets and stripe a bicycle detection marking to show bicyclists where to position themselves.		Bicycle	Programmatically adopted in Bicycle Master Plan; specific location identified in Station Area Plan. This improvement to the Washington Boulevard/Osgood Road/Driscoll Road intersection to be part of the Irvington BART Station construction.

ACCESS AND MOBILITY IMPROVEMENT OPPORTUNITIES

Location	Improvement Descriptions	Notes	Primary Travel Mode Improved	Status
Washington Boulevard/Osgood Road/ Driscoll Road Intersection	▪ *The westbound bus stop could be moved 100-150 feet to the west into the westbound right-turn lane at Osgood Road.* ▪ *The eastbound bus stop could be moved into the Washington Boulevard merging lane to the east of the intersection. Eastbound Washington Boulevard would be reduced to two through lanes, which would eliminate the need for the merging lane.*	These changes are pending further discussions between the City of Fremont and AC Transit	Transit	Proposed in Station Area Plan
	▪ Provide an overlap phase for the northbound Osgood Road right-turn movement. ▪ Adjust signal timing parameters (i.e., adjust the allocation of green time for each intersection approach) and coordinate the signal timing changes with the adjacent intersections that are in the same signal coordination group.		Automobile	Proposed in Station Area Plan. This improvement to the Washington Boulevard/Osgood Road/Driscoll Road intersection to be part of the Irvington BART Station construction.
Washington Boulevard/ Roberts Avenue Intersection	▪ Reduce curb radii on the south corners of the intersection. ▪ Add audible signals.		Pedestrian	Programmatically adopted in Pedestrian Master Plan; specific location identified in Station Area Plan. Reconstruction of the Washington Boulevard/Roberts Avenue intersection to be part of the Irvington BART Station construction.
	▪ Install bicycle video detection for all left-turn pockets and stripe a bicycle detection marking to show bicyclists where to position themselves.		Bicycle	Programmatically adopted in Bicycle Master Plan; specific location identified in Station Area Plan. Reconstruction of the Washington Boulevard/Roberts Avenue intersection to be part of the Irvington BART Station construction.

ACCESS AND MOBILITY IMPROVEMENT OPPORTUNITIES

Location	Improvement Descriptions	Notes	Primary Travel Mode Improved	Status
Washington Boulevard/ Roberts Avenue Intersection	▪ Stripe a left-turn lane on the southbound approach, which can be accommodated within the current right-of-way but would require prohibiting parking on both sides of the street. ▪ Upgrade signal to provide protected north/ south left-turn phasing. ▪ Adjust signal timing parameters (i.e., adjust the allocation of green time for each intersection approach) and coordinate the signal timing changes with the adjacent intersections that are in the same signal coordination group.		Automobile	Reconstruction of the Washington Boulevard/Roberts Avenue intersection to be part of the Irvington BART Station construction.

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