
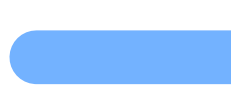
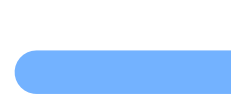

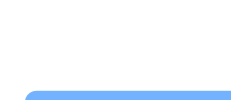



General Plan

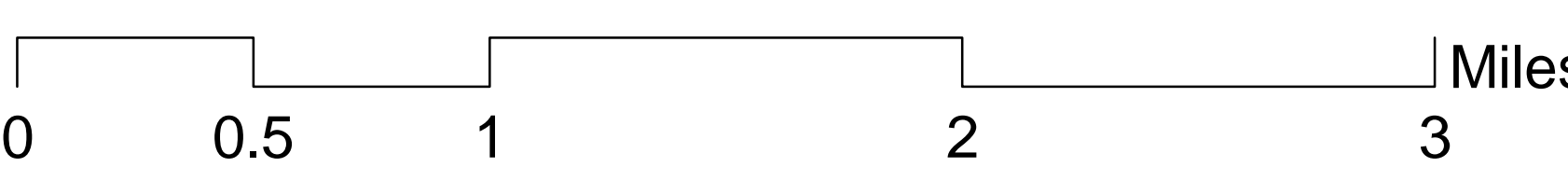
Mobility

2010 Traffic Volumes

- City Boundary**
-  City Boundary
- Traffic Volume 2010**
Average Daily Trips (ADT)
-  31,000 - 57,000
 -  21,000 - 30,999
 -  14,000 - 20,999
 -  7,000 - 13,999
 -  634- 6,999

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General Plan







Mobility

Functional Classification

City Boundary



Roadway type

-  Freeway
-  Arterial- Primary
-  Arterial- Minor
-  Collector
-  Local
-  Proposed Extension

Freeways are high speed, high capacity facilities with grade separated intersections intended to meet the need for longer trips.

Primary Arterials are high capacity local facilities which meet the demand for longer, through trips within a community, with weekday traffic volume greater than 20,000 vehicles per day.

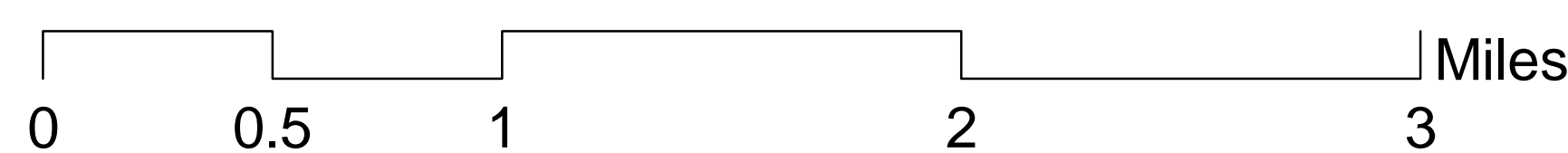
Minor Arterials are high capacity local facilities which meet the demand for longer, through trips within a community, with weekday traffic volume less than 20,000 vehicles per day.

Collector streets provide both access and movement within residential, commercial, and industrial areas. These roads serve relatively short trips and collect trips from local streets and distribute them to the arterial network.

Local streets' primary function is land access. Movement on local streets is incidental and involves traveling to or from a collector street.

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General Plan

Mobility

Planned Roadway System

City Boundary



Planned lanes (each direction)



3



2

Existing lanes (each direction)



3



2

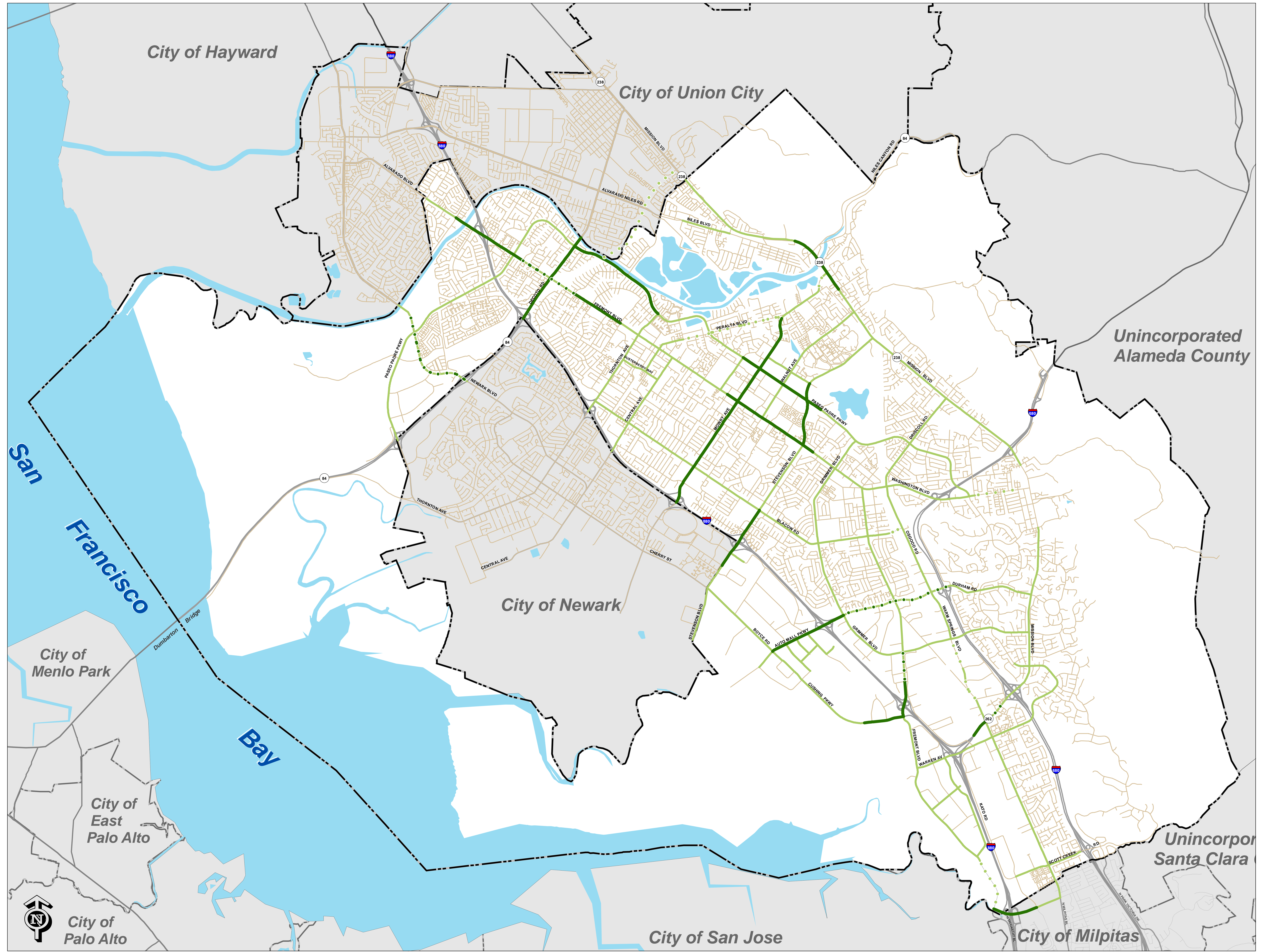
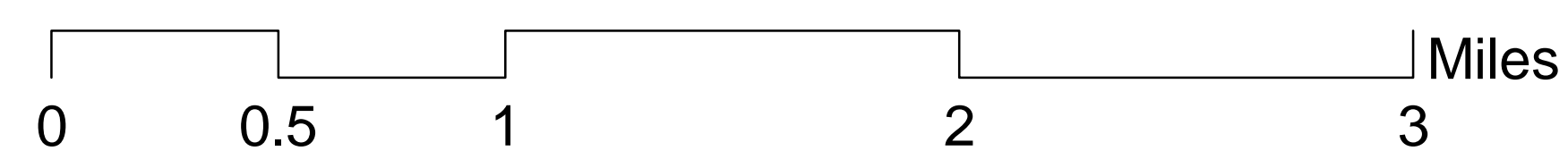


1

This diagram illustrates the Existing and Planned number of lanes (in each direction) on the transportation network within the City of Fremont.

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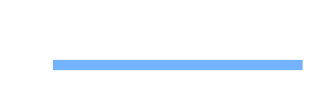











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General Plan

Mobility

Bicycle and Pedestrian Networks

-  City Boundary
-  Existing Bicycle Trail (Class 1)
-  Existing Bicycle Lane (Class 2)
-  Existing Bicycle Route (Class 3)
-  Proposed Bicycle Trail (Class 1)
-  Proposed Bicycle Lane (Class 2)
-  Proposed Bicycle Route (Class 3)
-  Alameda Creek Trail (EBRPD)
-  Bay Area Ridge Trail
-  Bay Area Ridge Trail (Proposed)
-  San Francisco Bay Trail
-  Alameda County Bike Network
-  Santa Clara County Bike Network
-  San Mateo County Bike Network

Sources: City of Fremont Bicycle and Pedestrian Master Plans, General Plan Trail maps, 2009 aerial photography, the Association of Bay Area Governments, and the Metropolitan Transportation Commission.

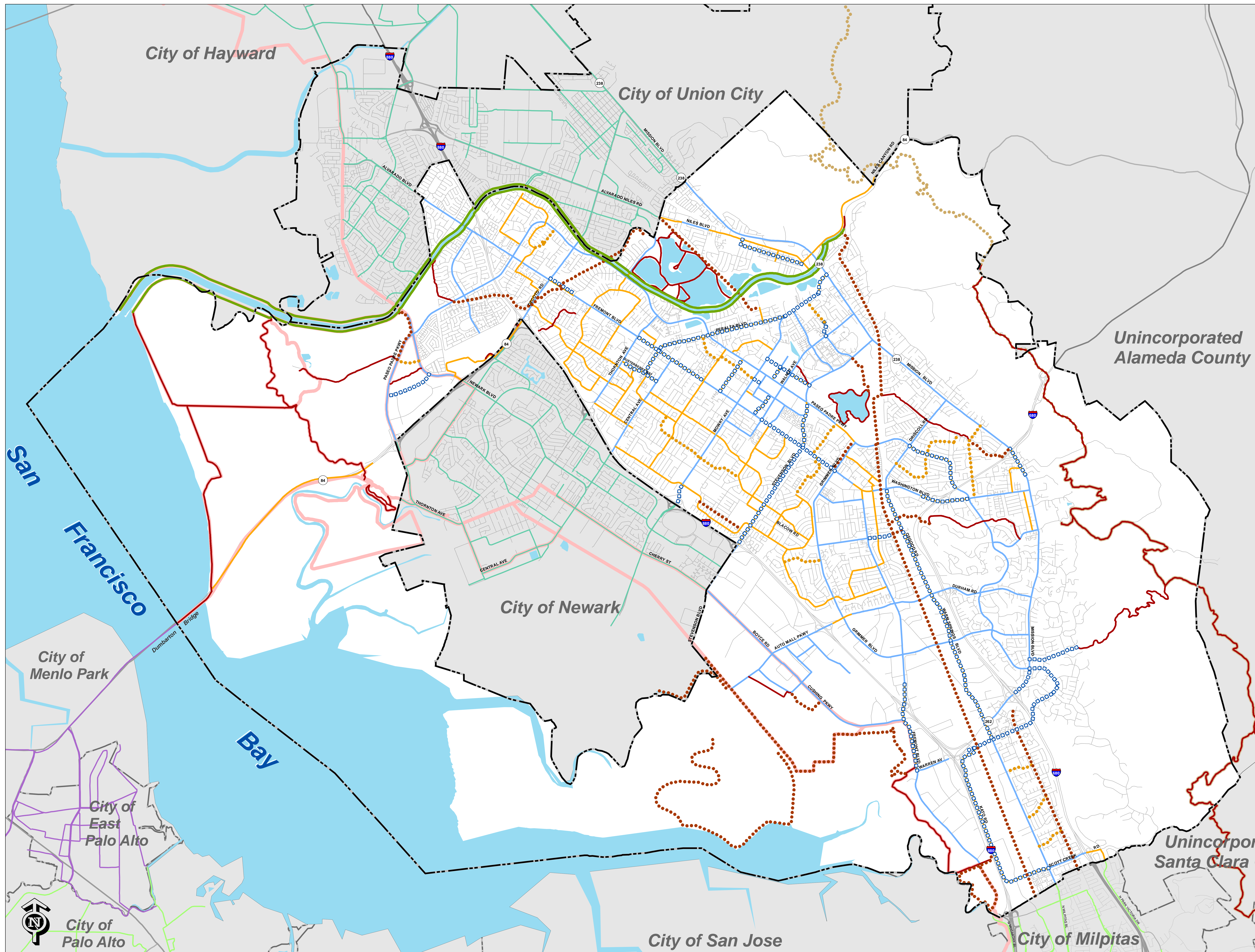
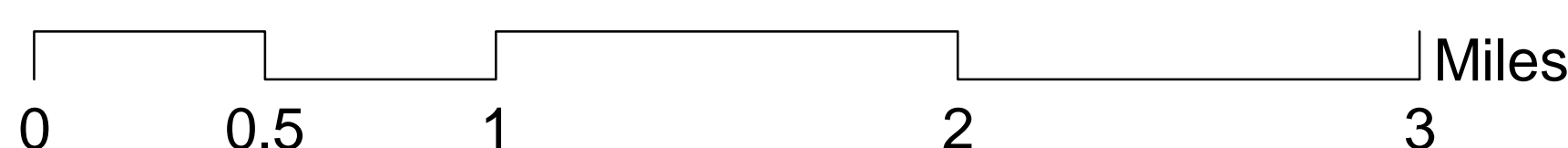
Class 1 Trails - Class 1 facilities are for the exclusive use of bicycles and pedestrians. They are completely separated from roadways except when they cross streets and driveways.

Class 2 Bicycle Lanes - Class 2 facilities are bicycle lanes designated for use on roadways and are identified by striping and stencils.

Class 3 Bicycle Routes - Class 3 facilities are shared roadways. They are designated by signs and may have a wide outside travel lane or shoulder that allows for parallel travel with automobiles.

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General Plan

Mobility

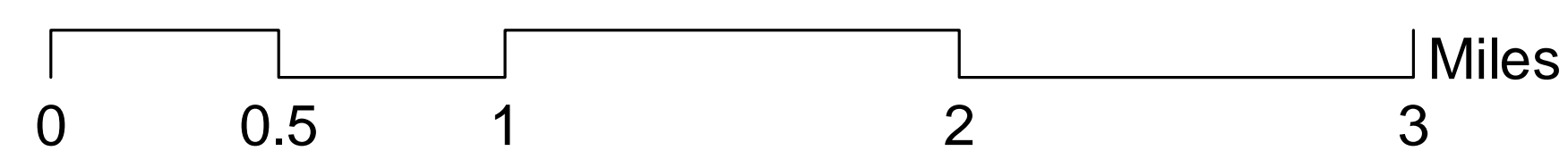
Primary Routes

-  City Boundary
-  Transit
-  Multi-Modal
-  Primary Trails (select Class 1 Facilities)
-  Bike
-  Bay Area Rapid Transit (BART)
-  Altamont Commuter Express (ACE) Train
-  Capitol Corridor / Amtrak
-  Freight (Union Pacific RR)
-  BART Station
-  Train Station

This diagram is intended to be a composite of the City's transportation priorities for the next 20 - 25 years. It combines Fremont's primary travel modes on a single diagram, including major transit spines, multi-modal streets (auto, bike, bus, etc), bike routes, pedestrian trails, and rail facilities. In all cases, a given route will support more than one mode of travel. For instance, the "transit spines" support cars, bikes, and pedestrians, as well as buses. However, for capital improvement planning and from an urban form perspective, a greater priority may be placed on transit investments on these routes. Similarly, many of the bicycle routes indicated on the diagram are actually collector streets. Over time, these roads may be improved to better facilitate bicycle travel, but they will continue to accommodate cars and pedestrians as well.

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General Plan

Mobility

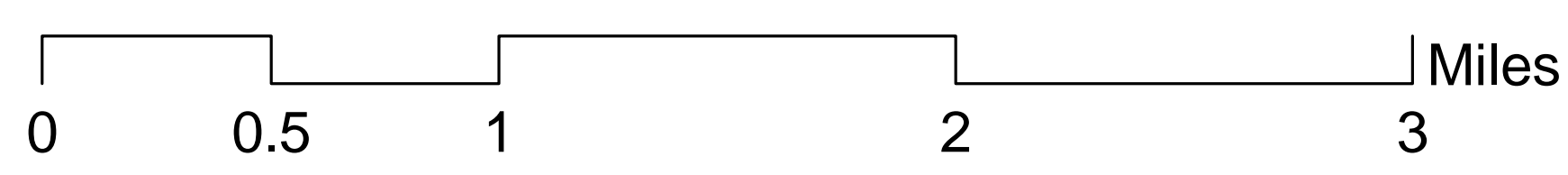
Truck Routes

- City Boundary**
-  City Boundary
- Truck Routes**
-  Truck Routes within City Limits
-  Adjacent Truck Routes



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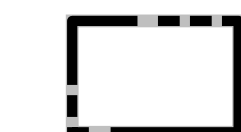




Community Development Department- Planning Division
39550 Liberty Street, P.O. Box 5006
Fremont, California 94537-5006
www.fremont.gov/planning

General Plan Mobility Planned System

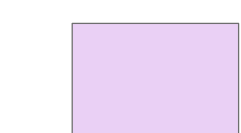
City Boundary



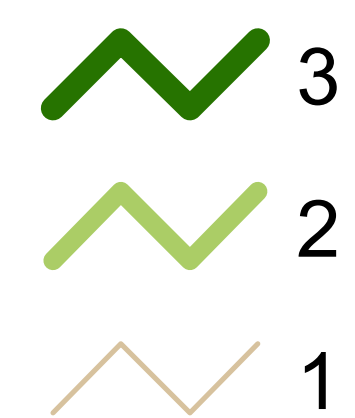
Priority Development Area



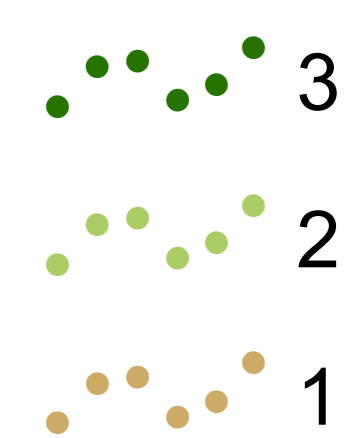
Priority Production Area



Existing lanes (each direction)



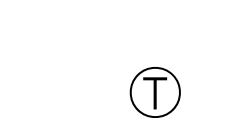
Planned lanes (each direction)



Planned Grade Separation



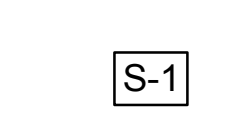
Transit Station



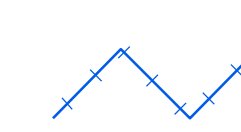
Project Area



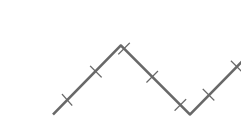
Planned System Project



BART Line



Union Pacific Railroad



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Map-ID	Project Name
E-1	Mission/Warren/Truck Rail Program
E-2	Fremont Blvd Extension to Dixon Landing Road
E-3	Kato Road Widening
T-1	Irvington BART Station
T-2	Warm Springs BART Station West Side Access Bridge
T-3	Improved Bus Service on Fremont Blvd.
T-4	City Center/Downtown Bus/Shuttle Circulator
T-5	Capitol Corridor & ACE Train Station
T-6	Dumbarton Rail
BP-1	"Rails to Trails" Project
BP-2	Pedestrian and Bicycle Access Way
BP-3	Fremont Blvd Streetscape, Pedestrian and Bicycle Improvements
BP-4	Downtown Pedestrian Streetscape Improvements
BP-5	Greenbelt Gateway Project on Grimmer Blvd
BP-6	Sullivan Road Undercrossing Pedestrian Improvements
BP-7	Sabercat Pedestrian & Bike Bridge
S-1	Auto Mall Parkway Widening
S-2	Mission Boulevard Widening
S-3	Capitol Avenue Extension
S-4	Access/Roadway Connections to Irvington BART station
S-5	Relinquished Route 84
S-6	Fremont Blvd Widening
S-7	Safety Improvements at UPRR/Street crossings
S-8	Vargas Road Safety Improvement Project
S-9	Northbound I-680 Express Lane
S-10	Blacow Road Grade Separation
S-11	Rancho Arroyo Grade Separation
S-12	Ardenwood Blvd Widening

