FREMONT ACTIVE TRANSPORTATION PLAN

May 2025

CITY OF Fremont

ACKNOWLEDGEMENTS

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APPENDICES

01
Executive Summary & Introduction

This chapter introduces the Active Transportation Plan and provides an executive summary of the ATP's vision and goals, community engagement process, and recommendations.

The Fremont Active Transportation Plan is a five-year strategic plan to promote and encourage active transportation for all ages and abilities

The Active Transportation Plan (ATP) is a strategic plan developed by the City of Fremont that identifies policies, programs, and projects that support walking, biking, and rolling in Fremont.

The ATP consolidates the City's existing **Pedestrian Master Plan (2016)** and **Bicycle Master Plan (2018)** and includes updated policies, design guidance, and walking and biking networks.

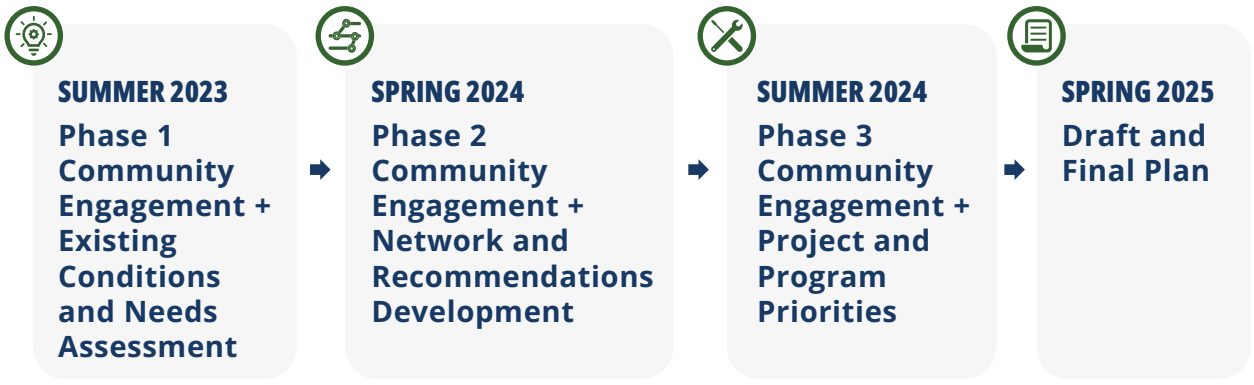
Each phase of the ATP iterated on community feedback

The ATP combines public feedback and technical analysis to identify current needs, recommend projects and programs, and determine implementation priorities.

The ATP process, shown in **Figure 1**, kicked off in the summer of 2023 with the existing conditions and needs assessment, as well as the first round of community engagement to understand the existing public perception and experience of walking and biking in Fremont. This analysis informed the development of the draft bikeway network and ATP recommendations in spring 2024. The City conducted a second and third round of community engagement in 2024 to identify major projects and obtain input on key program priorities. The process culminated with the release of the draft and final ATP document in spring 2025.

The City of Fremont developed the ATP over the course of two years

Figure 1



What is active transportation and why is it important?

The ATP defines active transportation as the following:

> *Active transportation is any form of self-propelled, human-powered or electric-assisted transportation, such as walking, bicycling, rolling, or using a mobility device. The term "pedestrian" includes people using wheelchairs or other mobility devices.*

Why plan for active transportation?

Fremont has been ranked as the happiest city in the country for six consecutive years (WalletHub, 2020-2025). **Being able to comfortably walk, bike, and roll to destinations in the community and for recreation is part of what makes Fremont a happy place.** This is because active transportation is a low-cost, healthy, and enjoyable way to get around.

Everyone is a pedestrian at some point in their trip, even if just walking to their car or bus stop. Since people who walk, bike, and roll are the most vulnerable road users, Fremont strives to design, operate, and maintain its transportation system with them at the forefront.

By planning and designing for people walking, biking, and rolling while still optimizing the flow of vehicle traffic, the City of Fremont strives to improve **safety, connectivity, equity, public health, economic vitality, environmental sustainability, and quality of life** for people living in, working in, and visiting Fremont.

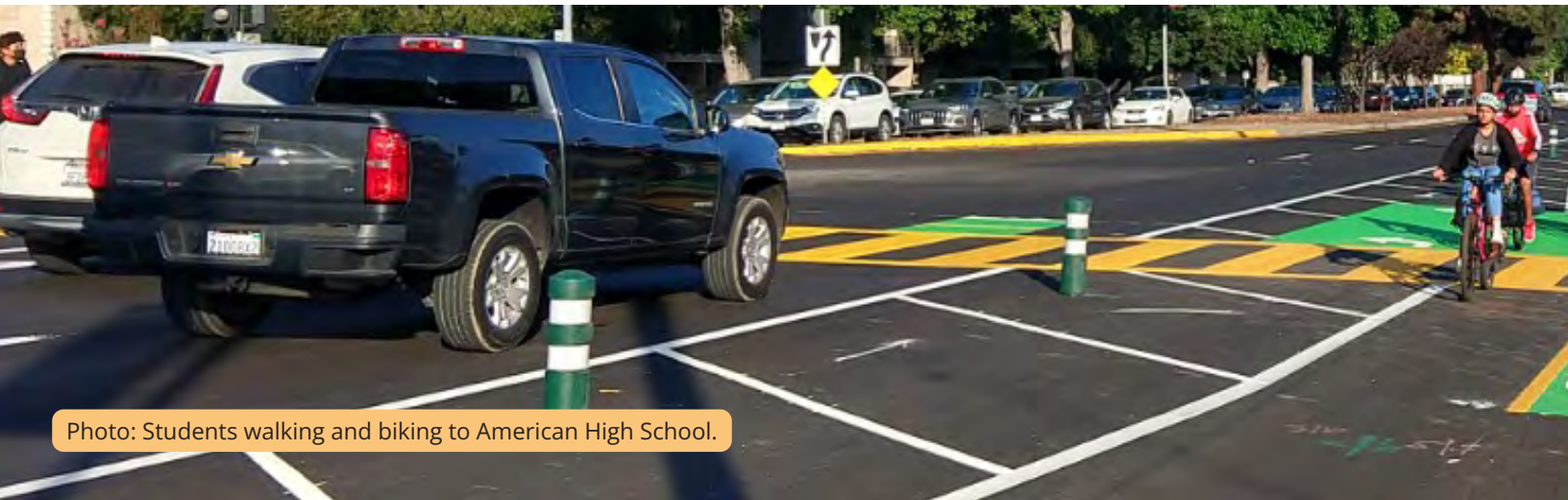


Photo: Students walking and biking to American High School.

Active transportation investments lead to a variety of benefits, such as...

Completed **walking and biking networks** that serve a variety of trip types, including commute and recreational trips

Connections to local and regional destinations including schools, parks, employment centers, shopping and restaurants, transit, and neighboring cities

Safer streets with fewer fatalities and serious injury collisions

More comfortable, calm, and livable streets, bringing about more community interaction

A more active community and an overall improvement in public health

Enhanced neighborhood living and enjoyment with traffic-calmed streets and connected sidewalks to neighborhood parks, schools, and trails

Reduced **air pollution, water pollution, and greenhouse gas emissions**

Transportation cost savings to residents from lower gas consumption and need for vehicle maintenance, as well as **savings to cities** from less wear and tear on streets

Local economic growth through improving equitable access and transportation options to local businesses, shopping centers, and jobs

What's in the ATP?

The ATP is organized into the following chapters:

Chapter 1: Executive Summary & Introduction

Introduces the ATP and provides an executive summary of the vision and goals, community engagement process, and recommendations.

Chapter 2: Community Engagement

Summarizes the ATP community engagement process and breaks down findings from citywide surveys, neighborhood special events, and direct vulnerable user engagement.

Chapter 3: Priority Projects and Programs

Presents a Five-Year Work Plan and detailed information for ATP-identified priority projects and programs.

Chapter 4: Policy Background, Vision, and Goals

Outlines the history of active transportation in Fremont and presents the ATP's guiding vision statement with associated goals and policies.

Chapter 5: Recent Accomplishments

Summarizes the progress that the City of Fremont has made on active transportation since 2018, setting the stage for the next five years of ATP implementation.

Chapter 6: Existing Conditions and Infrastructure

Reviews Fremont's current active transportation infrastructure and existing conditions related to demographics, equity, land use, transportation, and safety.

Chapter 7: Long Range Vision and Focus Areas

Presents pedestrian focus areas and the recommended bikeway network, along with a discussion of how the recommendations may be prioritized for implementation.

Deep community engagement formed the basis of the ATP's recommendations

The City of Fremont conducted extensive outreach throughout the plan development process to inform the ATP's recommendations. The three phases of online and in-person engagement targeted all residents and visitors of Fremont, including seniors, people with disabilities, students, and people receiving social services. Outreach included 15 City-led community walks and bike rides, 13 special events, over 300 web map comments, and nearly a thousand online survey responses.

City staff also engaged the Fremont City Council and various city commissions, including presentations at eight Mobility Commission meetings.

Public feedback directly informed the ATP network, projects, and programs

Community feedback was critical to develop the recommended bikeway network, confirm the major projects, and identify the priority programs. The City leveraged public input to refine the bikeway network, adding segments where people identified a need for connectivity to neighborhood destinations. Community web map comments fed into the prioritization process to determine the high-priority pedestrian intersections and bikeway corridors described in **Chapter 7**. Lastly, City staff used both in-person and online survey feedback to identify top priority programs that would promote walking, biking, and rolling.

Key engagement takeaways included that...

Figure 2

79%

want to prioritize highest safety need locations
(363 out of 461 responses)

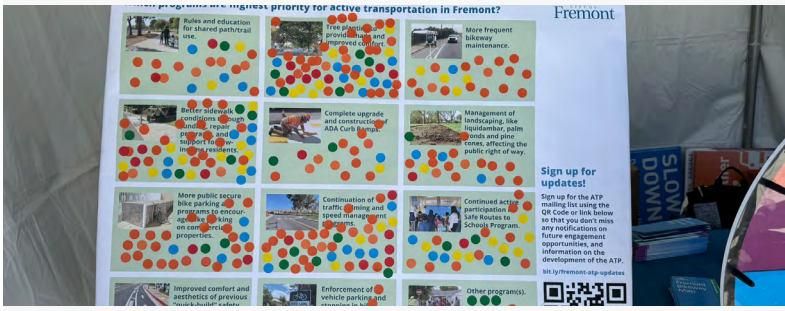
70%

would feel safer with separated and continuous bicycle and pedestrian facilities
(342 out of 514 responses)

Tree planting

is the #1 program priority

Photos (top to bottom): 1) Input on priority programs at the Fremont Earth Day Fair. 2) Input on network recommendations at the Irvington Farmers' Market. 3) Input on network recommendations at the Niles Farmers' Market.



The ATP's vision and goals guide development and implementation of the Five-Year Work Plan

The vision, goals, policies, and actions were developed based on community priorities and with consideration of other local, regional, and state active transportation plans and policies. The City of Fremont will use this framework as it makes decisions on active transportation investments and enhancements.

Active Transportation Community Vision

> *"Fremont will be a safe, sustainable, and joyful city where people of all ages and abilities are inspired each day to walk, bike, and roll comfortably without barriers."*

The three goals are based on the community vision

Each goal has associated policies and actions, detailed in **Chapter 4**, that help the City achieve the goals and make the vision into a reality.

Goal 1: Safety, Connectivity, & Comfort

Implement safe, connected, and comfortable pedestrian and bicycle networks across all roadway types and classifications to allow users of all ages and abilities to walk, bike or roll.

Goal 2: Encourage Active Transportation Use and Activity

Attract and encourage new pedestrian and bicycling trips for people who live in, work in, and visit Fremont.

Goal 3: Maintain and Operate

Utilize industry-leading design practices that minimize maintenance needs and implement more sustainable and frequent maintenance operations.

The ATP identifies major corridor projects, priority programs, and equity priority safety improvements for implementation

Major corridor projects, priority programs, and equity priority safety enhancements make up the Five-Year Work Plan, shown in **Figure 3**. More information about the Five-Year Work Plan is found in **Chapter 3.** The ATP's prioritization strategy, discussed in **Chapter 7**, identified the projects and programs below as the highest priority in alignment with the ATP vision and goals. Other projects that implement the pedestrian and bicycle networks, but are not included in the Five-Year Work Plan, will be advanced as opportunities arise. This can be accomplished through private development agreements, routine pavement maintenance, external grant opportunities, and other City programs. This workflow, referred to as opportunity-based implementation, is described in **Chapter 7**.

The Five-Year Work Plan creates a roadmap for active transportation through 2030

Figure 3

Five-Year Active Transportation Work Plan

Major Corridor Projects

Major corridor projects are projects on regional active transportation corridors that form the backbone of Fremont's active transportation network. The ATP's major corridors are:

- Fremont Boulevard Multimodal Corridor
- Mission Boulevard Complete Streets Corridor
- East Bay Greenway: Downtown Fremont to Warm Springs/Bay Trail Corridor
- Sabercat Trail Corridor
- Dumbarton/Decoto Multimodal Corridor
- Niles Canyon Trail Corridor

Priority Programs

Priority programs, identified through community engagement, support active transportation through education, outreach, maintenance, and other infrastructure enhancements. The ATP's priority programs are:

- Expanded Tree Planting Program
- Sidewalk Repair
- Safe Routes to School
- Bikeway and Sidewalk Landscape Maintenance
- Traffic Calming
- Bike Parking
- Bikeway Infrastructure Maintenance

Equity Priority Safety Improvements

Equity priority safety improvements install pedestrian crossing enhancements and bikeway improvements in equity priority and disadvantaged community areas.

The full list of safety improvements is provided in **Chapter 3**. Equity priority and disadvantaged community areas are designated by the U.S. Department of Transportation and the Metropolitan Transportation Commission, as described in **Chapter 6**.

02
Community Engagement

This chapter summarizes the ATP community engagement process and breaks down findings from citywide, neighborhood, and vulnerable user engagement.

Three phases of extensive community outreach and engagement informed the ATP

The City engaged community members throughout the ATP process, using online and in-person outreach in every City Council district to reach residents who reflect the diversity of the Fremont community in terms of geography, occupation, gender, age, and ethnicity. **The target audience for outreach was all residents and visitors of Fremont**, including those who currently walk and bike, individuals who do not walk or bike regularly, and individuals who are interested in walking and biking but may be currently hesitant.

Engagement occured in three phases

In **Phase 1**, online survey and special event engagement was focused on learning about residents' travel behavior and needs, which informed the existing conditions analysis.

In **Phase 2**, staff engaged elected officials, city commissioners, and schools, and hosted neighborhood bike rides and community walks. This outreach informed the identification of priority projects on a citywide and neighborhood level.

In **Phase 3**, staff confirmed the recommended projects and programs with the public and sought input on program priorities through special events and an online survey.

Feedback from the public, City Council, city commissions, and schools contributed to the ATP's development

Figure 4

Members of the public
- Community-based organizations
- Survey of displaced and disadvantaged residents through the Human Services Department

Fremont City Council

City Commissions
- Mobility Commission
- Planning Commission
- Recreation Commission
- Senior Citizens Commission

Schools
- Fremont Unified School District (FUSD)
- CA School for the Blind
- Fremont students in disadvantaged communities

Fremont Active Transportation Plan

The ATP engagement strategy ensured comprehensive input from across the city

Given Fremont's large geographic size, the ATP project team split the city into outreach areas for the purpose of planning and tracking engagement activities. This ensured that the ATP engaged residents across Fremont, no matter which neighborhood or Council district they live in. Phases 1 and 2 of engagement were planned by Council district, with neighborhood walks and bike rides hosted in each of Fremont's six Council districts.

Three outreach areas based on Council districts were used to synthesize and incorporate feedback

Outreach input was organized into three outreach areas. These outreach areas enabled the City to analyze key themes in each region and incorporate feedback on a citywide scale.
The three outreach areas roughly follow Council district boundaries and take population density into consideration.

As shown in **Figure 5**, the North Outreach Area includes Council District 1 and most of District 2; the Central Outreach Area includes most of Districts 3 and 4, as well as parts of Districts 2 and 6; and the South Outreach Area includes District 5 and most of District 6.

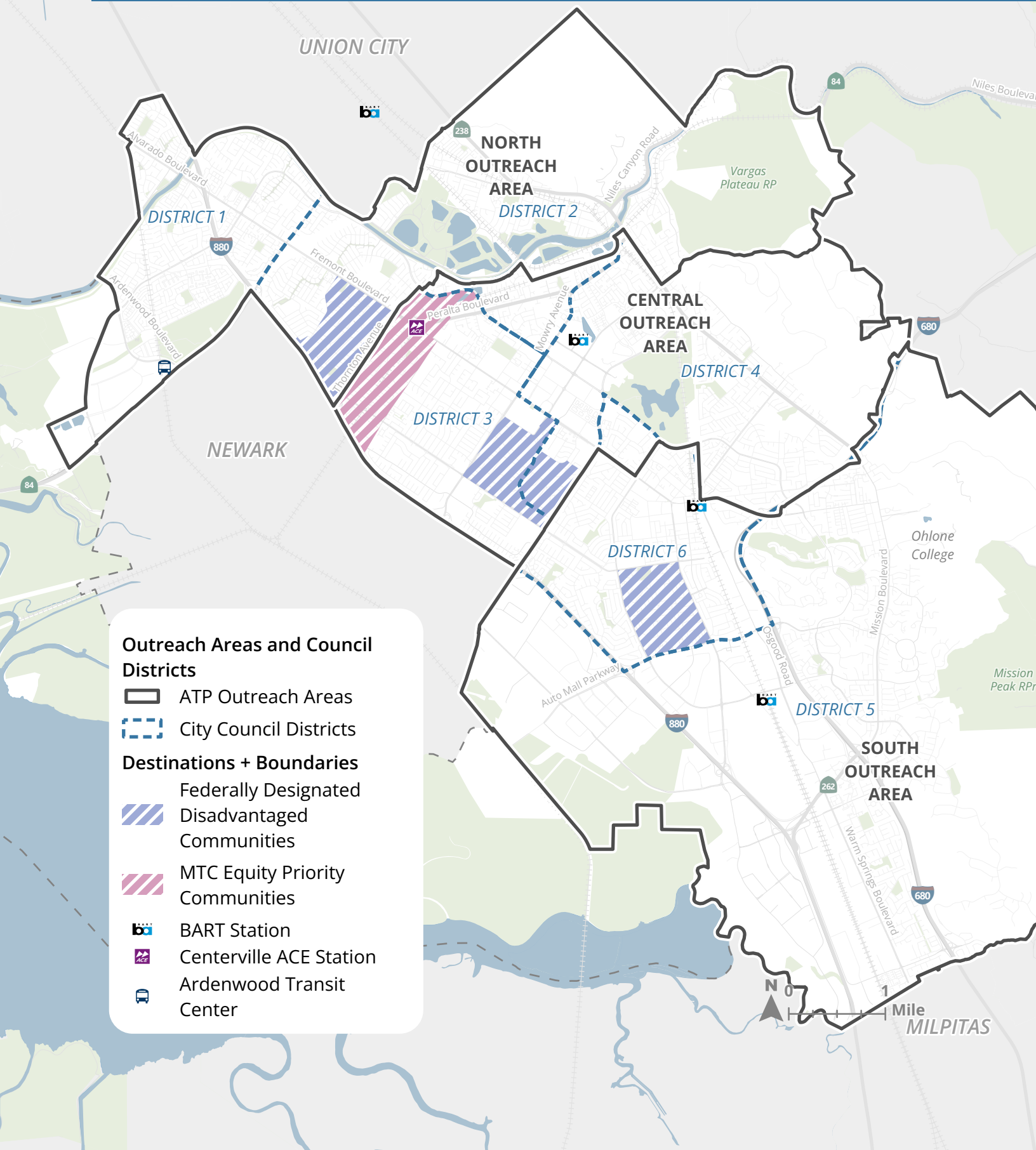
The ATP conducted focused outreach in disadvantaged and equity priority communities

The Metropolitan Transportation Commission (MTC), the San Francisco Bay Area's regional transportation agency, designates areas as Equity Priority Communities (EPCs) based on a range of socioeconomic factors. Fremont's EPCs and federally designated Historically Disadvantaged Communities, also shown in **Figure 5**, are prioritized for investment by regional, federal, and local policies, described further in **Chapter 6**.
Fremont held special tabling events at public schools in these communities to understand the unique transportation needs of students and other residents.

Photo: Tabling for International Walk and Roll to School Day.

ATP outreach was conducted in each Council district

Figure 5



How did the City engage the community?

15 Community walks and bike rides

13 Tabling events

8 Mobility Commission meetings

2 Focus groups and workshops

329 Unique web map comments

50 In-person map comments

975 Completed surveys

2.6k Website visitors

Photos (top to bottom): 1) Kimber-Gomes Neighborhood Bike Ride. 2) Tabling at the Niles Farmers' Market. 3) School outreach on International Walk and Roll to School Day. 4) Niles Community Walk.


Niles Community Walk
District 2
Niles Canyon Stroll and Roll
NORTH
Niles Farmers' Market
District 2 Bike Ride
District 2 Community Walk
District 4
Bike Tour & Ribbon Cutting
Earth Day Fair
District 3
Cabrillo Elementary Tabling
Brier Elementary Tabling
CENTRAL
District 4 Community Walk
District 4 Bike Ride
District 3 Community Walk
Walters Middle Tabling
Festival of the Arts
Mission San Jose Bike Ride
District 3 Bike Ride
Irvington Farmers' Market
District 6
Harvey Green Elementary Tabling
District 6 Community Walk
District 6 Bike Ride
SOUTH
District 5
District 5 Community Walk
District 5 Bike Ride
City-Led Community Walk
City-Led Neighborhood Bike Ride
School Tabling Event (in Federally-Identified Historically Disadvantaged Communities)
Other Outreach Event

Citywide surveys revealed Fremont's challenges, needs, and priorities

The City gathered feedback through two phases of online surveys, which received a combined 975 responses. The surveys asked community members about where they walk and bike, the challenges they face while walking and biking, and their priorities for project and programs.

Fremont residents value walking and biking

60%

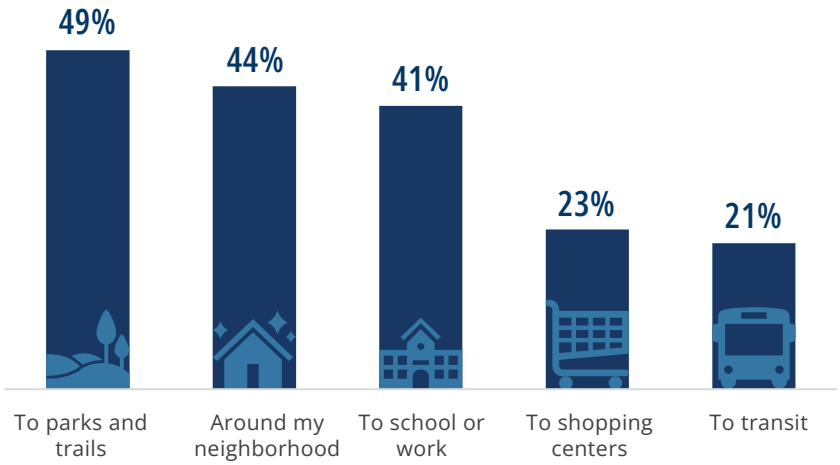
walk or bike often as a form of transportation
(310 out of 514 responses)

82%

walk or bike a few times a week for leisure or exercise
(419 out of 514 responses)

Where do you most need or want to walk?

Figure 6



Fremont faces issues that make walking and biking challenging

"Sidewalks have too little shade and too much direct sun."

"Lack of sidewalk maintenance makes it difficult to walk."

"Schools aren't bike friendly for dropoff and pickup."

"Intersection crossings are too dangerous. People drive too fast and too distracted. Turning cars are always very dangerous to pedestrians."

"Lack of separation from cars prevents me and others from biking more, especially on arterials."

"Lots of places have no sidewalks, and those gaps come out of nowhere."

"It is difficult to wheel a stroller in areas without sidewalk ramps. It doesn't feel safe enough to walk to parks with children."

"Drivers run red lights, speed through slip lanes, and park in bike lanes."

"There are no adequate, safe places to lock up my bike, especially at stores."

Projects and programs that address safety and maintenance needs are the community's top priorities

Fremont residents support safety. Of survey respondents...

79%

want to prioritize highest safety need locations
(363 out of 461 responses)

70%

would feel safer with separated and continuous bike/ ped facilities
(342 out of 514 responses)

44%

would feel safer with improved street crossings and intersections
(246 out of 514 responses)

Fremont residents support maintenance and safety programs

Figure 7

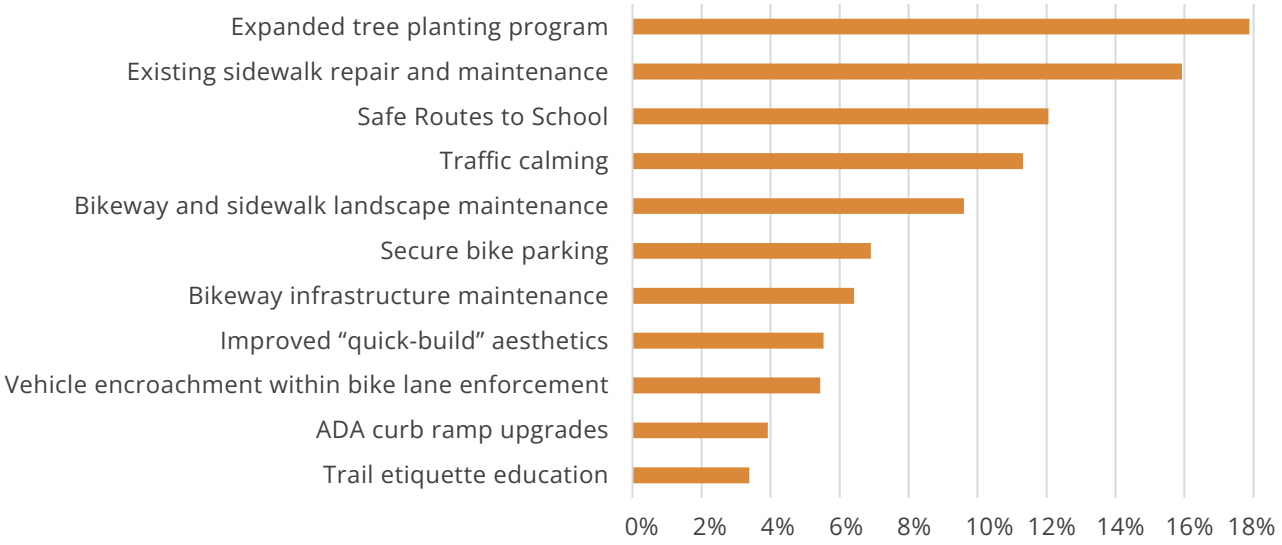


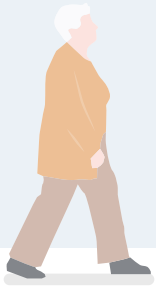
Photo: Tabling at the Irvington Farmers' Market.

Fremont conducted targeted outreach to understand the needs of the most vulnerable users

Who is a vulnerable user?

A vulnerable user is someone who faces a higher risk of serious injury or death compared to other road users. Pedestrians and bicyclists are vulnerable due to their lack of external protection (such as a vehicle), which makes them more likely to be seriously hurt or killed in a crash. Among vulnerable users, seniors, children, and people with disabilities are even more susceptible. These road users may move at slower speeds with slower reaction times, resulting in increased exposure to roadway dangers.

People who receive social services may also have unique transportation needs that make them vulnerable users. The City of Fremont's Human Services Department serves displaced and disadvantaged people in Fremont and across the Tri-City area with often intersecting vulnerabilities, including seniors, youth, people with disabilities who rely on paratransit services, and people experiencing homelessness and food insecurity.



Seniors and people with disabilities identified inadequate sidewalks and crosswalks as major challenges

The City hosted a focus group with seniors and people with disabilities to understand their mobility needs and incorporate their experiences into the recommendations for the ATP. Ten community members and service providers participated.

The focus group shared their current experiences with transportation in Fremont and their vision of what that experience could be

"Currently..."

- Tree roots create poor sidewalk conditions.
- Sidewalk obstructions force wheelchair users to turn around or go into the street.
- Pedestrian crossing times are too short.
- Missing crosswalks, long distances between curb cuts, and narrow sidewalks make it uncomfortable to walk.

"I'd like to see that..."

- Sidewalks are maintained and repair timelines for maintenance requests are clear.
- Sidewalk obstruction violations are enforced.
- Pedestrians have longer crossing times that work for slower walking speeds.
- Wider sidewalks, benches, and abundant crosswalks and curb cuts create a pleasant pedestrian environment.

People receiving social services highlighted the need for improved access to essential destinations

With the help of Human Services frontline workers, the City conducted point-of-service surveys of people receiving City services such as food and housing assistance. This method of outreach successfully engaged underserved people in Fremont and across the broader Tri-City area, who typically do not respond to traditional methods of in-person or online outreach. **Their voices are important in the formation of the ATP, since underserved community members walk, bike, and take public transit at higher rates than other residents.**

Underserved survey respondents named key regional destinations that they most often walk and bike to

This feedback helped inform the ATP major corridor projects in **Chapter 3**. These destinations include:

- Libraries
- Food sources such as grocery stores and shopping centers (Walmart, Pacific Commons)
- Medical offices
- Parks
- Community service centers (Fremont Family Resource Center, Abode Services, Bay Area Community Services, Social Security and CalFresh offices) and senior centers

Respondents also identified additional needs, including...

- Safe connections to transit
- Improved crossings at busy intersections

63%

of respondents receiving social services walk or bike as a primary mode of transportation
(15 of 24 responses)

Photo: Tabling at the Niles Farmers' Market.

North Outreach Area Spotlight

The North Outreach Area includes the neighborhoods of Niles, Canyon Heights/Vallejo Mills/Niles Crest, Brookvale, Cabrillo, Northgate, Ardenwood, and Lakes and Birds.

North Outreach Area survey respondents described challenges with unsafe crossings and missing crosswalks on high-speed roadways, such as Paseo Padre Parkway. This was especially a concern along walking and biking routes to schools, where intersection crossings pose safety issues for students. Respondents also raised concerns about aggressive drivers, fast turns, and poor yielding behavior along these arterials.

Respondents expressed the need for improved pedestrian and bicycle connectivity to the Alameda Creek Trail, across the Union Pacific and BART tracks in and out of the Niles neighborhood, and across the I-880 freeway. On residential streets in the North Outreach Area, respondents supported traffic calming to reduce speeding.

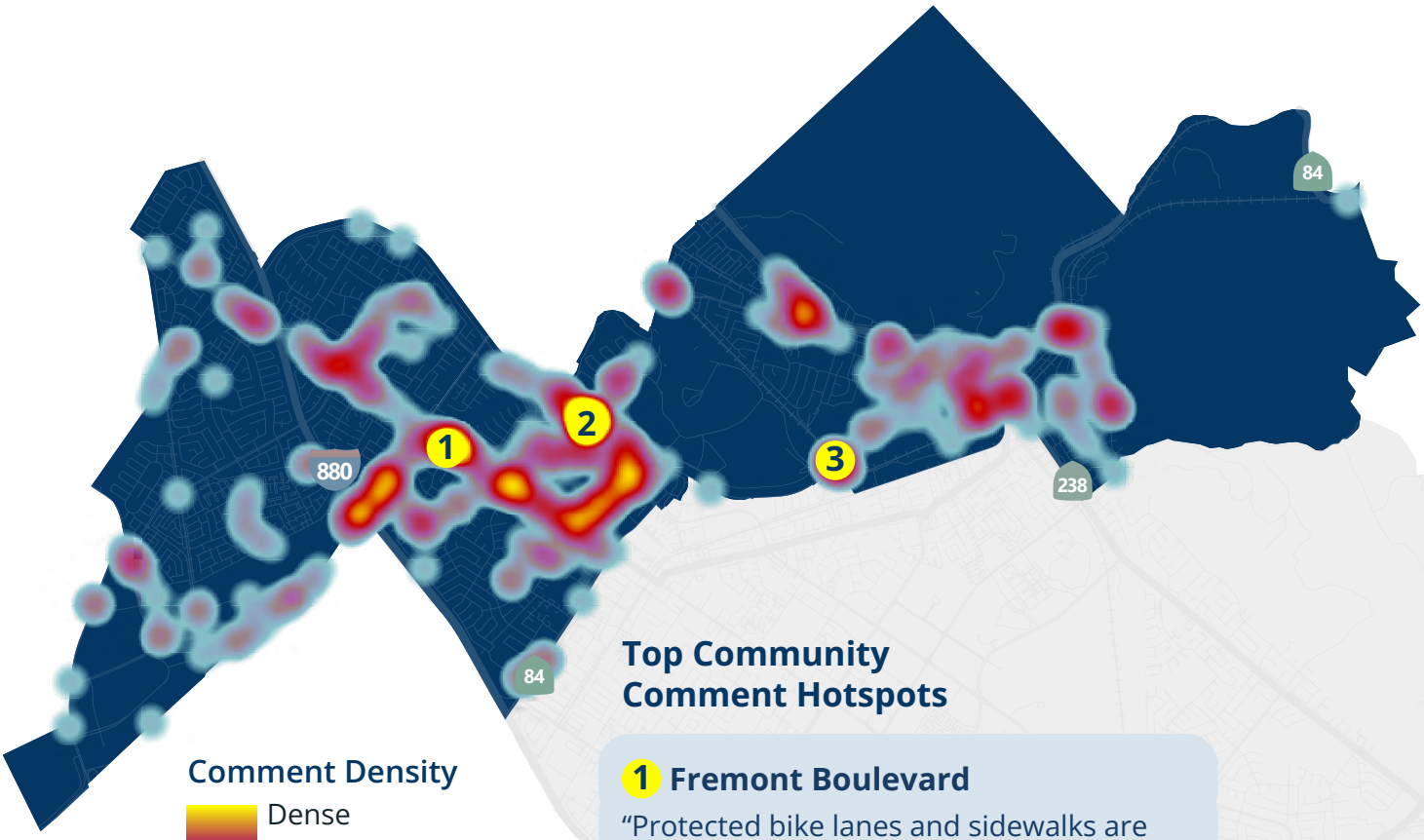
> *"I'd love to be able to bike to the Hub from my house near Niles or to the library and do errands, but it feels super unsafe to do so."*

Where did the City engage North Outreach Area residents?

Figure 8

North Outreach Area web map comments identified needs related to connectivity, safe infrastructure, and safe routes to school

Figure 9



Comment Density

Dense

Sparse

(279 responses)

Top Community Comment Hotspots

1 Fremont Boulevard

"Protected bike lanes and sidewalks are absolutely essential on this neglected segment of Fremont Boulevard."

2 Paseo Padre Parkway & Isherwood Way Intersection

"Mission Lakes families use this intersection to get to Brookvale Elementary and American High. Drivers often turn at high speeds and don't always look for pedestrians."

3 East Bay Greenway Connection Across Alameda Creek

"A paved path here would help better connect the Alameda Creek Trail to local neighborhoods and the BART station."

Photo: Kimber/Gomes neighborhood bike ride.

Central Outreach Area Spotlight

The Central Outreach Area includes the neighborhoods of Central/Downtown, Centerville, Glenmoor, Parkmont, Cherry/Guardino, Kimber/ Gomes, Mission Valley, Sundale, and 28 Palms.

Central Outreach Area respondents highlighted Peralta Boulevard as a top safety concern. Concerns included missing sidewalks, high speeds, unsafe intersections, and the need for additional crossings to facilitate safe routes to school.

Respondents flagged Mission Boulevard (State Route 238) and Paseo Padre Parkway as additional arterials needing improvement. Closing gaps in bike lanes would also reduce the stress of biking on arterials in the Central Outreach Area.

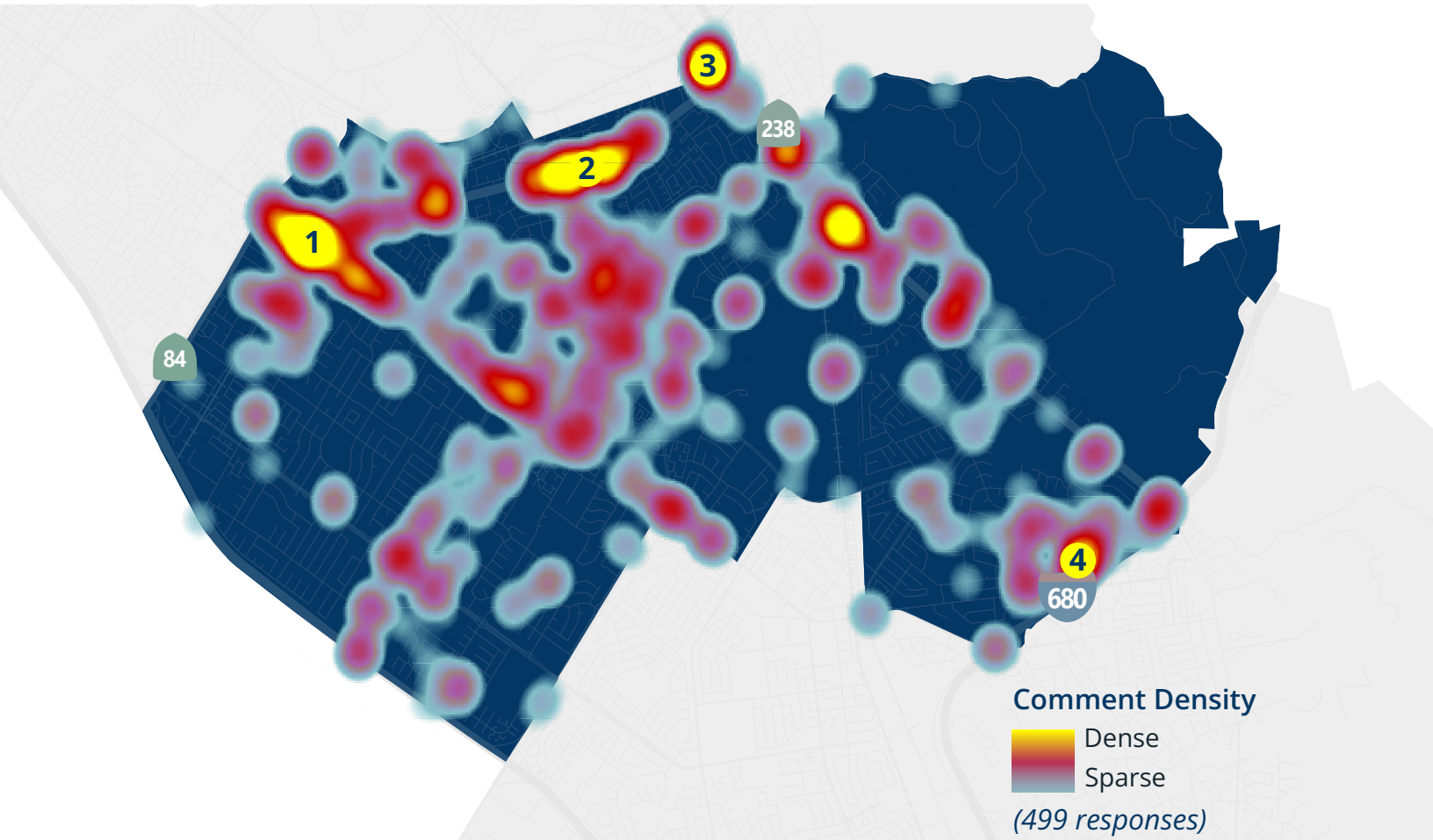
> *"Pedestrian crossings need to be added and improved so kids and adults can safely cross Peralta Boulevard to get to Parkmont Elementary School."*

Where did the City engage Central Outreach Area residents?

Figure 10

Central Outreach Area web map comments identified needs related to transit connections and sidewalk/bike lane gaps

Figure 11



Top Community Comment Hotspots

1 Fremont Boulevard

"A separated bikeway on Fremont Blvd between Bonde Way and Peralta Blvd will be a welcomed change. Currently. it feels dangerous when the bike lane merges with traffic to cross the railroad."

2 Peralta Boulevard & Mowry Avenue Intersection and Mowry Avenue Corridor

"Improving this intersection and the surrounding area could create many new connections between neighborhoods, the BART station, and the Alameda Creek Trail."

3 Mowry Avenue Corridor at Railroad Underpass

"There are currently no sidewalks on this side of this road and no safe way for a pedestrian to get from Mission to Mowry."

4 Palm Avenue

"Missing sidewalk and missing protected bike path makes it impossible for Hopkins Middle and Mission San Jose High students to walk or bike to school."

Photo: Tabling at the Irvington Farmers' Market.

South Outreach Area Spotlight

The South Outreach Area includes the neighborhoods of Mission San Jose, Mission Hills, Vineyards/Avalon, Irvington, Cameron Hills, Weibel, Warm Springs, East Industrial, Bayside, Grimmer, Blacow, and South Sundale.

South Outreach Area respondents raised Auto Mall Parkway as a top safety concern, highlighting the I-880 intersection, bike lane gaps, and missing sidewalks as issues that hinder pedestrian and bicyclist access to destinations such as Pacific Commons.

Respondents expressed excitement about the I-880/ Innovation Bridge project and other efforts to improve trail connectivity across the South Outreach Area. Safe routes to school, improvements to complex and confusing freeway interchanges, and improvements to Fremont Boulevard as a regional connector were other key themes.

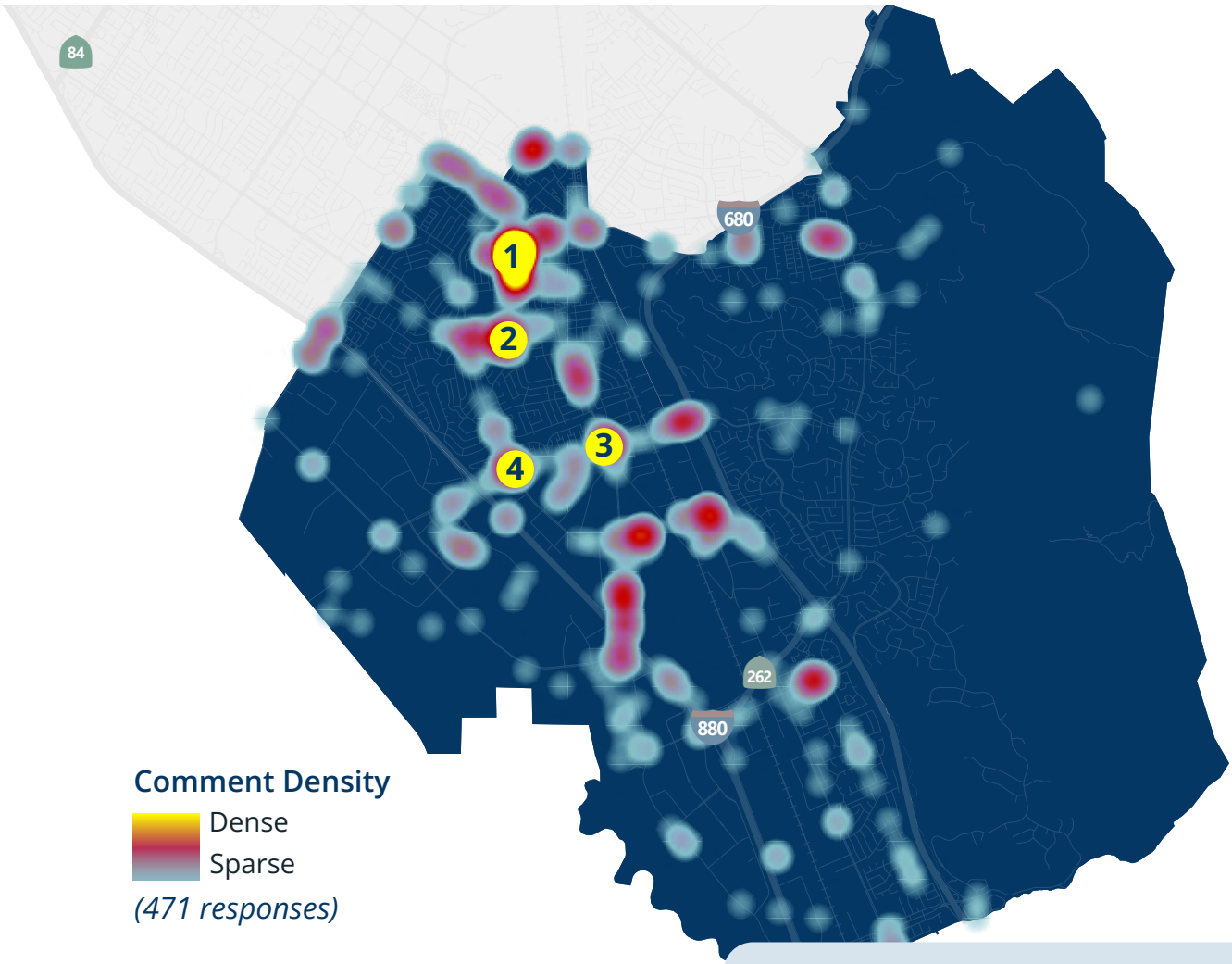
> *"Much better bus access via walking and biking along Auto Mall Parkway is needed. This also needs to include bus shelters, benches, and ADA accommodations."*

Where did the City engage South Outreach Area residents?

Figure 12

South Outreach Area web map comments identified needs related to pedestrian safety and safe routes to school

Figure 13



Top Community Comment Hotspots

1 Irvington Avenue & Chapel Way

"This is close to Hirsch Elementary, Horner Middle, and Irvington High School, so improvements will benefit students walking to schools and their safety."

2 Blacow Road & Grimmer Boulevard Intersection

"Having a protected bikeway here will be great. Make sure vehicles can't park in the bike lane during school dropoff/pickup, which is the biggest problem with the current bike lane."

3 Fremont Boulevard & Auto Mall Parkway Intersection

"All slip lanes here need to be eliminated for pedestrian safety."

4 Auto Mall Parkway & Grimmer Boulevard Intersection

"Bike navigation along Auto Mall Parkway is particularly bad at the Grimmer intersection. The bike lanes disappear and force bicyclists into the traffic lanes."

03
Priority Projects and Programs

This chapter presents a Five-Year Work Plan and detailed fact sheets for implementation of the highest priority projects and programs in the ATP.

The Five-Year Work Plan advances priority projects and programs

The ATP culminates in a set of work plan strategies for addressing community priorities over the next five years. The three strategy areas are major corridor projects, priority programs, and equity priority safety improvements. These projects and programs will receive priority in staff time, funding, and coordination with partners toward implementation, described in **Figure 14**. **Appendix B: Funding Sources** identifies federal, state, and local funding sources that the City of Fremont may pursue to fund implementation of the ATP. Additional opportunities for implementation outside of the work plan are detailed in **Chapter 7**.

The Five-Year Work Plan is comprised of three strategy areas

Figure 14

Five-Year Active Transportation Work Plan

Major Corridor Projects

Major corridor projects are projects on regional active transportation corridors that form the backbone of Fremont's active transportation network.

Priority Programs

Priority programs, identified through community engagement, support active transportation through education, outreach, maintenance, and other infrastructure enhancements.

Equity Priority Safety Improvements

Equity priority safety improvements install pedestrian crossing enhancements and bikeway improvements in equity priority and disadvantaged community areas.

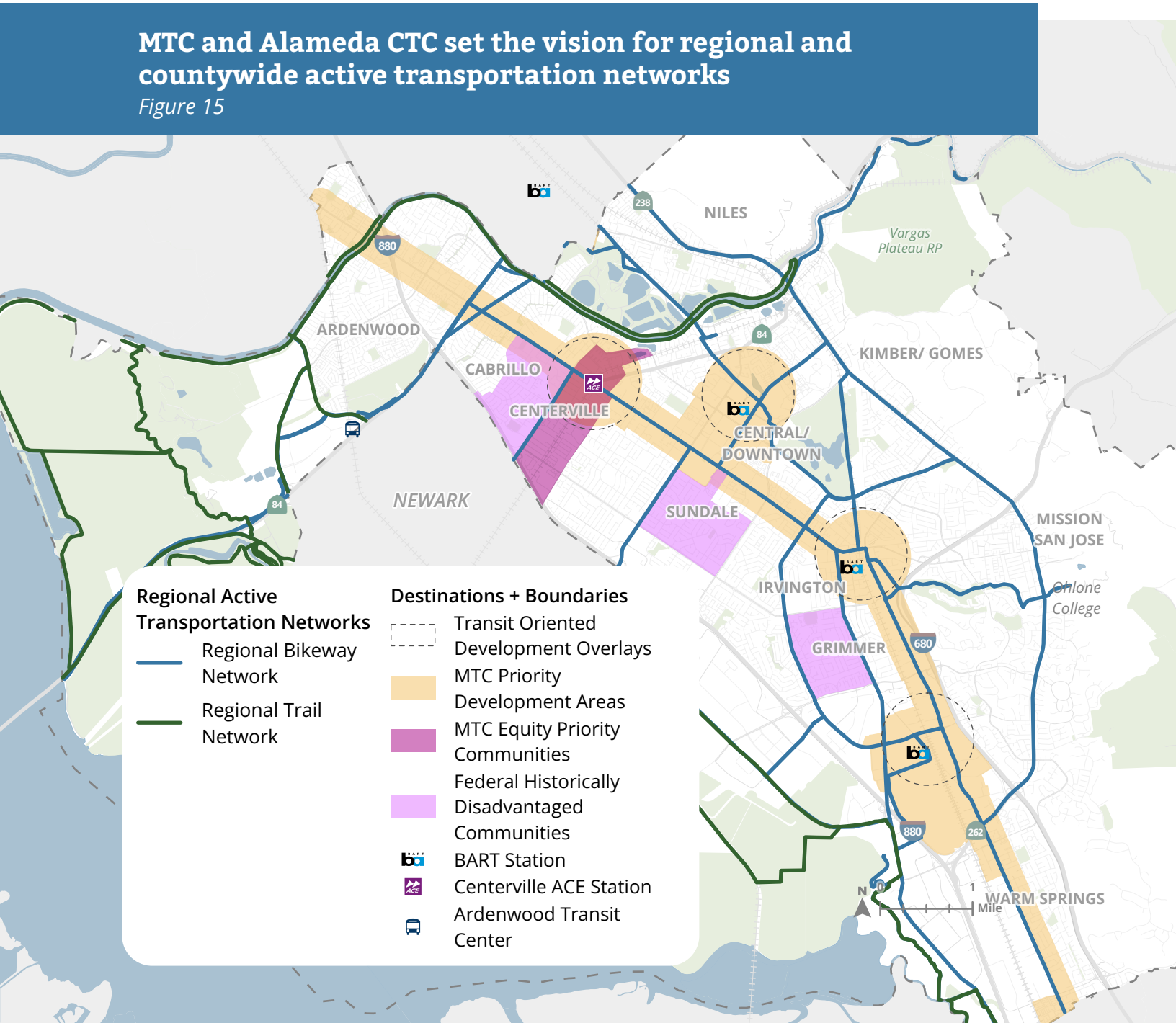
Photo: Sidewalk-level bikeway on Walnut Avenue.

Major corridor projects form the backbone of Fremont's active transportation network

Seven regional active transportation corridors provide connections within and beyond Fremont (Figure 16). These corridors form the backbone of Fremont's active transportation network, establishing connections between neighborhoods, town centers, regional trails, and transit, job, commercial, and service destinations. These corridors are also identified in regional bikeway and trail networks designated by MTC and the Alameda County Transportation Commission (Alameda CTC), and serve EPCs and MTC Priority Development Areas (PDAs) shown in **Figure 15**.

MTC and Alameda CTC set the vision for regional and countywide active transportation networks

Figure 15

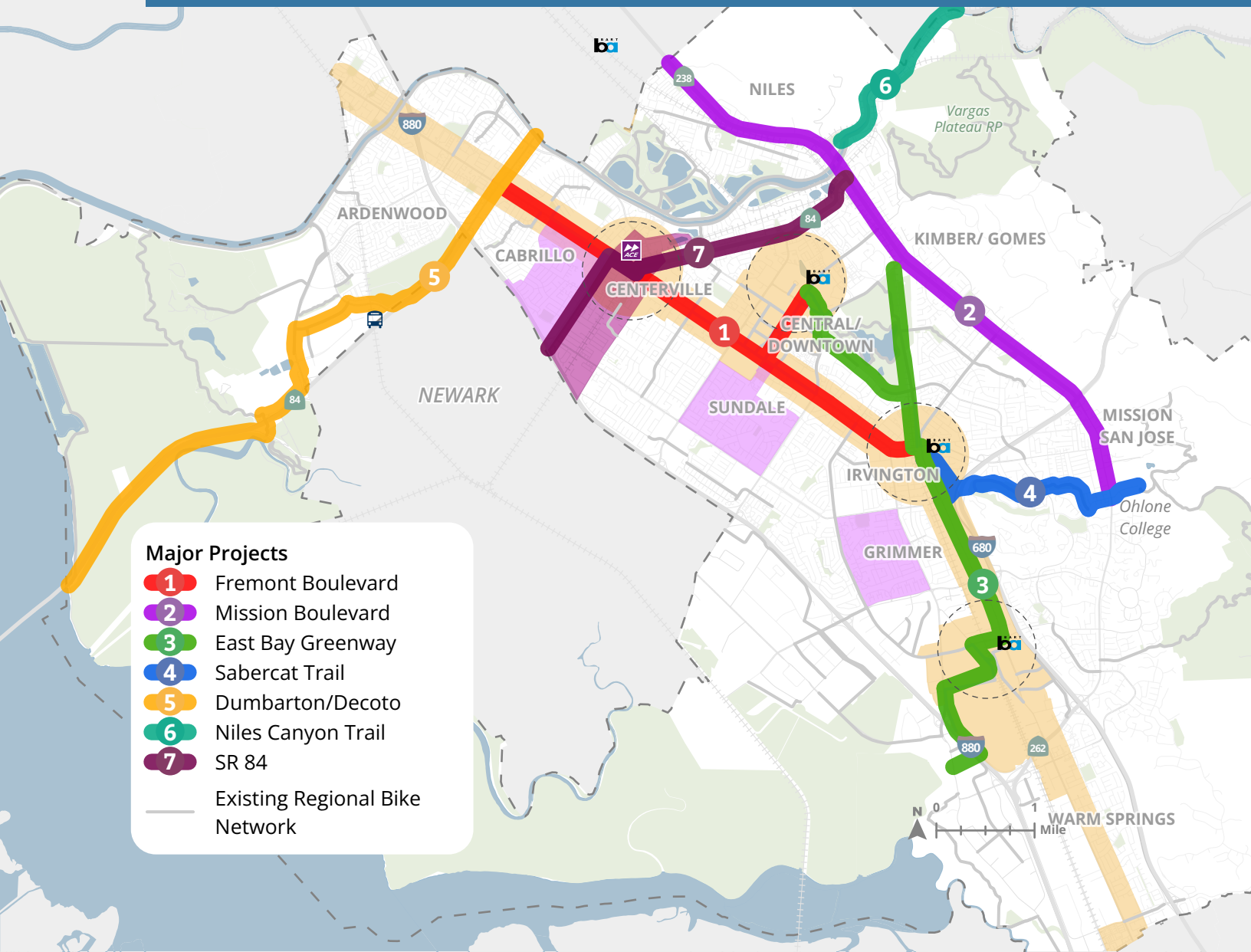


Work is underway on several major corridors

Many of these corridors have identified projects in various stages of development. The corridor fact sheets in this chapter provide more background and information for each corridor, included projects, and metrics used to assess the benefit of each corridor. Given the size, complexity, and high cost for the major corridor projects, they may be implemented through multiple smaller projects or phases. Project construction schedules will be dependent on the City's ability to secure the necessary grant funding to fully fund the project construction costs.

The ATP major corridor projects fill in gaps in the active transportation networks

Figure 16



Fremont Boulevard Multimodal Corridor

Project Cost

$18 million

Project Schedule

Downtown to Irvington
Design: September 2024 - December 2025

Construction: Spring 2026 - Spring 2027

Project Metrics

162 Community Comments

In an Equity Priority Area?

16 Fatal or Serious Collisions *(2018-2022)*

In a Priority Development Area?

Access to Community Destinations

- 8 Schools
- 11 Parks
- 3 Transit Stations
- 26 Shopping Centers
- 1 Library
- 10 Community Service Centers

Overview

The Fremont Boulevard Multimodal Corridor is a collection of active transportation projects that provide **over three miles of enhanced separated bikeways and protected intersections** that span from Centerville District, through Fremont Downtown, and connect to the Irvington District areas. The project is the segment of Fremont Boulevard between Decoto Road to the north and Driscoll Road/Osgood Road to the south, the site of the future Irvington BART Station.

Objectives

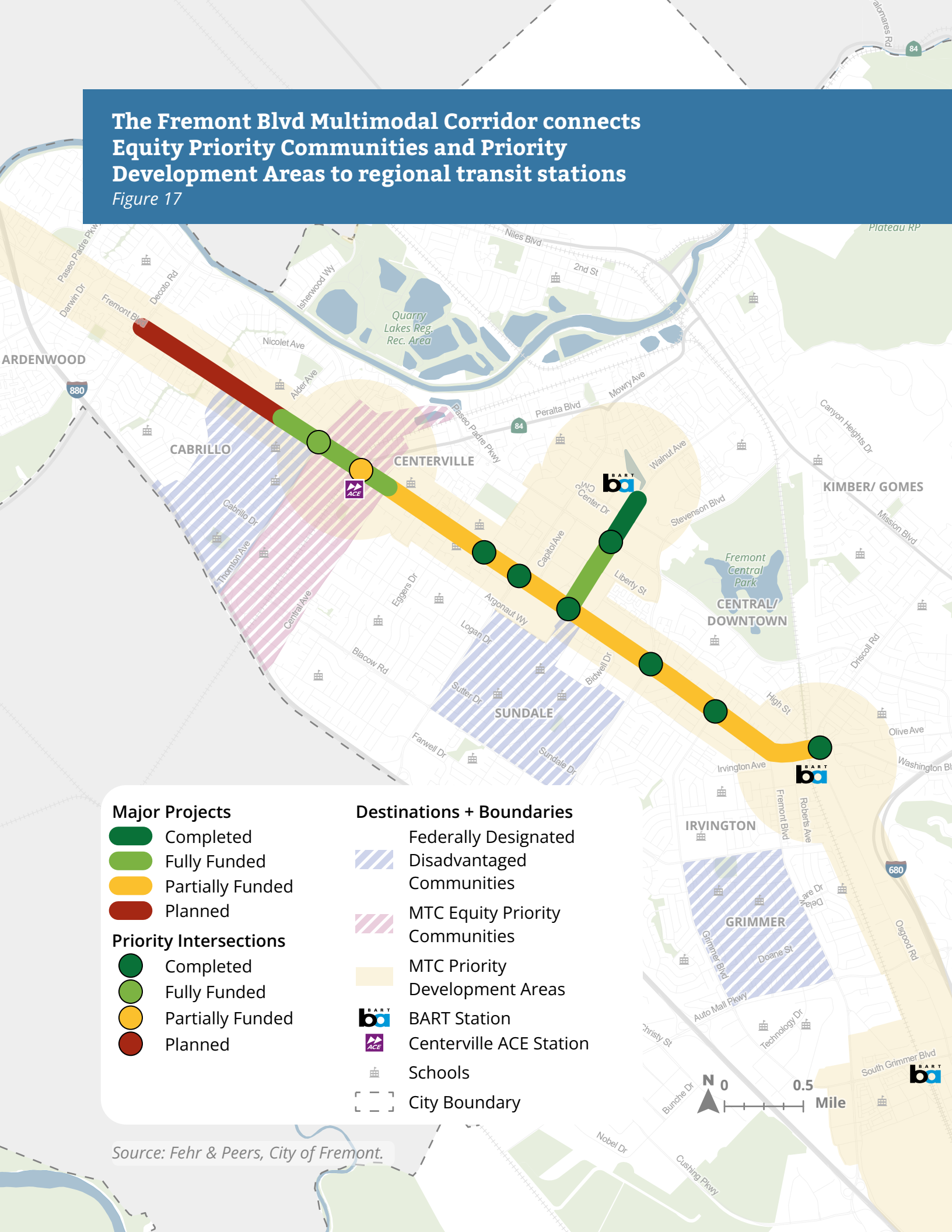
- Construct enhanced separated bikeway and pedestrian facilities in PDAs
- Reduce fatal and serious collisions
- Encourage modal shift to active modes and transit to support affordable housing
- Facilitate connections to transit, including BART and ACE
- Support the City's vision of strategic development starting within the City Center and PDAs

Project Features

- Sidewalk repair and widening improvements
- Separated and sidewalk-level bikeways
- Pavement rehabilitation
- Protected intersections
- New pedestrian flashing beacons
- Transit stop enhancements
- Existing traffic signal upgrades

The Fremont Blvd Multimodal Corridor connects Equity Priority Communities and Priority Development Areas to regional transit stations

Figure 17



Source: Fehr & Peers, City of Fremont.

SR 84 Corridor

Project Cost

$23 million for Phase I (2016)

Project Schedule

Phase I: Centerville Complete Streets
Environmental: Underway

Phase II: Peralta and Mowry Complete Streets
TBD, pending available funding.

Project Metrics

96 Community Comments

In an Equity Priority Area?

6 Fatal or Serious Collisions *(2018-2022)*

In a Priority Development Area?

Access to Community Destinations

- 6 Schools
- 5 Parks
- 1 Transit Station
- 6 Shopping Centers
- 0 Libraries
- 3 Community Service Centers

Overview

The SR 84 Corridor is comprised of 3.7 miles of Thornton Avenue, Fremont Boulevard, Peralta Boulevard, and Mowry Avenue. The City of Fremont negotiated a memorandum of understanding for Caltrans to relinquish the former state route, allowing the City to implement multimodal enhancements through the heart of Centerville.

Objectives

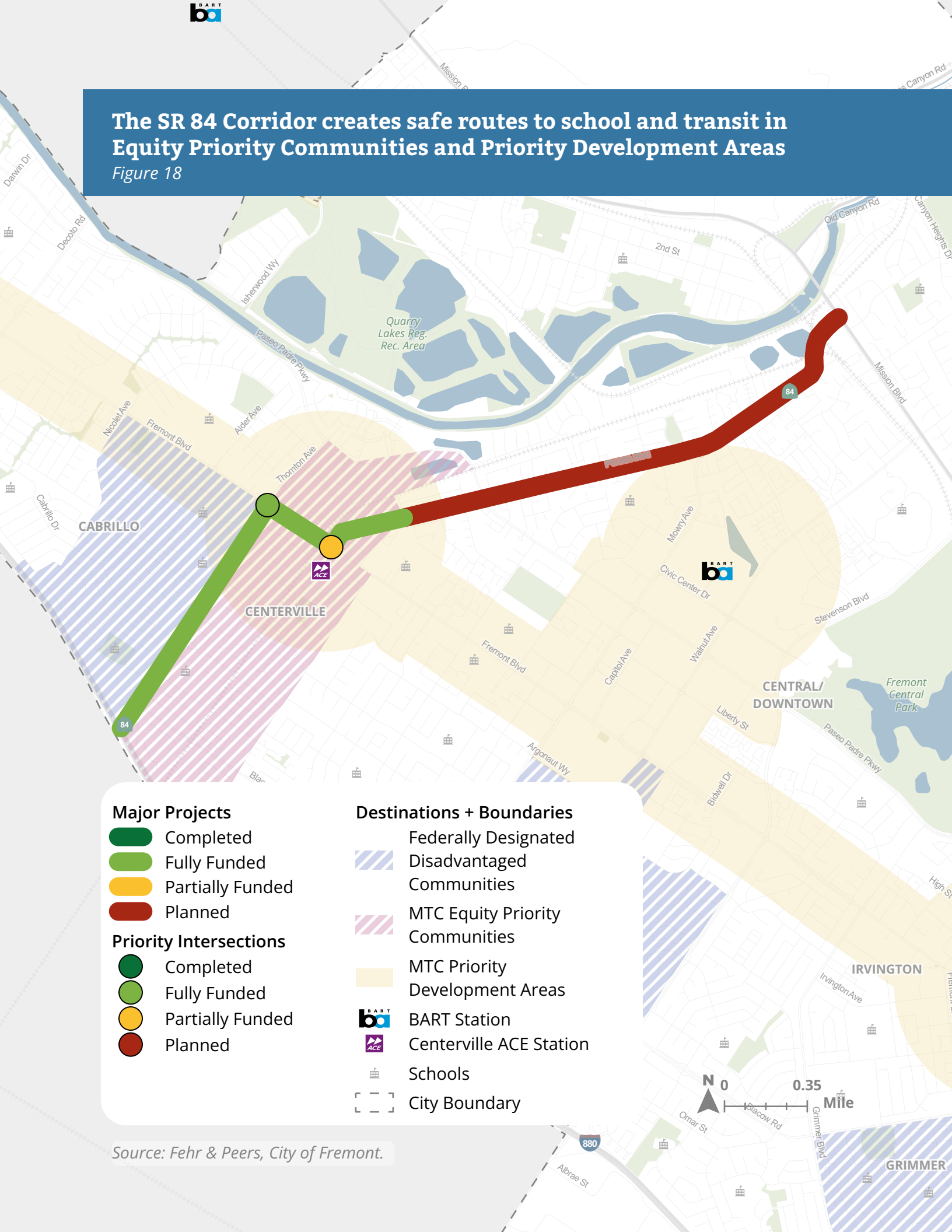
- Construct enhanced separated bikeway and pedestrian facilities in PDAs
- Reduce fatal and serious collisions
- Encourage modal shift to active modes and transit to support affordable housing
- Facilitate connections to ACE
- Support the City's vision of strategic development starting within the City Center and PDAs

Project Features

- Curb extensions
- New pedestrian hybrid beacons and crosswalks
- Sidewalk widening
- Separated bikeways
- Pavement rehabilitation
- Curb ramp upgrades
- Green infrastructure

The SR 84 Corridor creates safe routes to school and transit in Equity Priority Communities and Priority Development Areas

Figure 18



Source: Fehr & Peers, City of Fremont.

Mission Boulevard SR 238 Complete Streets Corridor

Project Cost

$67.5 million for Mission (SR 238) Complete Streets Corridor Project

$50.3 million for I-680/Mission interchange project

Project Schedule

Complete Streets
Environmental: Summer 2024-Spring 2025
Design: Summer 2025-2027

Interchange
Environmental: Spring 2024-Fall 2028

Project Metrics

73 Community Comments

In an Equity Priority Area?

7 Fatal or Serious Collisions *(2018-2022)*

In a Priority Development Area?

Access to Community Destinations

- 10 Schools
- 14 Parks
- 0 Transit Stations
- 6 Shopping Centers
- 1 Library
- 1 Community Service Center

Overview

The Mission Boulevard Complete Streets Corridor project is a regional project that will construct a key portion of the East Bay Greenway Trail between South Hayward, Union City, and Fremont along Mission Boulevard.

Along the SR 238 segment, the project is being implemented by Caltrans. The City of Fremont is leading the project development for the I-680/Mission Boulevard Interchange Modernization Project.

Objectives

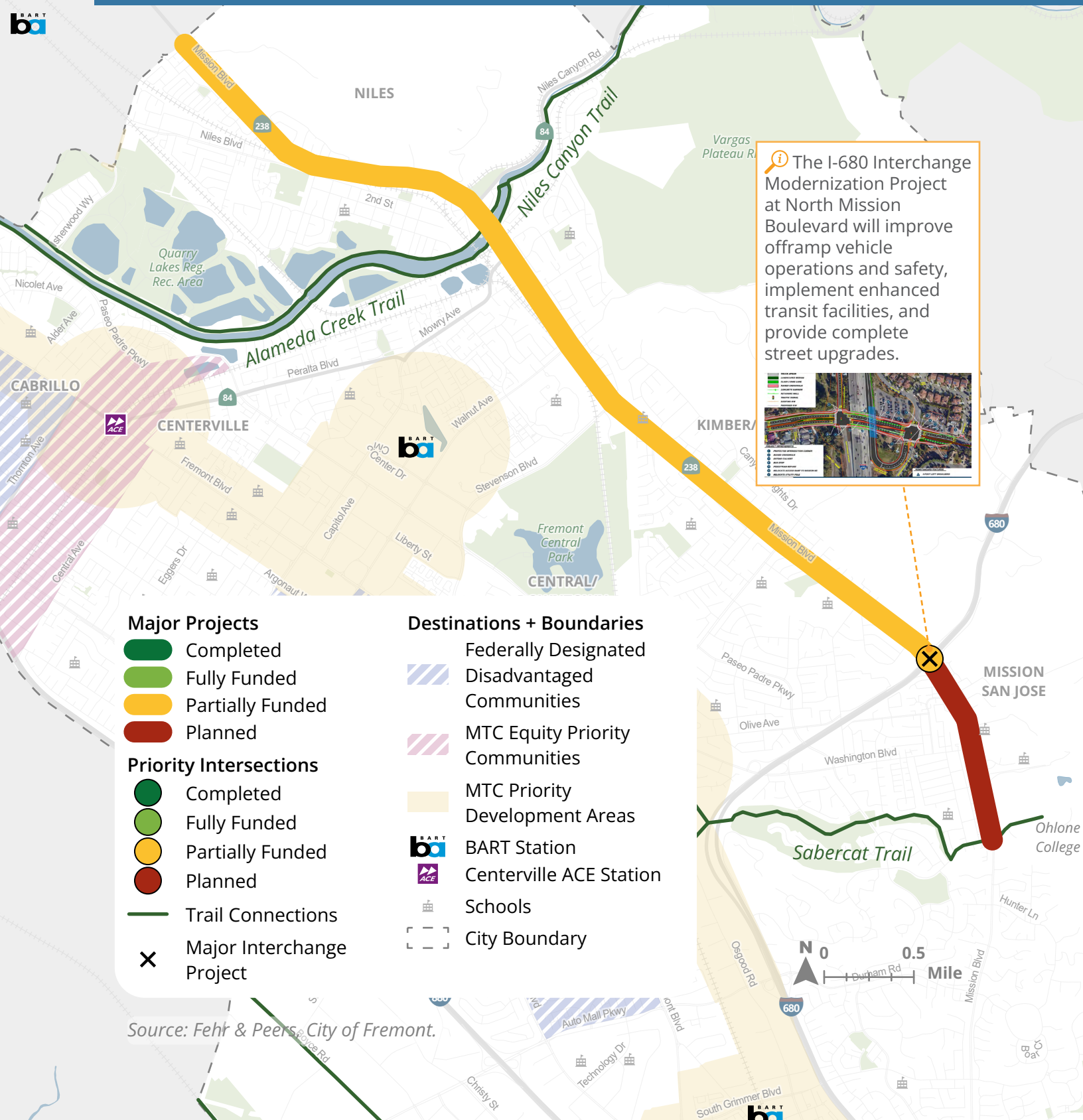
- Create north-south active transportation connections , including the construction of a key portion of the planned East Bay Greenway between Hayward, Union City, and Fremont
- Enhance pedestrian crossings across Mission Boulevard
- Reduce fatal and serious injury collisions

Project Features

- Separated bikeways or paths
- Upgraded ADA-compliant curb ramps
- Landscaping and plantings
- Pedestrian crossing enhancements
- New sidewalk
- Pavement rehabilitation
- Freeway interchange upgrades at I-680

The Mission Boulevard Complete Streets Corridor project provides north-south active transportation connections across Fremont and constructs a key portion of the planned East Bay Greenway along Mission Boulevard

Figure 19



Source: Fehr & Peers, City of Fremont.

East Bay Greenway: Downtown Fremont to Warm Springs/Bay Trail

Project Cost

$106 million (Fremont Trails Strategy Plan, 2021)

Project Schedule

Fremont BART to Irvington BART
Design: Spring 2024-Summer 2025

Warm Springs to Bay Trail
Design: Spring 2023-Fall 2025
Construction: TBD

Project Metrics

81 Community Comments

In a Priority Production Area?

2 Fatal or Serious Collisions *(2018-2022)*

In a Priority Development Area?

Access to Community Destinations

- 4 Schools
- 5 Parks
- 3 Transit Stations
- 4 Shopping Centers
- 1 Library
- 3 Community Service Centers

Overview

The East Bay Greenway is a proposed 49-mile bicycle and pedestrian trail through Alameda County that generally follows the BART corridor.

The new segments of the East Bay Greenway in Fremont will add approximately nine miles of shared-use paths and separated bikeways, extending from Downtown Fremont through Irvington and Warm Springs Districts, and connecting to Innovation District, a regionally-designated Priority Production Area. Finally, the trail corridor includes a pedestrian overcrossing bridge over the I-880 freeway and ultimately connect to the Bay Trail in southern Fremont.

Objectives

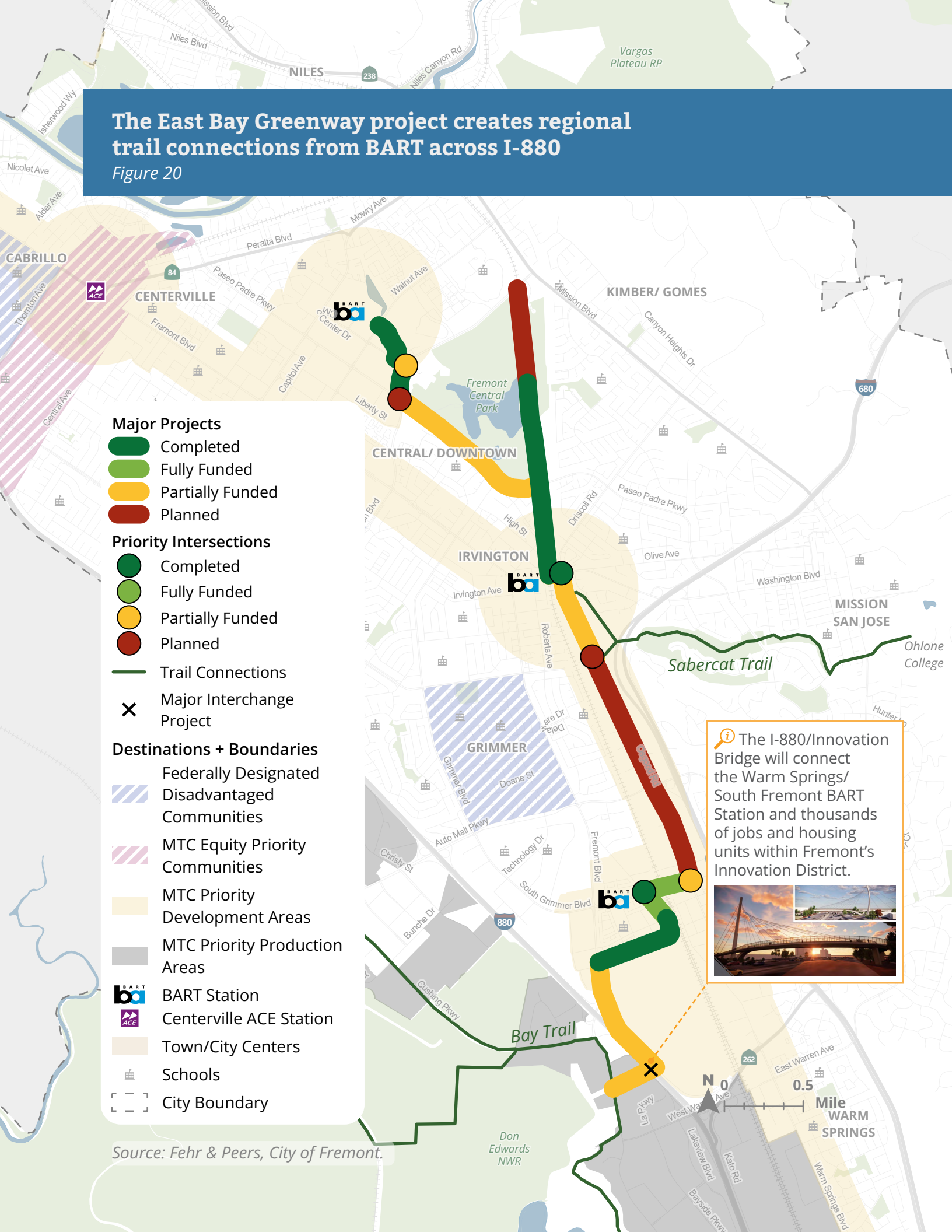
- Provide an urban trail connecting Downtown, Irvington District, Warm Springs District, and Innovation District
- Create regional trail connections between the Alameda Creek Trail, the Bay Trail and the planned Sabercat Trail
- Connects residents, employees, and affordable housing to the BART system (Fremont BART, Warm Springs BART, and the future Irvington BART stations).

Project Features

- Trail bridge over I-880 freeway
- Shared-use paths
- Separated bikeways
- Protected intersections at trail crossings at major roadway intersections

The East Bay Greenway project creates regional trail connections from BART across I-880

Figure 20



Source: Fehr & Peers, City of Fremont.

Sabercat Trail Corridor

Project Cost

$70 million

Project Schedule

Design: Underway, completion December 2025

Construction: TBD, pending available funding

Project Metrics

6 Community Comments

In an Equity Priority Area?

0 Fatal or Serious Collisions *(2018-2022)*

In a Priority Development Area?

Access to Community Destinations

1 School *(Ohlone College)*

3 Parks

1 Transit Station

3 Shopping Centers

0 Libraries

0 Community Service Centers

Overview

The Sabercat Trail Corridor projects will extend the existing trail segment to connect the Mission San Jose District and Ohlone College to the Irvington District and future Irvington BART Station. The trail extension will connect the two historic districts through a pedestrian and bicycle bridge over I-680. The bridge will have the distinctive look of a fossil skeleton to reflect the unique paleontological history of the surrounding area, a preference expressed during the community outreach process.

Objectives

- Establish an active transportation connection between the Mission San Jose District, Ohlone College, BART, trails (e.g. East Bay Greenway), and adjacent City districts (e.g. Irvington and Warm Springs) on the west side of I-680
- Connect future residents of various approved affordable housing sites along the corridor to Ohlone College and Mission San Jose Historical Town Center

Project Features

- New shared-use path
- Existing trail widening and improvements
- Trail overcrossing bridge over the I-680 freeway
- Protected intersections at trail crossings at key roadway intersections

The Sabercat Trail Corridor connects the Mission San Jose District and Ohlone College to the Irvington District, East Bay Greenway Trail, and future Irvington BART Station

Figure 21

The I-680 Sabercat Bridge will provide a critical bicycle and pedestrian connection over I-680.

IRVINGTON

MISSION SAN JOSE

GRIMMER

Sabercat Historic Park

Ohlone College

East Bay Greenway

Stevenson Blvd
Paseo Padre Pkwy
Driscoll Rd
High St
Fremont Blvd
Washington Blvd
Irvington Ave
Osgood Rd
Roberts Ave
Blacow Rd
Delaware Dr
Grimmer Blvd
Mission Blvd
Hunter Ln
Cougar Dr
Boar Cr
Christy St
Cushing Pkwy
Warm Springs Blvd
WARM SPRINGS
Warren Ave
238
680
880
262

Major Projects
- Completed
- Fully Funded
- Partially Funded
- Planned

Priority Intersections
- Completed
- Fully Funded
- Partially Funded
- Planned

Trail Connections

Major Interchange Project

Destinations + Boundaries
- Federally Designated Disadvantaged Communities
- MTC Priority Development Areas
- BART Station
- Schools
- City Boundary

N 0 0.3 Mile

Source: Fehr & Peers, City of Fremont.

Dumbarton/Decoto Multimodal Corridor

Project Cost

$88.5 milliion

Project Schedule

I-880/Decoto
Design: Fall 2024-Spring 2026
Construction: Summer 2026-Spring 2028
Dumbarton to Quarry Lakes Trail - Phase A
Design: Spring 2025-2026
Construction: Summer 2026-2028

Project Metrics

34 Community Comments

In an Equity Priority Area?

1 Fatal or Serious Collision *(2018-2022)*

In a Priority Development Area?

Access to Community Destinations

1 School

9 Parks

1 Transit Station

2 Shopping Centers

0 Libraries

0 Community Service Centers

Overview

The Dumbarton/Decoto Road Multimodal Corridor projects will construct a continuous Class I trail along the Decoto Road corridor between the Alameda Creek Regional Trail and Dumbarton Bridge (through the I-880 interchange). The corridor consists of three projects: Dumbarton to Quarry Lakes Trail, I-880/Decoto Interchange Modernization, and Decoto Road Complete Streets. This is a regionally significant active transportation commute corridor, as the Dumbarton Bridge is the only transbay bridge between the East Bay and the San Francisco peninsula with a multi-purpose path.

Objectives

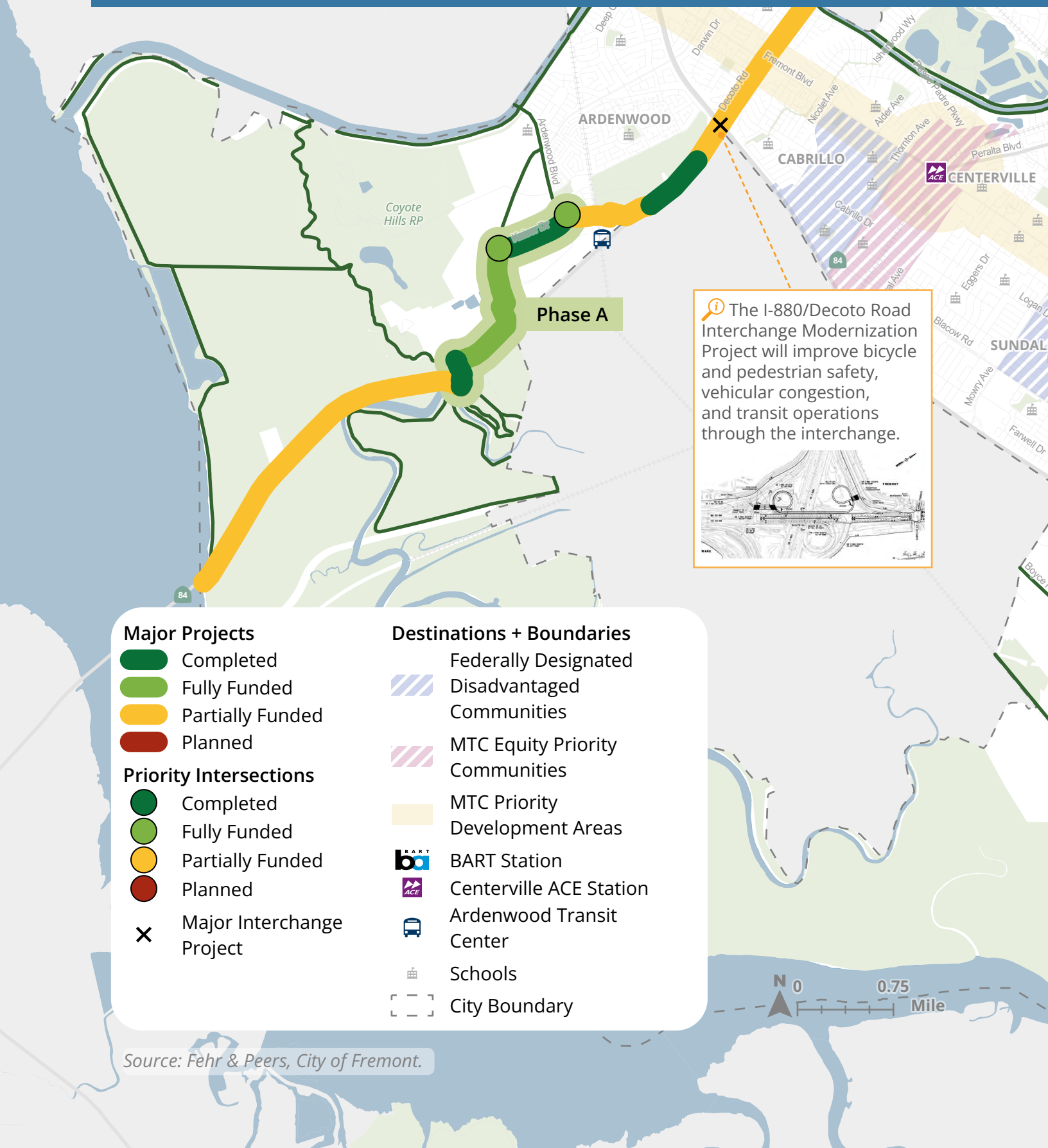
- Promote alternative transportation mode options along a congested Bay Area bridge commute corridor
- Improve overall reliability and travel time of transbay transit services and employer shuttle buses between Alameda County and San Mateo County
- Create a continuous trail facility to connect Equity Priority Communities and job destinations on both sides of the bay
- Complete a critical high-priority gap in the Bay Trail network

Project Features

- Overpass structure widening and roadway underpass trail tunnels at the I-880 freeway interchange
- Shared-use path
- Protected intersections along trail crossings at key signalized intersections
- Traffic signal upgrades
- Dedicated transit lanes

The Dumbarton/Decoto Multimodal Corridor project provides an active transportation trail between the East Bay and the Peninsula

Figure 22



Source: Fehr & Peers, City of Fremont.

Niles Canyon Trail

Project Cost

$190 million

Project Schedule

Environmental: 2021 to 2025

Design: TBD, pending available funding

Construction: TBD, pending available funding

Project Metrics

5 Community Comments

In an Equity Priority Area?

2 Fatal or Serious Collisions *(2018-2022)*

In a Priority Development Area?

Access to Community Destinations

- 0 Schools
- 4 Parks
- 0 Transit Stations
- 0 Shopping Centers
- 0 Libraries
- 0 Community Service Centers

Overview

The Niles Canyon Trail project will install a six-mile shared-use pathway for pedestrians, bicyclists, and equestrians within the Niles Canyon scenic corridor and provide an active transportation connection to the Tri-Valley area. The asphalt path will be 10 feet wide and designed to be accessible to users of all ages and abilities.

The Niles Canyon Trail project is led by the Alameda County Public Works Department, with the City of Fremont serving as a key project stakeholder and partner. Other partnering agencies for the project includes Union City, East Bay Regional Park District, San Francisco Public Utilities Commission, and Alameda County Water District.

Objectives

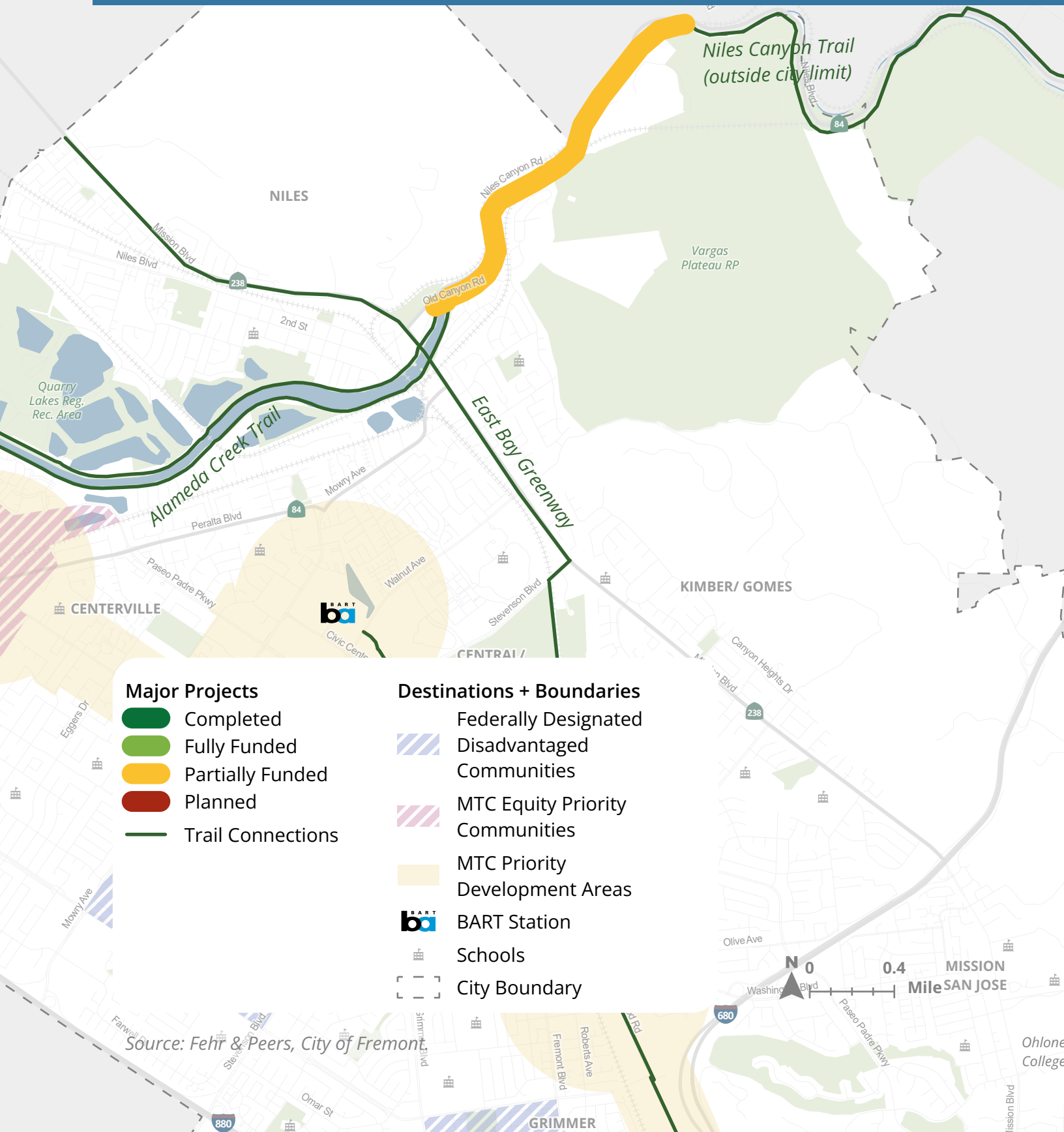
- Connect the Niles District in Fremont with the community of Sunol and the Tri-Valley area
- Create a separate and safe active transportation route parallel to State Route 84
- Create a regional trail through the Niles Canyon Scenic corridor
- Connect to the Alameda Creek Regional Trail and the Niles Historical Town Center

Project Features

- Shared-use path
- Various trail bridges over Niles Canyon Road or Alameda Creek
- Scenic vista points along the trail corridor

The Niles Canyon Trail project provides a safe and separate regional trail that connects Fremont to Sunol and the Tri-Valley area

Figure 23



Source: Fehr & Peers, City of Fremont.

The ATP prioritizes federally and regionally designated equity areas for pedestrian and bicycle safety improvements

Project prioritization and community outreach identified intersections and bikeway corridors that have high safety needs and benefit to equity priority or disadvantaged community areas. These locations are shown in **Figure 24** and listed in **Table 2** and **Table 3** by tiers. Tier 1 intersections and corridors may be implemented through the Five-Year Work Plan, while Tier 2 and 3 improvements may occur over a longer time frame. More detail about how these priority levels were determined can be found in **Chapter 7**.

Equity priority intersections with high safety needs will be prioritized for enhancements and improvements in the next five years, such as flashing beacons on higher speed roadways. Priority for equity priority bike corridors will be considered as the City allocates existing local funding and applies for external grant funding, subject to the level of improvements needed and the City's ability to secure sufficient funding. Lower-cost bike corridor improvements (e.g. signs, marking, striping, and plastic separation devices), regardless of priority tier, may be implemented through the City's annual pavement maintenance program, through the City's Bikeway Improvement Program, as part of nearby development projects as conditioned off-site improvements, or through already identified grant-funded complete streets projects.

Equity priority pedestrian intersections will be prioritized for safety enhancements and improvements

Table 1

Intersection	Priority Level
Fremont Blvd & Peralta Blvd	Tier 1
Fremont Blvd & Bonde Way	Tier 1
Blacow Rd & Calaveras Ave	Tier 2
Walnut Ave & Midblock (Fremont to Argonaut)	Tier 2
Thornton Ave & Contra Costa Ave	Tier 2
Thornton Ave & San Pedro Dr	Tier 2
Blacow Rd & Mowry Ave	Tier 2
Fremont Blvd & Delaware Dr	Tier 2
Boone Dr & Sundale Dr	Tier 2
Calaveras Ave & Sutter Dr	Tier 2
Blacow Rd & Hansen Ave	Tier 3

Equity priority safety improvements deliver pedestrian crossing enhancements and bikeways that serve the neighborhoods of Cabrillo, Centerville, Sundale, and Grimmer

Figure 24

Equity priority bicycle corridors, also shown in Figure 24, may be upgraded through the annual paving program, nearby private development projects, or other grant-funded improvement projects

Table 2

Corridor	Priority Level
Dusterberry Way	Tier 1
Fremont Blvd	Tier 1
Walnut Ave	Tier 1
Mowry Ave	Tier 1
Peralta Blvd	Tier 1
Argonaut Way	Tier 1
Bonde Way	Tier 1
Central Ave	Tier 1
Grimmer Blvd	Tier 1
Nicolet Ave	Tier 1
Paseo Padre Pkwy	Tier 1
Thornton Ave	Tier 1
Alder Ave	Tier 1
Bidwell Dr	Tier 1
Blacow Rd	Tier 1
Hansen Ave	Tier 1
Peralta Blvd	Tier 1
Sundale Dr	Tier 1
Auto Mall Pkwy	Tier 1
Blue Ridge St	Tier 1
Boone Dr	Tier 1
Coronado Dr	Tier 1
Moraine St	Tier 1
Oak St	Tier 1
Post St	Tier 1
Stevenson Blvd	Tier 1

Corridor	Priority Level
Besco Dr	Tier 2
Coco Palm Dr	Tier 2
Contra Costa Ave	Tier 2
Delaware Dr	Tier 2
Doane St	Tier 2
Gatewood St	Tier 2
Logan Dr	Tier 2
Parkhurst Dr	Tier 2
Balboa Way	Tier 2
Cabrillo Dr	Tier 2
Cabrillo Ter	Tier 2
Cadiz Dr	Tier 2
Glenmoor Dr	Tier 2
Royal Palm Dr	Tier 2
Sacramento Ave	Tier 2
San Pedro Dr	Tier 2
Sutter Dr	Tier 2
Cabrillo Dr	Tier 3
Cedarwood Dr	Tier 3
Farwell Dr	Tier 3
Sherwood St	Tier 3
Yellowstone Park Dr	Tier 3
Glenview Dr	Tier 3
Alameda Creek Trail Connection (parallel to Riverwalk Dr and Appletree Ct)	Tier 3

Photo: Bicyclist waiting at a protected intersection.

Priority programs support active transportation through education, outreach, maintenance, and other infrastructure improvements

In addition to building and expanding the City's active transportation network, Fremont supports active transportation through ongoing programs that range from walking/bicycling education, outreach/encouragement activities, safe routes to school events, bikeway maintenance, and other infrastructure improvements. However, because resources to support these programs are finite, there is a need to prioritize which ones are most important for the City to focus its efforts on.

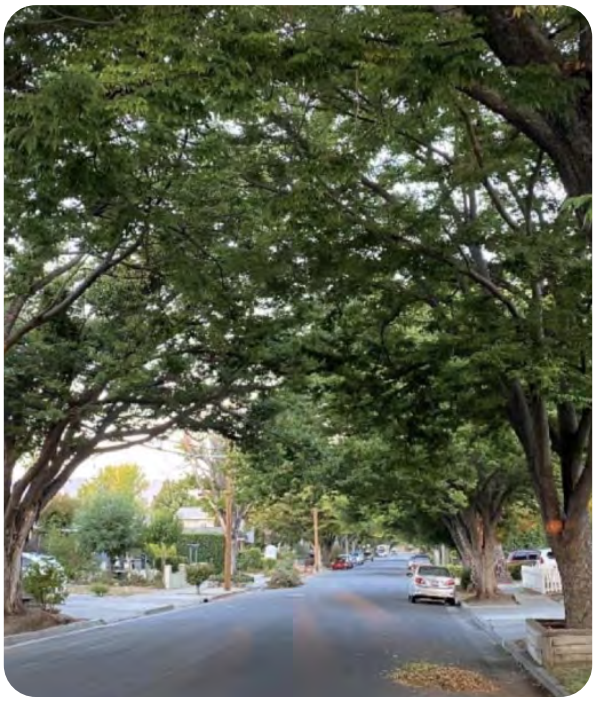
Based on community input received throughout the public engagement process, the ATP identifies and prioritizes programs that respond to community needs and enhances the impact of the City's active transportation efforts.

This section identifies the key priority programs based on public feedback for further enhancements and potential implementation. These program enhancements may be implemented by various City departments and external partners, such as the Fremont Unified School District and the Alameda County Safe Routes to School program.

Photo: International Walk & Roll to School Day.

Expanded Tree Planting Program

Tree planting along sidewalks, bikeways, and trails provides shade and improved comfort for pedestrians and bicyclists. The environmental, public health, and economic benefits that public trees provide to the community are immense – **for every $1 spent on public trees, there is a $7.44 return on investment in environmental benefits, maintenance and energy savings, and quality of life** (City of Fremont Urban Forest Management Plan). Tree planting is managed by the City's Urban Forestry Section and guided by the Urban Forest Management Plan, with inter-departmental coordination with Public Works for new trees that may be planted through separate streetscape projects or as part of larger Public Works "complete street" corridor projects.



Benefits

- **Cooler Pavement Reduces Urban Heat Islands:** Broad canopy trees lower temperatures by shading buildings, asphalt, and concrete, reflecting solar radiation, and releasing moisture into the air.
- **Traffic Calming:** People drive more slowly and carefully through tree-lined streets because trees create the illusion of narrower streets.
- **Cleaner Air:** Shade trees reduce pollution and return oxygen to the atmosphere. In addition, to carbon dioxide, a tree's leaves absorb pollutants such as ozone, nitrogen dioxide, sulfur dioxide, and particulate matter.
- **Reduce Street Maintenance:** Shaded streets last longer and require far less pavement maintenance, reducing long-term costs.

Proposed Action Steps

Years 1-5: 2025-2029

Capital improvement projects moving forward will include enhanced beautification and landscaping elements along pedestrian and bike paths in coordination with the Urban Forestry Division.

Prioritize tree planting for new roadway improvement projects within pedestrian and equity priority areas.

Aspirational

Achieve the Urban Forestry goal of the City of Fremont's Urban Forest Management Plan's goal to plant 800 trees per year to increase the City's canopy cover to 24% by 2062.

Sidewalk Repair

Proper maintenance of existing sidewalks improves the pedestrian experience, particularly for seniors and people using wheelchairs or strollers. Sidewalk damage is often caused by root uplift from adjacent trees, collapsed utility laterals, and general settling of the underlying soil. Sidewalks are generally maintained, repaired, or replaced by City maintenance crews, through an annual CIP concrete repair program, or as part of other roadway improvement projects that will be under construction in the adjacent area.

Current Status

- To assist property owners with the cost of existing sidewalk repairs, the City administers and funds the 50-50 Sidewalk Repair Program, through which the City will fund up to $7,500 of the sidewalk repair costs incurred.
- In 2023, the City established a maintenance crew to repair major sidewalk deficiencies, install sidewalk access ramps, and grind minor sidewalk displacements. The crew manages approximately 50 minor remove-and-replace sidewalk projects per year addressing major deficiencies of greater than 4 inches.
- Public Works administers an annual concrete repair project for locations that exceed the Maintenance and Operations Department resources. The annual project involves the reconstruction of damaged sidewalk, curb, gutters, and the installation of new ADA curb ramps.

Proposed Action Steps

Years 1-5: 2025-2029

Coordinate with the City's new Maintenance & Operations Department to develop a list of high-priority sidewalk deficiency locations with "major" uplifts and identify appropriate repair options for each location. Staff will look for opportunities to expand funding for annual sidewalk maintenance efforts and projects.

Secure external funding, or seek additional local fundin, to expand the sidewalk repair programs to accelerate the repair of major to moderate sidewalk deficiencies in high-priority pedestrian areas.

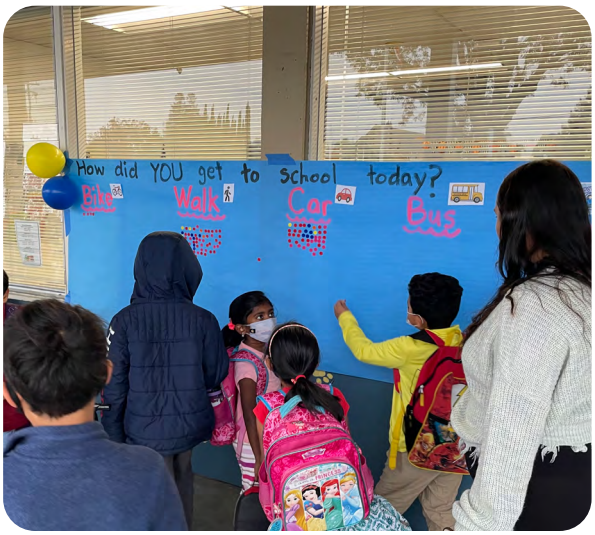
Aspirational

City establishes an ongoing funding source for expanded annual sidewalk maintenance programs and takes over the maintenance responsibility of all public sidewalks in the City, ultimately addressing all sidewalk deficiencies in Fremont.

Safe Routes to School (SR2S)

The City partners with Alameda CTC's Safe Routes to School program on special events and activities that encourage students to walk and bike to their local school.

Through the SR2S program, the City conducts school site assessments, implements school access safety improvements, oversees crossing guard services, conducts school/parents/student outreach, and provides supplemental student walking and biking education to encourage students to safely and comfortably walk and bike to school.



Current Status

- School site assessments and over 400 quick-build roadway/intersection safety improvements have been completed around all K-12 schools in the City.
- Custom SR2S maps developed and published for each K-12 school in the City to show recommended walking and biking routes, as well as recommended neighborhood drop-off and pickup locations to reduce traffic congestion at each school.
- 36 out of 41 Fremont public schools are registered participating schools with the Alameda CTC's SR2S program.

Proposed Action Steps

Years 1-5: 2025-2029

Implement school access safety improvements identified with the updated SR2S maps at all schools.

Achieve 100% FUSD registration in the Alameda CTC's SR2S program and continue to grow student participation in the annual walking and biking to school encouragement events. Identify SR2S program performance measures to determine overall efficacy.

Aspirational

Each FUSD school has a robust SR2S program with leadership among school staff, PTSA, parent champions, and parent volunteers that result in support programs and events to increase the number of students walking and biking to school daily.

Bikeway and Sidewalk Landscape Maintenance

Landscape maintenance includes regular clearing of landscape debris (e.g. liquid amber fruit, palm fronds, loose branches, and pinecones) and the pruning of overgrown and low-hanging tree branches, to **ensure that public sidewalks and bikeways are clean and safe to use.** The Maintenance Operations Department is responsible for the maintenance of streets, sidewalks, and parks.

Current Status

- Currently, residents and businesses are responsible for clearing sidewalks along their frontage.
- The Maintenance Operations Department is responsible for the regular cleanup of sidewalks and paths/trails within public parks. Pruning of overgrown and low-hanging tree branches within the pubic right of way is coordinated with the Urban Forestry group to maintain tree health.
- Maintenance crews also manually clear debris in areas inaccessible by street sweepers, including extended curb return areas that are marked by plastic bollards or plastic curbs.

Proposed Action Steps

Years 1-5: 2025-2029

Coordinate between Public Works, Maintenance, and Urban Forestry Departments to develop reasonable landscape maintenance schedules along bikeways, trails and sidewalk areas along public roadways and within City parks.

Public Works Department to coordinate with Urban Forestry to ensure new roadway project design incorporate landscaping elements that minimize ongoing maintenance needs for nearby bikeways and sidewalk areas.

Replace existing problematic trees and other landscaping along key bikeways and pedestrian areas with more sustainable and lower-maintenance trees and plants.

Aspirational

The City develops and implements a robust maintenance program along all bikeway and sidewalk areas, including active communication and collaboration with private adjacent property owners to ensure regular cleaning and removal of landscape debris along sidewalk space in residential neighborhoods.

Traffic Calming

The Traffic Calming Program implements various vehicle speed management strategies, including but not limited to physical devices (e.g. radar signs), roadway striping, speed lumps, and roadway signs to slow vehicle speeds along arterial roadways and local neighborhood streets. Reducing speed is essential to reduce the frequency and severity of traffic crashes, improve roadway safety, and improve comfort for active transportation users.

Current Status

- As part of the annual pavement maintenance project, staff looks for opportunities to implement speed reduction measures such as narrower vehicle lanes on high speed arterial roadways and curb radii-tightening quick-build projects to reduce vehicle turning speeds at crosswalks.
- The City implements traffic signal coordination timing along regional commute corridors that are optimized at the speed limit to reduce vehicle speeds while reducing overall travel time by minimizing the amount of red lights experienced by motorists.
- The City has installed speed lumps along local collector streets and at local access roads for elementary schools.

Proposed Action Steps

Years 1-5: 2025-2029

Update the existing Traffic Calming Program to implement the latest traffic calming measures available. Identify neighborhood traffic calming priority corridors that are considered local neighborhood bikeways or recommended SR2S routes.

Expand traffic signal coordination along all regional commute routes, along with deployment of complementary data collection devices and dynamic message signs to allow for ongoing speed data collection and speed management messaging.

Aspirational

City Council adoption of a citywide speed limit of 35 MPH on arterial roadways and 20 MPH on residential streets to encourage vehicle speeds that optimize traffic safety for all roadway users.

Bike Parking

Appropriate bike parking amenities are essential in a well-developed active transportation network, as bicyclists need to have convenient and safe options to secure their bikes, e-bikes, scooters, and other mobility devices at work, school, shopping/dining, or services. Bike parking can take on different forms, ranging from enclosed bike lockers and indoor bike parking rooms, to bike racks. Selecting a bike parking option is based on anticipated parking duration, space, cost, and number of parking "stalls" needed. Bike parking may be installed within public street right-of-way, within City parks, along trails, on private property, or in regional transit stations.

Current Status

- The Fremont Municipal Code requires that new development projects provide both short-term and long-term bicycle parking facilities based on the number of units for residential developments and number of vehicle parking spaces for non-residential developments.
- The City currently installs and maintains long-term bike parking lockers within regional transit stations (e.g. BART stations).
- There is currently no mechanism for the City to require the installation of new bike parking within existing commercial, office, and school properties that do not have new development applications to the City.

Proposed Action Steps

Years 1-5: 2025-2029

- Collaborate with Chamber of Commerce and local bike advocates to identify local commercial and retail centers where new bike parking can be installed by the City at no cost to the business.
- Incorporate new bike parking within the public right of way on identified active transportation or bikeway corridors through roadway improvement projects.
- Update the municipal code bicycle parking requirements to incorporate the national best practices and standards consistent with the Association of Pedestrian & Bicycle Professionals and support ATP goals for Priority Development Areas and transit oriented development zones.

Aspirational

All new development projects provide sufficient short-term and long-term bike parking for residents and employees and existing local destinations are upgraded with new bike parking amenities to serve customers and visitors.

Bikeway Infrastructure Maintenance

Proper bikeway maintenance ensures ongoing accessibility and safety for bicyclists and maintains the overall aesthetics along the corridor. Bikeways need to be routinely cleared of general roadway debris, including glass, trash, and other vehicle parts. In addition, bikeway separation devices like plastic bollards, curbs, and posts need to be routinely inspected and replaced as needed.

Current Status

- Bikeways are generally swept on a monthly basis by the Maintenance Operation Department with city-owned street sweepers, including a special "mini" Ravo sweeper that fits within a standard 7-foot wide bike lane.
- Replacement of damaged or missing bike lane separation devices are currently done as part of the annual street resurfacing project.
- Missing or damaged bikeway separation devices that are in high priority areas or have urgent safety concerns are addressed by the Maintenance Operations Department.

Proposed Action Steps

Years 1-5: 2025-2029

Develop a process to routinely inspect and replace damaged or missing bikeway separation devices on an annual or semiannual basis.

Increase frequency of bikeway separation device inspection and replacement to every 6 months. Incorporate "hardened" bikeway separation devices to improve overall durability of separated bikeways and reduce need for separated bikeway maintenance.

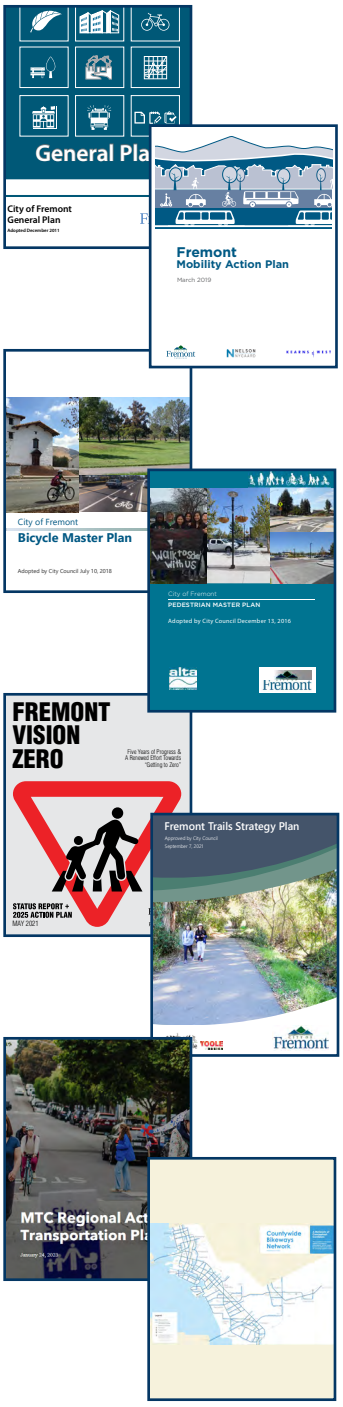
Aspirational

Explore opportunities to expand funding and staff resources to allow weekly bikeway sweeping and quick-build cleaning.

04
Policy Context, Vision, and Goals

This chapter outlines City policies and plans that support active transportation in Fremont and presents the ATP's guiding vision statement with associated goals and policies.

The ATP builds on adopted plans and policies



The ATP builds on a foundation of over a decade of land use and transportation planning efforts that are outlined in the General Plan. Together, the Land Use and Mobility Elements of the General Plan are key to Fremont's urban transformation in focused locations. The Land Use Element has greatly impacted the shape of the transportation network by identifying the areas with more intense infill development and redevelopment, particularly in areas with a major regional transit center. Intensifying development within Priority Development Areas (PDAs) and near Transit-Oriented Development (TOD) — or the placement of higher density uses around transit facilities — is recognized as the key strategy for accommodating Fremont's growth over the next 20 to 25 years.

The Mobility Element of the General Plan supports the future growth of Fremont by expanding transportation choices, reducing dependence on single-passenger automobiles, and making it easier to walk, bike, and use public transportation in the city. This Element is based on the premise that major streets should become great public spaces that define the identity of the city and transforming Fremont's arterial corridors into "complete streets" that are designed for multiple modes of travel. The transformation of Fremont's roadways will balance the need for convenience and speed with the need to create safe, pedestrian-friendly streets.

The **Mobility Action Plan (2019)** established a bold goal to reduce the amount of driving in Fremont by making other travel options more attractive and safe to use. The ATP also incorporates and is consistent with the **Trails Strategy Plan (2021)**, which aims to more than double the trail network over 30 years, and the updated **Climate Action Plan**, which sets an ambitious carbon neutrality goal and emission reduction targets.

The ATP aligns with regional priorities

The ATP aligns with regional efforts to plan for the next five years of active transportation investment in Fremont and more broadly in the south Alameda County region. The Alameda County Transportation Commission adopted the 400-mile Countywide Bikeways Network in 2022, a vision for a cohesive network of high-quality, all ages and abilities bicycle facilities. In addition, MTC has identified a Bay Area-wide Regional Active Transportation Network and published a five-year implementation plan.

Fremont has a long history of active transportation policy, planning, and implementation

2011

Adoption of General Plan and **Complete Streets Policy**

2015

Fremont City Council initiates and adopts **Vision Zero policy**, becoming seventh city in the U.S. to adopt a Vision Zero Action Plan

2016

Vision Zero 2020 Action Plan and **Pedestrian Master Plan a**dopted

"20 projects in 20 months" program initiated

2018

Bicycle Master Plan adopted

First PHB constructed at Mowry Ave/Waterside Circle as part of City's new Pedestrian Crossing Enhancement Program. (20+ beacon/PHB enhanced crossings completed by the end of 2024)

2019

Mobility Action Plan adopted

School Safety Assessment conducted for all 40 public schools in the City

Fremont awarded **Bronze-level "Bicycle-Friendly City" status** by League of American Bicyclists

Began implementing enhanced separated bikeways as part of new Bikeway Improvement Program (over 10 miles completed by end of 2024)

2020

Conducted **Safe Routes to School safety assessments and completed over 400 "quick-build" safety improvements** at all 40 Fremont Unified schools between 2018 and 2020

First **raised bikeway** installed on BART Way and first protected intersection at BART Way/Civic Center Drive

Completed **Walnut Avenue Bikeway - Phase 1** project, including City's first sidewalk level bikeway and four "2nd generation" protected intersections. Named one of America's 10 Best New Bikeways in 2020 by People for Bikes

2021

Trails Strategy Plan adopted

Vision Zero 2025 Action Plan adopted, winning national ITE "Transportation Safety Achievement of the Year"

Warm Springs BART Station West Access Bridge & Plaza completed and open to public

Fremont awarded **Silver-level "Bicycle-Friendly City" status** by League of American Bicyclists

2023

Deployed new traffic signal coordination strategies along active transportation corridors to encourage slower traffic speeds and improve bicycle safety while reducing corridor driving time by minimizing red lights

Fremont is committed to its Vision Zero program, which strives to eliminate fatal and serious injury crashes on city streets

Fremont's Vision Zero program is based on the federal Safe System Approach, which creates a multi-layered planning and implementation strategy across the entire transportation system to reduce potential for traffic-related serious or fatal injuries.

Unlike a traditional approach to traffic safety that reacts to traffic crash history and causes, Fremont's Safe System Approach anticipates human error and proactively implements multiple layers of safety improvements and strategies to limit impact energy in traffic crashes and reduce serious or fatal injuries. Key strategies include roadway design or traffic operation improvements to reduce vehicular speeds, increase separation between active transportation users and vehicle traffic, and improve emergency response time and reliability along key corridors; and promoting safer behavior through public engagement and community education.

Fremont has made significant Vision Zero progress, but there are new emerging challenges

The Vision Zero Policy and Action Plan, approved in 2016 and updated in 2021, outlined the City's commitment to a Safe System Approach.

Since enacting Vision Zero, Fremont has installed pedestrian countdown signals at all 220 signalized intersections; adopted a 10-foot travel lane standard; restriped over 40 miles of arterial roadway (~47%) with narrower vehicle lanes; and completed over 400 quick-build improvements at all 40 public schools in the City. As a result of traffic calming improvements, more than 50 street segments experienced speed reductions, enabling the City to lower the posted speed limit on these streets.

Since 2021, cities across the country, including Fremont, have experienced an alarming increase in fatalities. Fremont has seen a concerning trend of fatalities involving reckless driver behavior, excessive speeding, motorcyclists, and unhoused individuals in the roadway. Fremont has also experienced a noticeable increase in fatal crashes involving senior drivers.

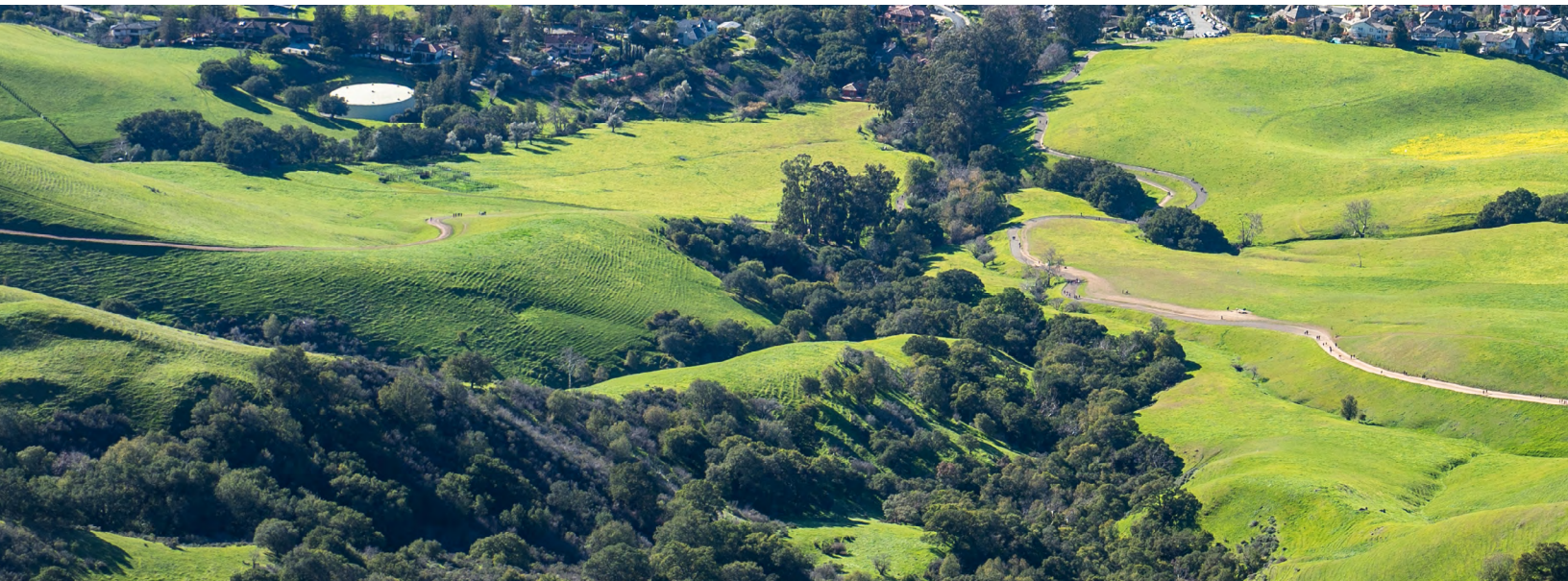
The ATP establishes a vision and goals that guide the next five years for active transportation in Fremont

The vision, goals, policies, and actions were developed based on community priorities and are consistent with regional and state active transportation plans and policies.

The City of Fremont will use this framework as it makes decisions on how to encourage and support active transportation.

Fremont's Active Transportation Community Vision

"Fremont will be a safe, sustainable, and joyful city where people of all ages and abilities are inspired each day to walk, bike, and roll without barriers."



The three goals feed into the community vision

Each goal has associated policies and actions, detailed on the next page, that help the City achieve the goals and make the vision into a reality.

Goal 1: Safety, Connectivity, & Comfort

Implement safe, connected, and comfortable pedestrian and bicycle networks across all roadway types and classifications to allow users of all ages and abilities to walk, bike or roll.

Goal 2: Encourage Active Transportation Use and Activity

Attract and encourage new pedestrian and bicycling trips for people who live in, work in, and visit Fremont.

Goal 3: Maintain and Operate

Utilize industry-leading design practices that minimize maintenance needs and implement more sustainable and frequent maintenance operations.

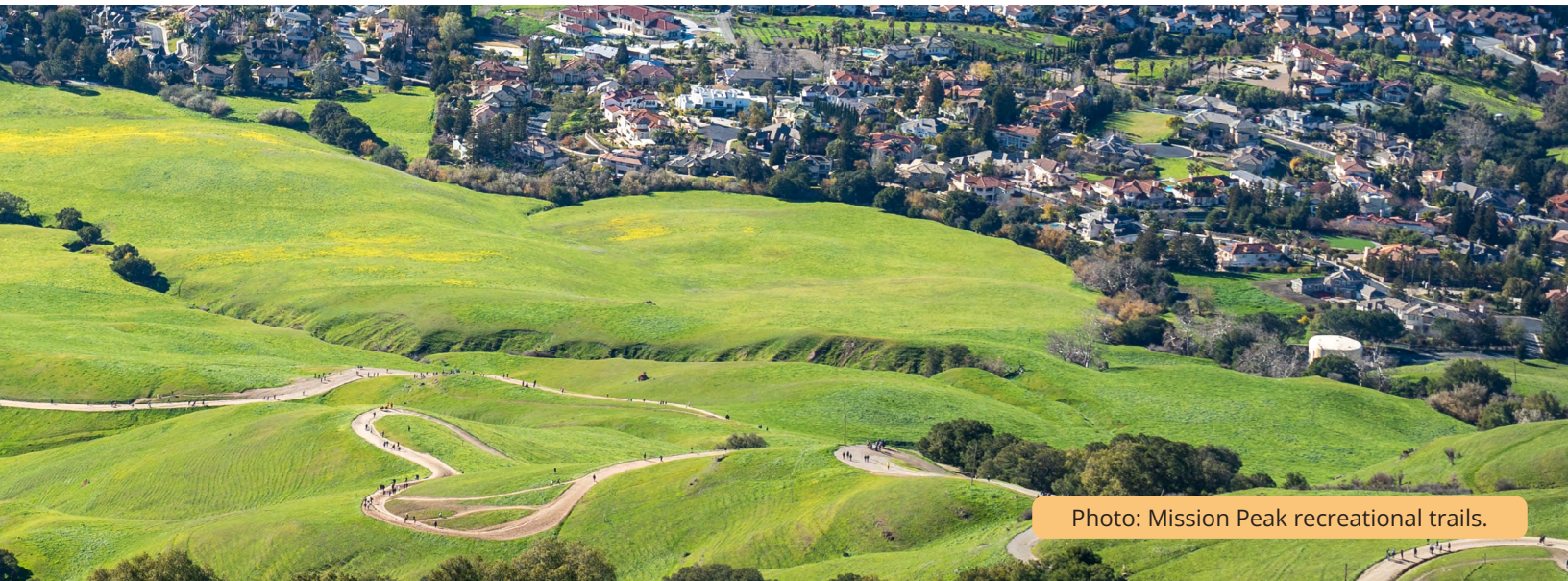


Photo: Mission Peak recreational trails.

The ATP policies and actions support the three goals

Table 3

Policy	Action
 **Safety** *Policy 1-1* Plan, design, and operate the road system to anticipate human error, minimize the impact of traffic crashes, and reduce to zero the number of fatal and serious injury crashes involving pedestrians, bicyclists, and other active transportation users, consistent with the Vision Zero Action Plan, Mobility Action Plan, and Safe System Approach.	**Action 1-1A: Design the transportation system to accommodate vulnerable users.** Consistent with the Safe System Approach, design and operate a transportation system that is human-centric and accommodates our most vulnerable users as the City implements its Vision Zero Action Plan. Design infrastructure with vulnerable groups, such as children and seniors, in mind to ensure overall multimodal safety. Explore and implement technology solutions to collect near-miss and pre-crash traffic data to allow for proactive safety assessment of the City's roadway network. Action 2-2C: Continue to update the ATP every five years to reflect the latest in pedestrian and bicycle planning and design.
	Action 1-1B: Implement school safety improvements. 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. Coordinate on student education and engagement efforts to increase student interest, knowledge, and use of active transportation.
	Action 1-1C: Align the neighborhood traffic calming policy with the Safe System Approach and ATP recommendations. Update the neighborhood traffic calming policy to align with the Safe System approach and priorities identified in the 2025 ATP, with special consideration for pedestrian focus areas and recommended neighborhood bikeways. Reference **Appendix A: Design Guide** in the implementation of context-sensitive traffic calming devices and other proven countermeasures to manage vehicle speeds and reduce the likelihood of deadly collisions.
	Action 1-1D: Install pedestrian crossing enhancements in alignment with the Five-Year Work Plan and as grant funding or other implementation opportunities arise. Implement crosswalk enhancements at equity priority pedestrian locations. Enhance safety at uncontrolled crosswalks by implementing safety improvements outlined in the **Appendix A: Design Guide** and using FHWA guidance.

Policy	Action
 **Safety** *Policy 1-1 (cont.)*	**Action 1-1E: Eliminate systemic barriers to active transportation.** Address pedestrian gaps in the sidewalk network and barriers in the bike network as part of complete street corridor projects. Upgrade intersections, especially on major roadways, to improve safety and comfort for crossing pedestrians and bicyclists. Install crosswalks on all legs of an intersection at high pedestrian crossing locations. Ensure that all intersections include functioning bike detection and appropriate bike crossing treatments. City should also continue Caltrans coordination to address the barriers at Caltrans interchanges and state highways.
	Action 1-1F: Implement all ages and abilities bikeways. Prioritize safety, convenience, and comfort in bikeway design by planning and designing low traffic stress facilities for bicyclists, following the **Appendix A: Design Guide** on data-driven bicycle facility selection. Implement the ATP's recommended bicycle network and strive to maximize implementation of all ages and abilities bikeways on the network. Coordinate across City departments to maximize funding to build out the all ages and abilities bicycle network, strategically folding pedestrian and bicycle improvements into CIP projects and routine maintenance programs.
	Action 1-1G: Provide separation between users. Reduce conflicts between people walking and biking and vehicle traffic by separating active transportation road users in space (e.g. separated bikeways) and time (e.g. dedicated signal phases). Where users must share space, provide visual cues, such as conflict markings at intersections and driveways, to enhance visibility and awareness between drivers and active transportation users.
	Action 1-1H: Conduct education outreach with vulnerable users. Increase awareness and conduct education outreach with vulnerable users, especially students and seniors, on the rules of the road and the City's roadway design features.
	Action 1-1I: Monitor and evaluate pedestrian and bicycle collisions. Continue to coordinate with the Police Department and utilize the City's intersection analytic system to regularly monitor pedestrian and bicycle collisions in Fremont. Evaluate collision data to identify collision factors that should be systematically addressed citywide.

Policy	Action
 **Safety** *Policy 1-1 (cont.)*	**Action 1-1J: Design self-enforcing streets and focus enforcement to improve safety outcomes.** Design self-enforcing streets and focus enforcement activities on behaviors and locations most linked to fatal and serious injuries on roadways, such as unsafe speeds and reckless driver behavior. Explicitly prohibit and enforce no parking in dedicated bicycle facilities. Enforce daylighting, or clear zones, at intersections and crosswalks in alignment with state law.
	Action 1-1K: Consider pedestrians and bicyclists in traffic impact analyses. Adopt and implement a multimodal safety assessment methodology for all City traffic studies and impact analyses that considers safety and comfort impacts to pedestrians and bicyclists of all ages and abilities, in addition to site access and bikeway and crossing improvements associated with development.
	Action 1-1L: Fund active transportation and safety projects through the Capital Improvement Program (CIP). Prioritize projects with active transportation and safety for grant funding and through the CIP process.
 **Connectivity** *Policy 1-2 (cont.)* Ensure continuous and convenient bicyclist and pedestrian access to essential destinations and districts throughout Fremont for all residents, workers, and visitors.	**Action 1-2A: Improve wayfinding and access to destinations.** Provide walking and biking access to and connections between priority destinations like schools, parks, trails, commercial hubs, transit stations, and employment centers. Provide directional and destination signage for bicyclists and pedestrians.
	Action 1-2B: Fill gaps and remove barriers in the pedestrian and bicycle networks. Continue to eliminate gaps in sidewalks and bikeways that limit connectivity within and between neighborhoods. Seek support and partner with regional, state, and federal agencies to remove active transportation barriers across major highways, at freeway interchanges, across major rail crossings, and across existing roadway tunnels and bridges.
	Action 1-2C: Design bikeways that provide first and last mile connections to transit. Engage and collaborate with transit operators, such as BART and ACE, to enhance bicycle and pedestrian access to transit stations.

Policy	Action
	Action 1-2D: Install secure bicycle parking at key destinations and update the City's bicycle parking standards. Increase the supply of secure bicycle parking at destinations like schools, medical centers, grocery stores, and government offices. Provide citywide bicycle parking and end of trips facilities (e.g. shower and lockers). Ensure the City's bicycle parking standards reflect best practices and are implemented. Regularly update the City's bicycle parking standards in the Municipal Code for all new developments and major tenant improvements, using the parking generation factors from the Association of Bicycle and Pedestrian Professionals (APBP) Bicycle Parking Guidelines, 2nd edition.
 **Connectivity** *Policy 1-2 (cont.)*	**Action 1-2E: Expand the City's trail system.** Undertake targeted expansion of the City's trail system that integrates with the on-street bicycle network, serves its diverse population, and respects and protects the integrity of its natural and cultural resources. Develop linear trail parks ("greenways") along abandoned or underutilized transportation, utility, and other corridors whenever possible, in alignment with the City's Trails Strategy Plan.
	Action 1-2F: Advance active transportation improvements through private development. Continue to work with developers to provide pedestrian and bikeway amenities on-site that integrate well with the public right-of-way. Support new development that celebrates and invites walking.
	Action 1-2G: Prioritize underserved communities in the provision of active transportation infrastructure. Construct pedestrian and bicycle facilities that address disparities, remove barriers and close gaps in the network between neighborhoods, and provide access to local destinations in every neighborhood in Fremont. Prioritize long-term capital investment in underserved communities.

Policy	Action
 **Connectivity** *Policy 1-2 (cont.)*	**Action 1-2H: Coordinate with neighboring jurisdictions to create a connected trail and bicycle network.** Integrate Fremont's trail and bicycle networks with adjacent jurisdictions and Alameda County to ensure regional connectivity and partner with other agencies to deliver multi-jurisdictional trail projects. Establish regular communication and coordinate on projects as needed with Union City, Milpitas, Newark, East Bay Regional Parks District, BART, AC Transit, Caltrans, Metropolitan Transportation Commission, Alameda County Transportation Commission, and other agencies.
	Action 1-2I: Integrate pedestrian and bicycle improvements and amenities into transit projects, mixed use development, and other public and private projects.
 **Comfort** *Policy 1-3* Plan, design, and operate streets to be inviting and comfortable public places for people of all ages and abilities.	**Action 1-3A: Plant trees to support comfortable active transportation use.** Use green infrastructure, trees, and plantings on medians, buffers and sidewalks to provide shade and improve the health and overall aesthetics of neighborhoods. Identify opportunities through the Capital Improvement Program and other projects to support the goal of installing 80,000 trees set forth in the City's Urban Forestry Management Plan.
	Action 1-3B: Install landscaping and buffers on streets. Limit the effects of traffic stress, including traffic noise, fast-moving traffic and heat, by creating buffers and implementing landscaped separation, and other street improvements in the **Appendix A: Design Guide**. Design streets for "interested but concerned" populations, who tolerate low levels of traffic stress.
	Action 1-3C: Install speed management infrastructure. Implement speed management measures as laid out in the **Appendix A: Design Guide** to slow traffic on arterials and neighborhood roadways and provide calm, safe, all ages and abilities streets for walking and biking, while still balancing the overall traffic flow and corridor travel time for drivers.

Policy	Action
 **Comfort** *Policy 1-3 (cont.)*	**Action 1-3D: Create an accessible and Americans with Disabilities Act (ADA)-compliant transportation system.** Plan streets that accommodate all users, including the deaf, blind, and mobility-impaired communities. Maintain curb ramps and sidewalks to provide access to essential services for people with disabilities and ensure that bikeways do not create additional barriers for people with disabilities. Continue building out accessible pedestrian facilities, such as ADA-compliant curb ramps, as part of capital projects. Fulfill all ADA requirements for new projects and address existing deficiencies as identified in the ADA Transition Plan.
	Action 1-3E: Install benches and lighting. Install benches, street furniture, and adequate night-time lighting so that streets are pleasant and feel safe at all times of day and in all weather conditions. Prioritize implementation along key pedestrian routes, routes with high pedestrian demand, or areas serving vulnerable users.
 **Education and Encouragement of Use and Activity** *Policy 2-1* Increase pedestrian and bicycle mode share by providing educational programs, encouragement events, and training opportunities for all ages and abilities.	**Action 2-1A: Expand public education and encouragement efforts.** Update the City's Transportation website to incorporate better messaging for active transportation and allow for easier resident viewing. Continue to participate in various City special events, including Bike to Wherever Day and bicycle rodeos, to engage and inform the public on active transportation programs and efforts.
	Action 2-1B: Expand Safe Routes to School participation. Work with the Alameda County Safe Routes to School Program and Fremont Unified School District 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. Continue existing programs such as Walk and Roll to School Day events, school workshops, and classroom education.

Policy	Action
 **Education and Encouragement of Use and Activity** *Policy 2-1 (cont.)*	**Action 2-1C: Partner with the Police Department to promote walking and biking safety, especially around schools.** Coordinate with the Police Department in the development and release of regular safety education and messaging related to Active Transportation throughout different seasons of the year. Seek additional Office of Traffic Safety funding to expand traffic enforcement and saturation programs, especially around schools. **Action 2-1D: Partner with community organizations to offer bicycle programs.** 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 2-1E: Partner with community organizations to offer driver education.** Partner with community organizations and nonprofits such as Bike East Bay on driver-focused education classes about operating safely around people walking and biking. Classes may be targeted toward transit, delivery, or other professional drivers, or for teen learners. **Action 2-1F: Launch an active transportation marketing campaign.** Work with local healthcare providers (e.g. Washington Hospital, Kaiser Permanente, Sutter Health) and the City's Recreation Services and Environmental Services Divisions to launch an active transportation marketing campaign around improved health outcomes. **Action 2-1G: Ensure project-based outreach follows inclusive public engagement practices and that all project and program materials are translated.**

Policy	Action
 **Maintenance** *Policy 3-1* Maintain pedestrian and bicycle facilities that are clean, usable, and free of hazards. Pursue funding to increase frequency of routine maintenance activities and to conduct repair of damaged infrastructure that become barriers to active transportation.	**Action 3-1A: Expand sidewalk, bikeway, and landscape maintenance programs.** Expand sidewalk maintenance programs to ensure that sidewalk deficiencies are addressed in a timely manner. Expand bikeway clearing and landscape maintenance programs to ensure the public right-of-way remains clear of debris and vertical obstructions. **Action 3-1B: Work with property owners to maintain and repair sidewalks.** Work with property owners to repair sidewalk deficiencies along property frontages and provide information about the City's 50/50 sidewalk repair program to residents. **Action 3-1C: Provide smooth, maintained pavement surfaces to support active transportation.** Continue to monitor, identify and address deficiencies (e.g. potholes, cracks, uplifted or sunken utility covers, non-bicycle compliant drain grates, or localized pavement ponding areas) to ensure smooth and maintained pavement riding, rolling, or walking surfaces. **Action 3-1D: Consider and include maintenance of bicycle facilities during the development of the Capital Improvement Program.** **Action 3-1E: Incorporate design freatures that minimize ongoing maintenance.** Utilize design features in pedestrian and bicycle improvement projects that minimize ongoing maintenance needs. **Action 3-1F: Continue to incorporate active transportation improvements through project and program opportunities, such as the Pavement Maintenance Program.** Consider standardizing a process for selecting roadways for the annual Pavement Maintenance Program based on pavement condition, safety, equity, ADA needs, and ATP network implementation.

Policy	Action
 **Maintenance** *Policy 3-1 (cont.)*	**Action 3-1G: Improve and increase usage of the City's maintenance reporting system.** Improve the City's existing maintenance reporting system (e.g. Fremont App) and increase public awareness of the existing system as a means to report sidewalks and bicycle facilities needing repair and/or clean-up.
	Action 3-1H: Maintain citywide transportation data. Continue to maintain an updated and centralized citywide active transportation infrastructure database, including infrastructure condition, maintenance record, and identified maintenance needs.
 **Operation** *Policy 3-2* Minimize disruptions to walking and biking associated with construction, repair activities, or building development.	**Action 3-2A: Include pedestrian and bicyclist considerations in City-led construction projects.** Include consideration of temporary pedestrian and bicycle detour routing, safety, and comfort in roadway construction and temporary traffic control modifications to ensure bicycle and pedestrian safety at all times and minimize disruptions to bicycle and pedestrian facilities. Provide well-marked alternative routes with wayfinding when needed.
	Action 3-2B: Require contractors to include impact and accommodation to active transportation road users as part of construction traffic control plans throughout project construction.

Photo: Seniors walking along Walnut Avenue.

05
Recent Accomplishments

This chapter summarizes the progress that the City of Fremont has made on active transportation since 2018, setting the stage for the next five years of ATP implementation.

Recent investments have advanced the City's safety, connectivity, comfort, and maintenance goals

The City of Fremont has invested heavily in active transportation improvements since 2018 in order to improve safety, connectivity, and comfort while advancing maintenance of existing infrastructure. The City has expanded the separated bikeways network and enhanced pedestrian crossings through major capital projects and quick-build projects and treatments. The City has also made progress on sidewalk maintenance and repair, providing grant support to residents through the 50/50 program for addressing residents' responsibility for maintenance of sidewalks next to their property.

Active transportation contributes to making Fremont a great place to live

Figure 25

Fremont is a
Bicycle-Friendly Community
League of American Bicyclists
Silver Award since 2021

#1
Best City for Families
Happiest City
Least Stressed City

Walk Score
50/100

Bike Score
54/100

Most walkable neighborhoods

Irvington	78/100
Centerville	69/100
Sundale	65/100

Most bikeable neighborhoods

East Industrial	66/100
Sundale	65/100
Central-Downtown	64/100

Source: WalletHub, League of American Bicyclists, WalkScore.com, 2024.

The City has delivered active transportation improvements identified in the Vision Zero Action Plan, Mobility Action Plan, and Bicycle and Pedestrian Master Plans

Pedestrian Enhancements and Accessibility Improvements

120k

square feet of sidewalk concrete repair

1,200

accessible ramps installed throughout the city

111

leading pedestrian intervals programmed at intersections

26

Rectangular Rapid Flashing Beacons installed

Bicycle Improvements

16.5 mi

of quick-build separated bikeways installed

1.4 mi

of fully separated bikeways installed

17

protected intersections installed

Traffic Calming Improvements

76+

speed lumps installed

78

radar speed feedback signs installed

20 mi

of signal coordinated arterial roadways

Safe and Complete Streets Since 2018

Fremont has implemented a large number of "complete street" improvements through various roadway projects since the adoption of the previous Bicycle Master Plan and Pedestrian Master Plan. These projects propel the City towards its Vision Zero and Mobility Action goals by expanding the City's active transportation network, enhancing pedestrian crossings, upgrading sidewalks, reducing corridor traffic speeds, and improving bicycle and pedestrian access at traffic signals.

Notable Complete Street Projects Constructed

Walnut Avenue Bikeway Improvements Phase 1

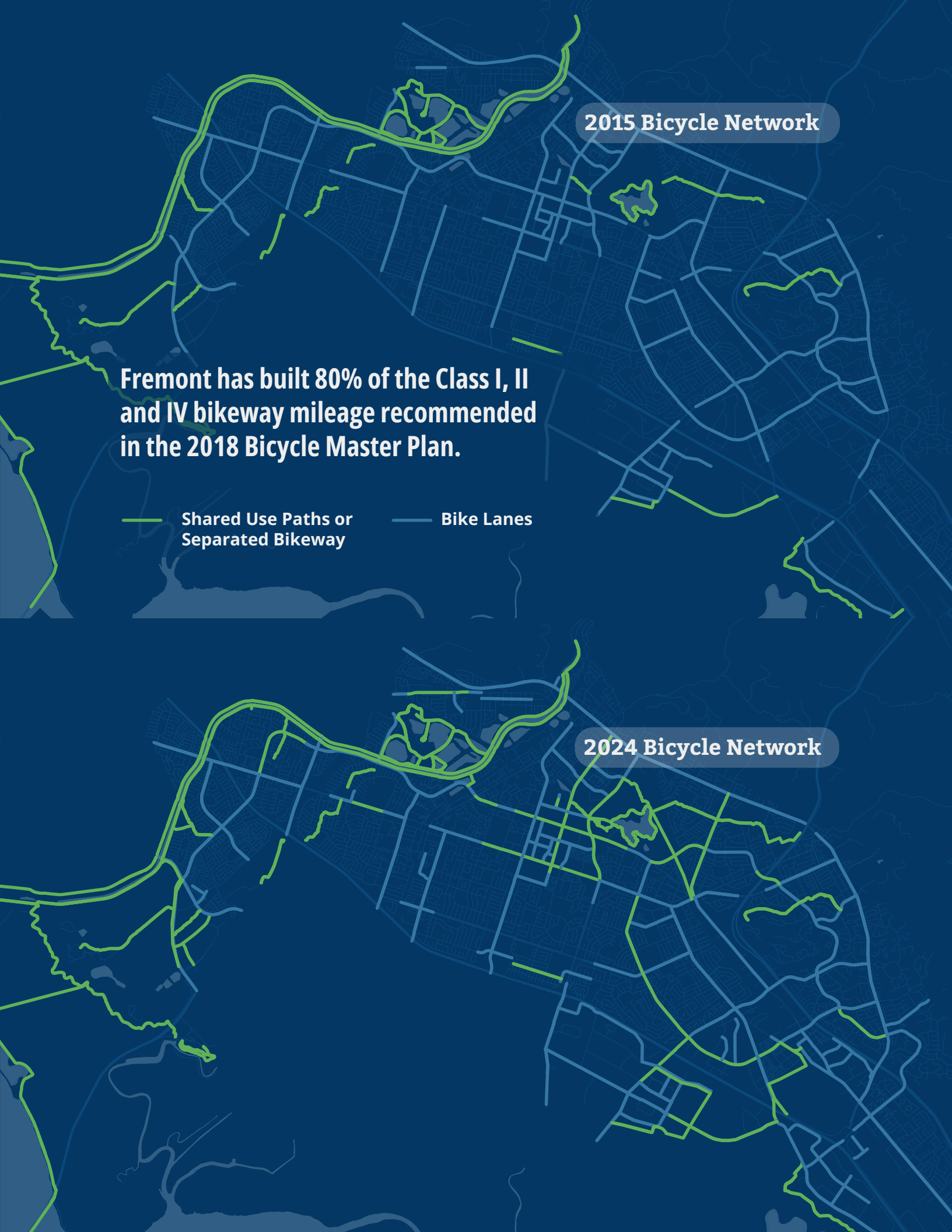
Completed in 2020, the project installed 1.2 miles of sidewalk-level bike lanes to physically separate bicyclists from vehicles, as well as protected intersections with signal modifications and shortened crossing distances at four major crossings. The Walnut Avenue corridor has one of the highest levels of biking activity in Fremont and connects to key destinations including the Fremont BART Station, three major healthcare facilities, local government offices, high-density housing, retail shopping centers, and the CA School for the Blind and Deaf. The project received national recognition and was named among "America's Best New Bikeways of 2020" by People for Bikes.

Downtown Plan Capital Improvement Project

In recent years, the City of Fremont has made substantial investments in bicycle and pedestrian accessibility in the downtown area as part of its multi-phase Downtown Plan Capital Improvement Project. The project improved the multimodal connection between the Downtown area and the Fremont BART Station with wider sidewalks, curb ramps and bulb outs, upgraded pedestrian and street lighting, separated bike lanes on major streets, and protected intersections.

Niles Boulevard Safe and Complete Streets Project

The Niles Boulevard corridor had a history of fatal and serious injury crashes and excessive speeding. To address these problems, the City of Fremont solicited community feedback for a safe and complete streets project. Completed in 2022, the project enhanced pedestrian crossings with flashing beacons, installed a traffic signal at Rock Avenue to ease resident access, lowered speed limits, narrowed vehicle travel lanes, and reallocated the space to provide separated bike lanes.


2015 Bicycle Network
Fremont has built 80% of the Class I, II and IV bikeway mileage recommended in the 2018 Bicycle Master Plan.
Shared Use Paths or Separated Bikeway
Bike Lanes
2024 Bicycle Network

06

Existing Conditions & Infrastructure

This chapter reviews Fremont's current active transportation infrastructure and existing conditions related to demographics, equity, land use, transportation, and safety.

Fremont has made significant strides in active transportation improvements, but many walkability and bikeability challenges remain

Fremont's quality of life, award-winning schools, and proximity to Silicon Valley and regional transportation options make it an attractive place to live and work. Fremont has easy access to I-680, I-880, and regional rail lines, including BART, ACE, and Amtrak. However, there are infrastructure gaps in the bicycle and pedestrian networks that make it less comfortable and welcoming to walk and bike.

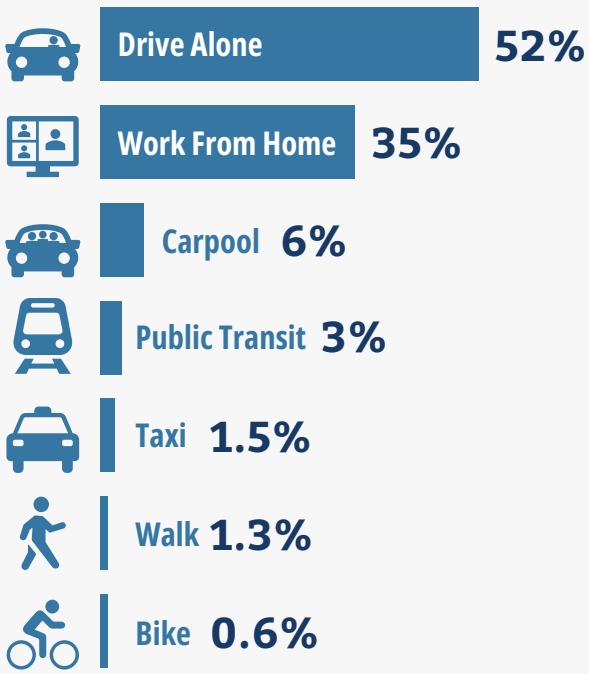
In addition, high-speed roadways, freeway interchanges, railroad crossings, and local waterways create **barriers that pose challenges for the connectivity of the active transportation network**.

Most residents commute by car or work from home

Figure 26

While more than half of Fremont residents drive alone for work commute trips, commute data does not capture recreational walking and biking trips or first-last mile connections to public transit. Of residents participating in the ATP planning process, **14% reported walking at least a few times a week or every day to transit**, and **13% reported biking at least a few times a week or every day to transit**.

The COVID-19 pandemic dramatically shifted commute trends, with **over a third of surveyed residents working at least partially from home.** Anecdotally, many of these workers are now walking and biking more in their neighborhoods recreationally. As companies encourage employees to return to the office, Fremont has an opportunity to encourage residents to use active transportation modes rather than reverting to previous commute behaviors.



Source: American Community Survey, 2021.

Fremont is a diverse community

Fremont is the fourth-largest city in the San Francisco Bay Area with a total population of 230,504 residents as of the 2020 Census.

While Fremont residents have relatively high incomes and educational attainment compared to Alameda County as a whole, 5% of residents live below the poverty level. Fremont is 64% Asian, with a third of residents speaking an Asian or Pacific Island language, as shown in **Figure 27**.

Regional, federal, and local policies target equity priority areas for investment

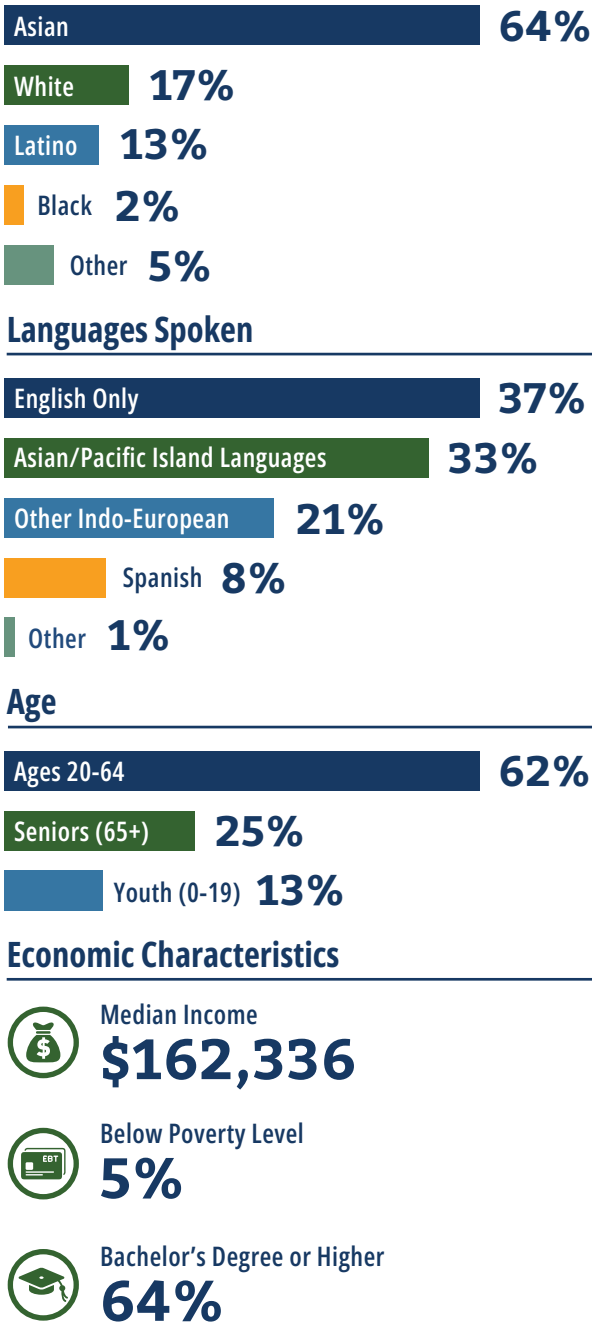
Some of Fremont's lower-income residents are concentrated in specific neighborhoods, shown in the regional and federal equity areas in **Figure 28**.

Equity Priority Communities (EPCs) are designated by MTC, while Historically Disadvantaged Communities are designated by the U.S. Department of Transportation Justice40 Initiative. These designations consider metrics such as poverty, transportation barriers, and zero-vehicle households. **Fremont's equity priority areas are eligible for some regional and federal grant opportunities, and are prioritized for safety improvements as described in Chapter 3**.

Other key areas, such as Downtown, are not designated as equity priority areas but act as a regional hub for services serving lower-income residents. These services include the Family Resource Center, Housing Navigation Center, Regional Medical Center, Social Security administration office, City Human Services, Age Well Center, Fremont Main Library, grocery stores, and and offices of a large number of Community Based Organizations (CBOs).

Who lives in the City of Fremont?

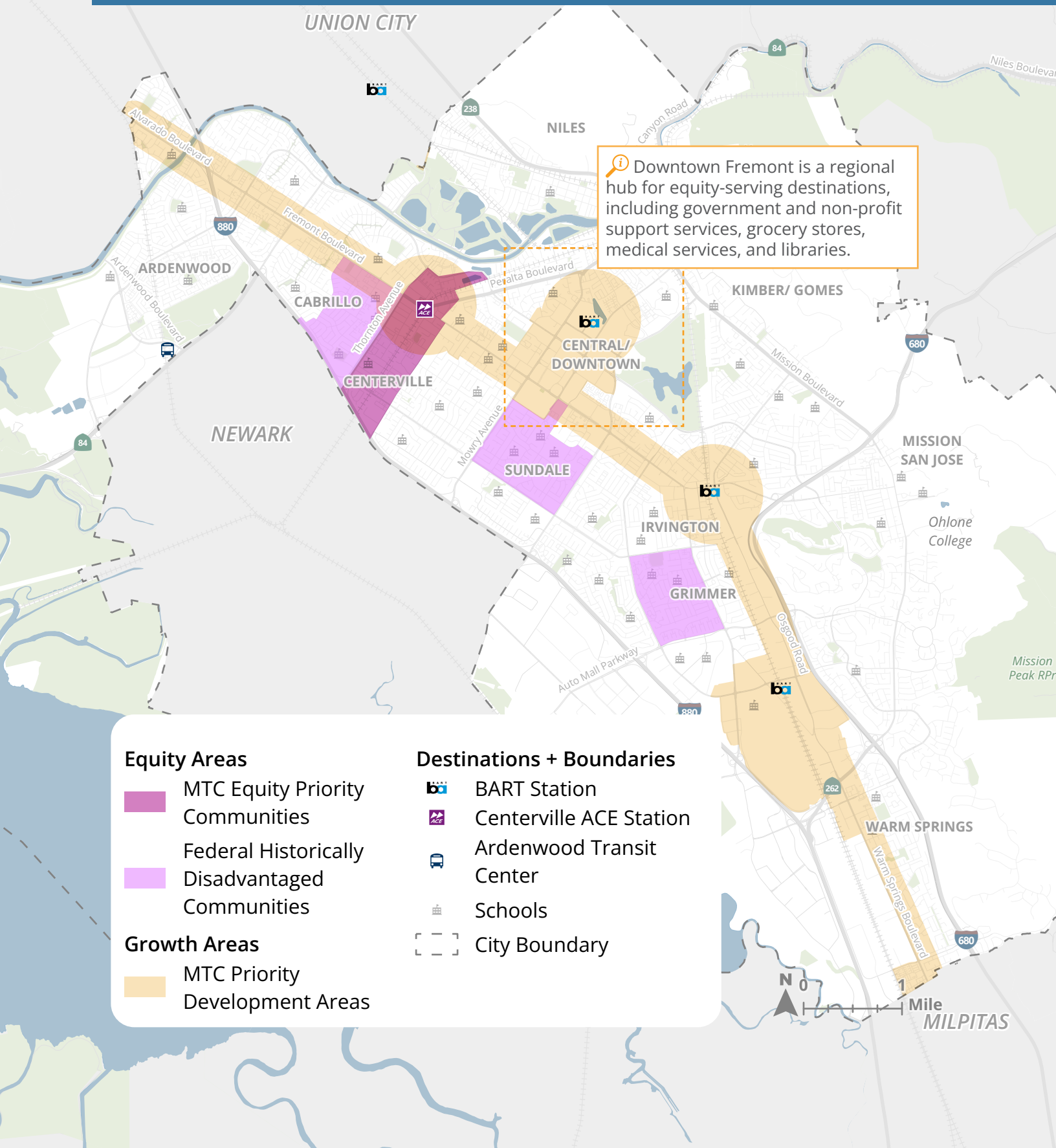
Figure 27



Source: American Community Survey, 2022. DCE Demographic and Housing Characteristics, 2020.

Fremont's equity priority areas are located in the neighborhoods of Cabrillo, Centerville, Sundale, and Grimmer

Figure 28



Densifying land uses in Fremont support regional transit ridership

In 1956, five individual townships of **Centerville, Niles, Irvington, Warm Springs, and Mission San Jose** came together to form the City of Fremont. These townships have melded together to represent the different characters of Fremont. Fremont's current land use is a mix of residential, commercial, industrial and mixed-use framed by the open hills to the east and the bay to the west. **Most commercial districts are concentrated within Fremont's city center**, including downtown, and its town centers – the original business districts of the five former townships. Commercial development at the burgeoning **Warm Springs Innovation District** is anticipated to grow, particularly near the Warm Springs/South Fremont BART station. Other retail destinations, such as the Pacific Commons Shopping Center, are located near or along Interstate 880.

Growth and active transportation investments within Priority Development Areas support Fremont's climate action and mode shift goals

Fremont has several Priority Development Areas shown on the previous page in Figure 28, including along Fremont Boulevard and in the Warm Springs Innovation District. Priority Development Areas are designated by MTC as future transit-oriented and higher density growth areas.

The City's strategic investments to expand sustainable transportation options citywide and at these key development nodes are supportive of the ambitious carbon reduction goals set by the City's 2023 Climate Action Plan and mode shift goals set by its 2019 Mobility Action Plan.

This includes focusing active transportation projects around areas of high growth and increasing density, such as the Warm Springs BART transit village, Downtown, and around the future Irvington BART station. Ridership at Warm Springs BART grew by over 570% in the last five years, with monthly station exits increasing from 4,220 in 2019 to 28,310 in 2024. Active transportation improvements near transit-supportive land use supports the City's ambitious climate and active transportation mode shift goals.

Photo: Bike lanes, protected intersection improvements, and upgraded sidewalks at Fremont BART.

The City of Fremont is served by three types of transit service

BART Service

Two BART stations serve the City of Fremont: **Fremont BART** in the central district and **Warm Springs/South Fremont BART** in the Warm Springs neighborhood. BART has plans for a third station in the **Irvington** neighborhood, located between the two existing stations. Together, these three stations will provide Fremont residents with transit alternatives for reaching local and regional destinations.

Photo: Fremont BART Station.

Regional Rail Service

The Centerville Train Depot provides Fremont residents and employees access to the regional rail system with service from the **Amtrak Capitol Corridor** and **Altamont Corridor Express (ACE)**, connecting to San Jose, Stockton and Sacramento. The station is also served by AC Transit and numerous private employee shuttle buses that serve employers such as Tesla, Meta, and Stanford University.

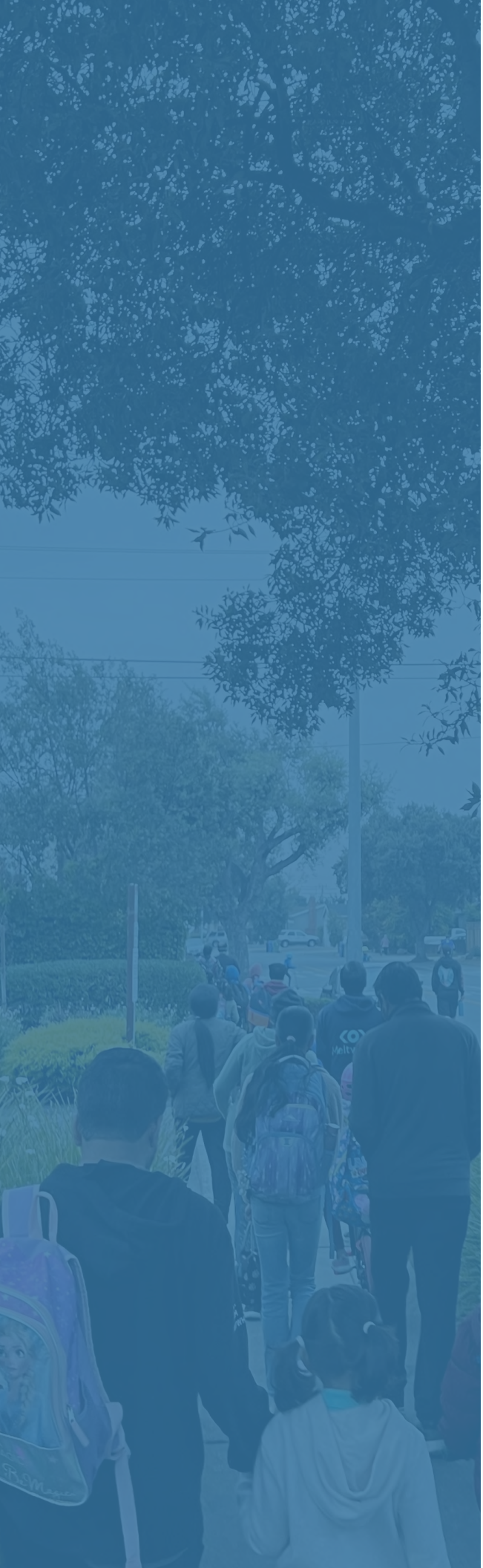
Photo: Centerville Train Depot.

Bus and Paratransit Service

AC Transit complements the regional rail system by providing bus routes throughout Fremont, with service frequency typically every 30 minutes or less. The **Dumbarton Express** line provides limited-stop service along the Decoto Road corridor, connecting Fremont residents and Union City BART riders to major Peninsula job centers. **Ardenwood Transit Center** serves AC Transit lines U and DB, which connect Fremont residents to Stanford University and Union City BART. In addition to fixed-route service, paratransit services are offered through both the **City of Fremont Ride-On Tri-City! program** and **East Bay Paratransit**. Paratransit services supplement traditional bus service by providing individualized rides for residents who cannot use fixed-route bus service due to physical limitations or lack of fixed-route bus service in their area.

Photo: AC Transit bus stop.

Source: Pi.1415926535, CC BY-SA 4.0, via Wikimedia Commons (top); Pedro Xing, CC0, via Wikimedia Commons (middle).



Defining Fremont's existing pedestrian and bicycle infrastructure

The ATP uses vocabulary to describe existing pedestrian and bicycle infrastructure that may be unfamiliar or new. This section describes the four bikeway classes and reviews the range of intersection and corridor safety treatments that can be seen and experienced on Fremont streets today.

The City of Fremont strives to implement appropriate bikeways and pedestrian improvements based on surrounding land use, roadway characteristics, physical constraints, and available funding. The goal is to implement the greatest extent of all ages and abilities facilities possible, creating an active transportation network that provides safety, connectivity, and comfort for all users.

For more detailed information on bikeway design standards, see **Appendix A: Design Guide**.

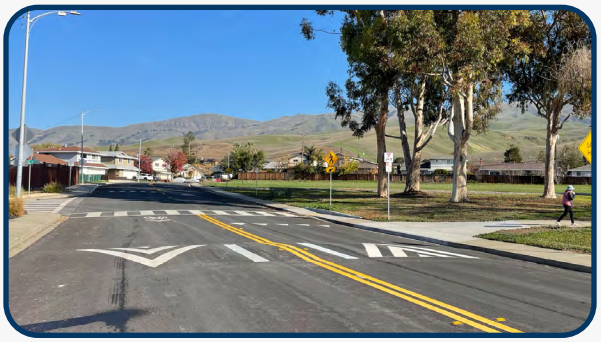
Bicycle Infrastructure

Shared-Use Path (Class I)

Shared-use paths are paved, two-way pathways that are separate from the road right-of-way and can be used by both pedestrians and bicyclists. Paths often run along railroad tracks, waterways, utility corridors, within parks or other rights-of-way. Some paths in Fremont, including the Alameda Creek Trail and sections of the Bay Trail, are operated and maintaned by the East Bay Regional Parks District.

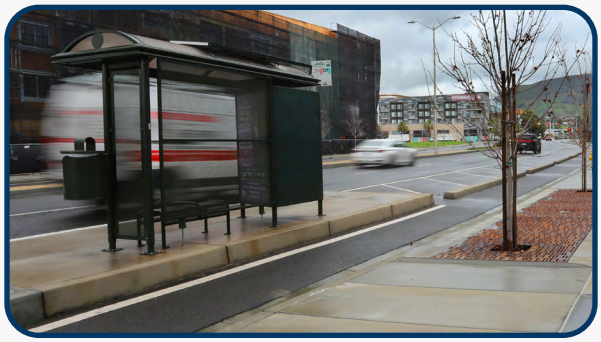
Bike Lane (Class II)

Bike lanes are on-street lanes that designate an exclusive space for bicyclists using pavement markings and signage. The bike lane is next to motor vehicle travel lanes and flows in the same direction as motor vehicle traffic. When space allows, a painted buffer can be added to create further separation between the bike lane and the adjacent vehicle travel lane or parking lane.



Neighborhood Bikeway (Class IIIB)

Neighborhood bikeways are shared facilities with low vehicle traffic volumes and speeds, generally along local residential streets. To provide the necessary user comfort and safety, traffic calming measures (e.g. speed lumps, striping, striped curb extensions) may be considered to manage vehicle speeds along designated neighborhood bikeways. Intersection safety improvements should also be considered at locations where neighborhood bikeways cross major arterials or collector roadways. Finally, neighborhood bikeways that parallel high speed arterial roadways may serve as alternative parallel bike routes for local bicyclists.



Separated Bikeway (Class IV)

Separated bikeways are on-street bike lanes that are physically separated from motor vehicle traffic by a vertical element, which can include bollards, posts, parked vehicles in a parking lane, or a concrete curb/median. Class IV bikeways can also be "grade" separated by being constructed at the sidewalk level, which in conjunction with protected intersections, improve perceived safety and comfort for less experienced road users, especially in higher-density and urban environments. Class IV bikeways are also known as protected bikeways, on-street bike paths, and cycle tracks, and can be one-way or two-way bikeways.

Pedestrian Infrastructure

Pedestrian Signal

Pedestrian signals are devices used at signalized intersections to notify pedestrians to cross the street. Signals can include countdown timers that display the number of seconds remaining to cross, as well as accessible push buttons that communicate using sounds and vibrations.

Leading Pedestrian Interval (LPI)

LPIs give pedestrians the WALK signal 3-7 seconds before drivers start their green phase to proceed through the intersection, improving pedestrian visibility. LPIs can be programmed into traffic signals to improve driver awareness and make pedestrians more visible to turning drivers as they cross the street.

Curb Extensions

Curb extensions—also known as bulb-outs or neckdowns—extend the sidewalk or curb line out into the parking lane, resulting in reduced pedestrian crossing distances and improved visibility between drivers and waiting pedestrians. Curb extensions can be implemented with striping and flex posts, or with hardened materials like concrete or asphalt berms.

Crosswalk

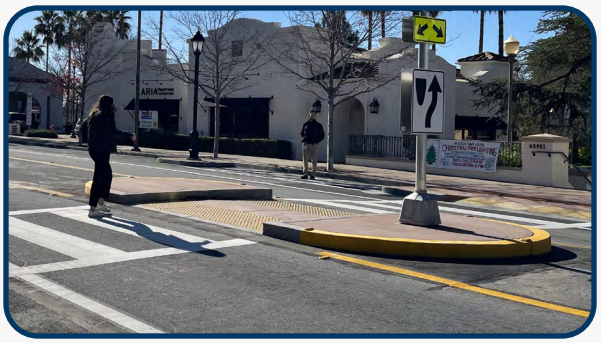
Marked crosswalks indicate optimal or preferred locations for crossing pedestrians. Crosswalks can be marked or unmarked at intersections. While motorists are required to yield to crossing pedestrians, it is still the responsibility of the pedestrian to enter a crossing location only when there are adequate gaps in vehicle traffic.

Rectangular Rapid Flashing Beacon (RRFB)

RRFBs, or pedestrian crosswalk beacons, are user-activated pedestrian indication devices that use flashing yellow lights to alert motorists to crossing pedestrians. They can be installed at midblock locations or at intersections where a full traffic signal is not warranted. RRFBs may be hard-wired or solar-powered depending on site conditions.

Pedestrian Hybrid Beacon (PHB)

PHBs are pedestrian-activated signaling devices that when activated, alert and stop oncoming drivers to crossing pedestrians at a marked crossing. The PHB rests dark until a pedestrian activates it via a pushbutton or other form of detection. PHBs are typically used on higher speed and multi-lane arterial roadways, where RRFBs are less effective in managing oncoming traffic.



Median Refuge Island

A median refuge island, or crossing island, is a median with a refuge area intended to help protect pedestrians crossing a multi-lane road. A pedestrian refuge island allows pedestrians to focus on one direction of traffic at a time as they cross and provides space to wait for an adequate gap in oncoming traffic before finishing the second phase of the crossing.

No Right on Red

No right on red signage prohibits drivers from turning right at a red light at designated intersections. Prohibiting right turns on red may be considered where exclusive pedestrian phases or high pedestrian volumes are present.

Improvements to Fremont's pedestrian and bicycle networks support walking, biking, and rolling

Walking in Fremont

Fremont boasts a robust system of regional recreational trails, with residents across the Bay Area traveling to Fremont to enjoy the shared-use or hiking paths. In addition to paths, Fremont has an extensive sidewalk network that extends across all residential neighborhoods, allowing residents to safely walk to local neighborhood parks, schools, and nearby commercial destinations. Many sidewalks have trees and landscaping, which provide shade and a more pleasant pedestrian experience. The City has continued to upgrade curb ramps throughout Fremont to be ADA-compliant and provide a transition from the sidewalk to the street.

Wide, fast arterials separate neighborhoods and hinder the city's pedestrian connectivity. The City has installed intersection upgrades, including high-visibility crosswalks, protected intersections, curb extensions, RRFBs, PHBs, and leading pedestrian intervals, to improve connectivity and safety along these arterials. **Figure 29** shows the existing and planned RRFBs and PHBs.

Photo: Mission Peak recreational trails.

Biking in Fremont

Shared-use paths, separated bikeways, bike lanes, bike routes, and neighborhood bikeways make up the bike network. **Figure 29** maps the existing bike facilities by type and **Table 4** shows the total mileage of each bikeway type.

Fremont has 165 miles of bikeways

Table 4

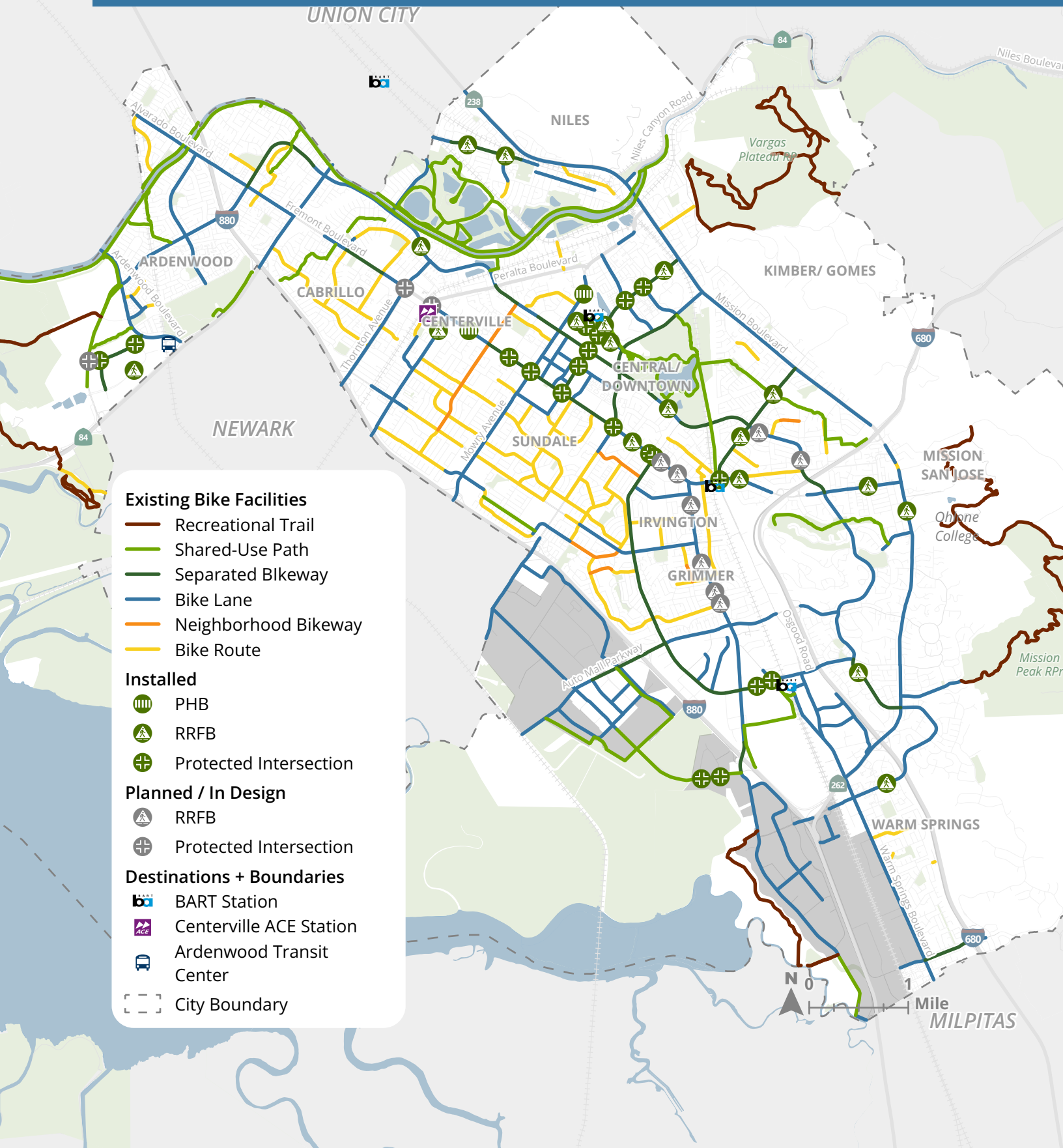
Bikeway Type	Mileage
Class I (Shared-Use Paths)	39.9
Class II (Bike Lanes)	72.6
Class III (Bike Routes)	31.6
Class IIIB (Neighborhood Bikeways)	3.2
Class IV (Separated Bikeways)	17.9
Total	**165.2**

Comfort and Traffic Stress for People Biking

While Fremont's street network includes many comfortable, low traffic stress residential roads, they are interrupted by high traffic stress, uncomfortable major roadways. Bicycle Level of Stress (BLTS) estimates the level of traffic stress users feel while biking along a street based on the street's characteristics. This analysis, summarized in **Appendix C: Existing Conditions Memorandum**, ultimately informs the bikeway network recommendations.

Fremont has built high-quality bikeways and pedestrian infrastructure, with many more improvements in the pipeline

Figure 29



Pedestrian and bicyclist safety is a major concern in Fremont

There were 191 total pedestrian collisions and 203 total bicycle collisions in Fremont between 2018 and 2022 (Source: Crossroads database, 2018-2022). People walking were overrepresented in collisions that resulted in a fatality or serious injury (KSI), reflecting the increased risk that vulnerable users experience on Fremont's streets.

Over the last five years, Fremont's collision trends have mirrored national trends during and after the COVID-19 pandemic. Collisions dropped in 2020 due to reduced travel, but rose steadily in 2021 and 2022 **(Appendix C: Existing Conditions Memorandum)**.

While pedestrian collisions remain below pre-pandemic levels, bicycle collisions have increased, surpassing collisions reported in 2018. Pedestrian and bicyclist safety remains a major concern, with every fatality or serious injury representing a life lost or drastically altered.

Most serious and fatal collisions happen on only a small subset of streets within Fremont

Major arterials, such as Fremont Boulevard, Mowry Avenue, Thornton Avenue, Mission Boulevard, and Auto Mall Parkway, experience the highest density of collisions **(Figure 6)**. By improving safety for all road users along these streets and at key intersections, the City of Fremont can significantly reduce serious and fatal collisions citywide. Projects to improve safety on several of these high-collision arterials are planned or under construction (see **Chapter 3** for more information on major projects).

High collision densities are also present near schools, near the Fremont BART station, and in the surrounding downtown area. A smaller number of collisions have also occurred on smaller residential streets, which could be addressed by traffic calming measures.

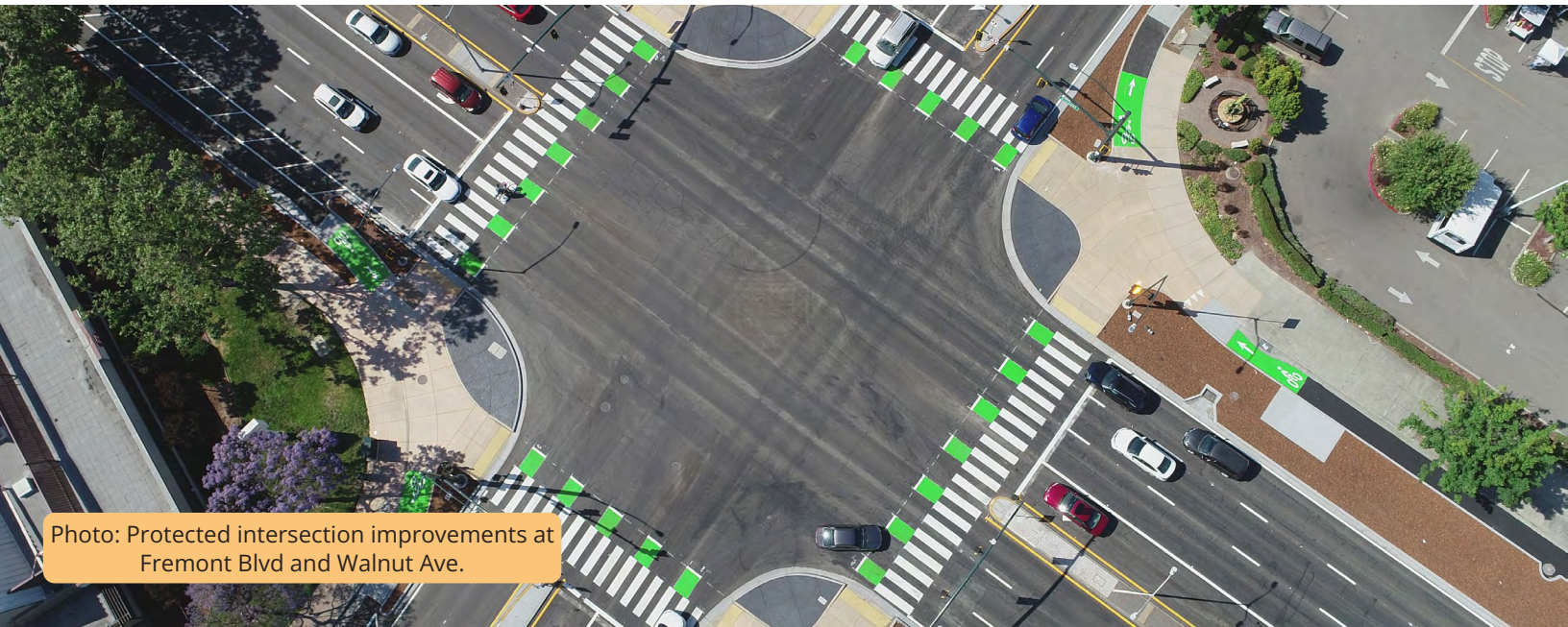
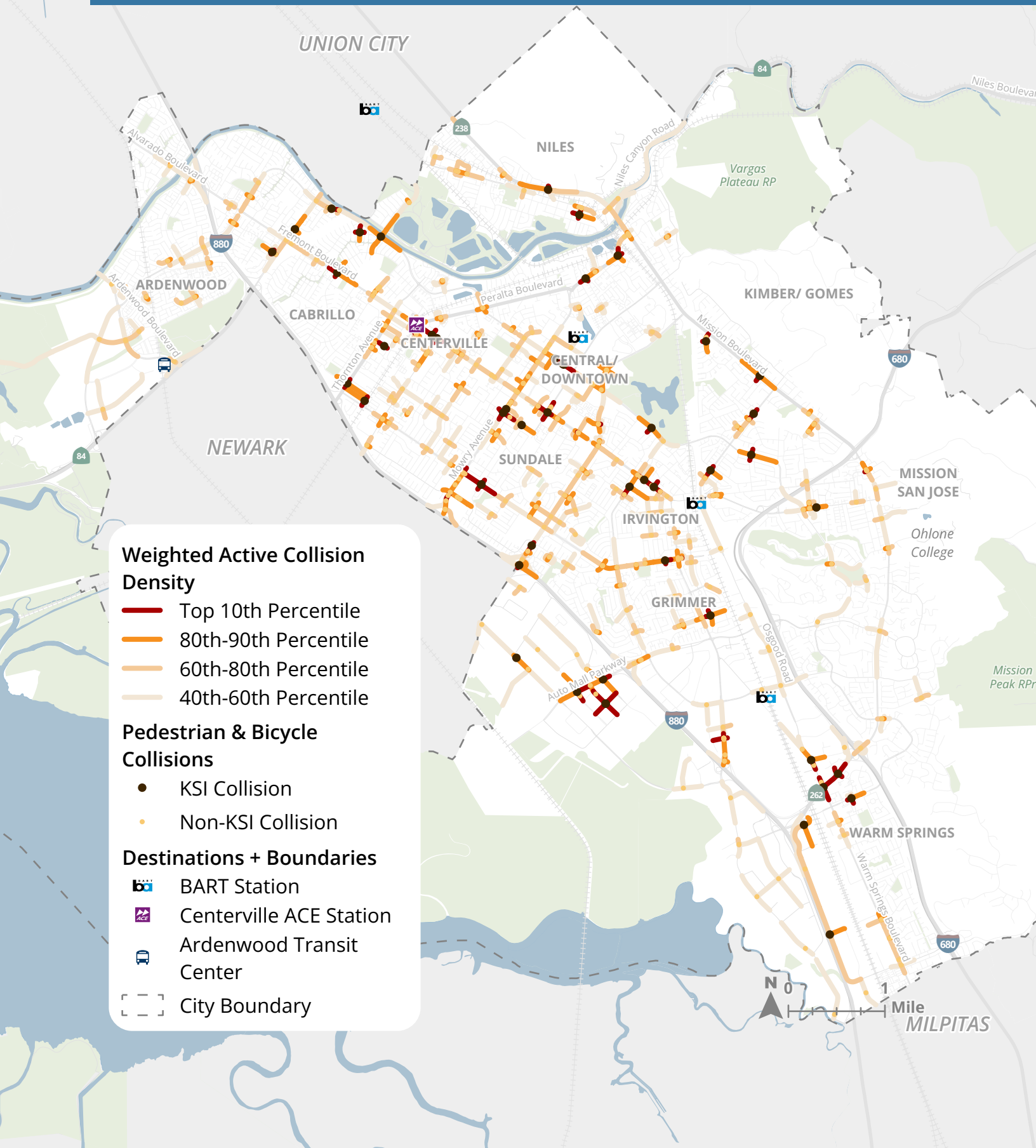
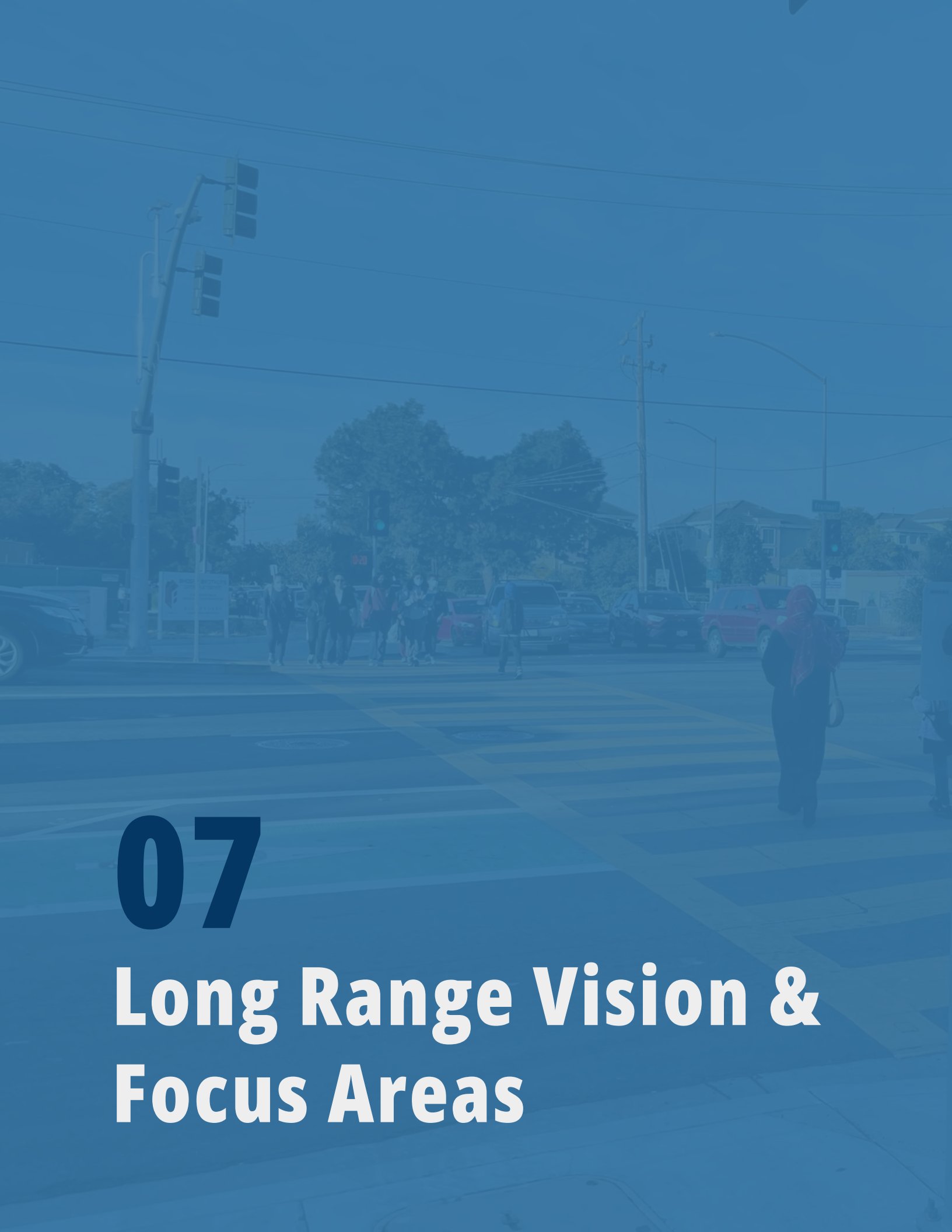


Photo: Protected intersection improvements at Fremont Blvd and Walnut Ave.

Pedestrian and bicycle collision densities are highest on arterials

Figure 30





07

Long Range Vision & Focus Areas

This chapter presents pedestrian focus areas and the recommended bike network, along with a discussion of how the recommendations will be prioritized for implementation.

The pedestrian focus areas and bikeway network represent the ATP's long range vision

The ATP adopts a long range vision for Fremont's pedestrian and bicycle networks. Some portions of these networks will be implemented as part of the Five-Year Work Plan in **Chapter 3**, while other recommendations are expected to be advanced beyond the next five years. Some improvements may be implemented in phases as resources allow. The City will take a comprehensive approach to improve safety, comfort, and convenience as it implements the network, including installing intersection treatments and addressing barriers such as freeway crossings.

Pedestrian focus areas guide investment in alignment with expected pedestrian demand

The pedestrian focus areas represent the parts of Fremont where there is the highest safety need for investments in pedestrian infrastructure, given their proximity to key pedestrian destinations. Improvements in these areas, both public and private, will follow the Design Guidelines in **Appendix A: Design Guide**.

The recommended bikeway network facilitates connections throughout and beyond Fremont

The bicycle network is a long-term plan for full bicycle connectivity in Fremont with comfortable, safe access to all neighborhoods and destinations for people of all ages and abilities.

Pedestrian focus area and bikeway network recommendations, along with Safe Routes to School projects, are presented in more detail at the neighborhood scale in **Appendix D: Pedestrian Focus Areas and Recommmended Bikeways Neighborhood Maps**.

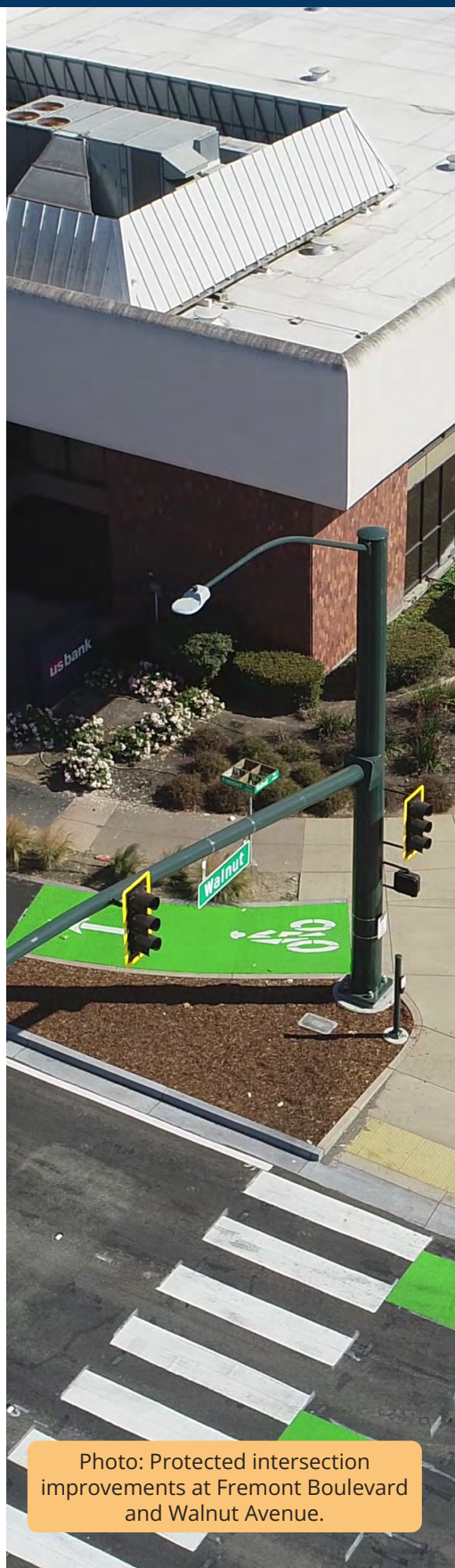


Photo: Protected intersection improvements at Fremont Boulevard and Walnut Avenue.

Pedestrian focus areas are targeted for pedestrian safety enhancements

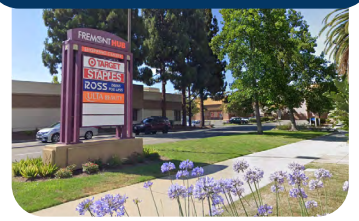
Pedestrian focus areas are areas with the highest need for additional pedestrian investment based on safety needs, proximity to key destinations, and expected demand. Pedestrian focus areas, shown in **Figure 32**, are prioritized for high-quality pedestrian infrastructure improvements and safety enhancements, both at intersections and along sidewalks or shared use paths. All public and private projects in these areas will be held to the design expectations in **Appendix A: Design Guide** to ensure safe and comfortable pedestrian access to destinations throughout Fremont. Neighborhood priority pedestrian intersections, also shown in **Figure 32**, are intersections where the ATP proposes specific improvements in alignment with in the Design Guide.

Pedestrian focus areas include...

Figure 31

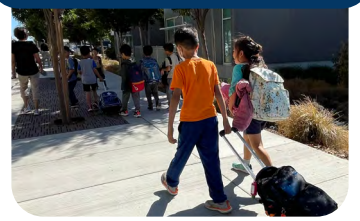
1 Locations that are a 10-minute walk from key destinations, such as:

Commercial areas



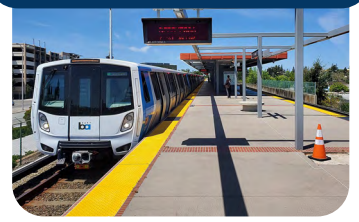
Community services

Schools



Senior centers

Transit rail hubs



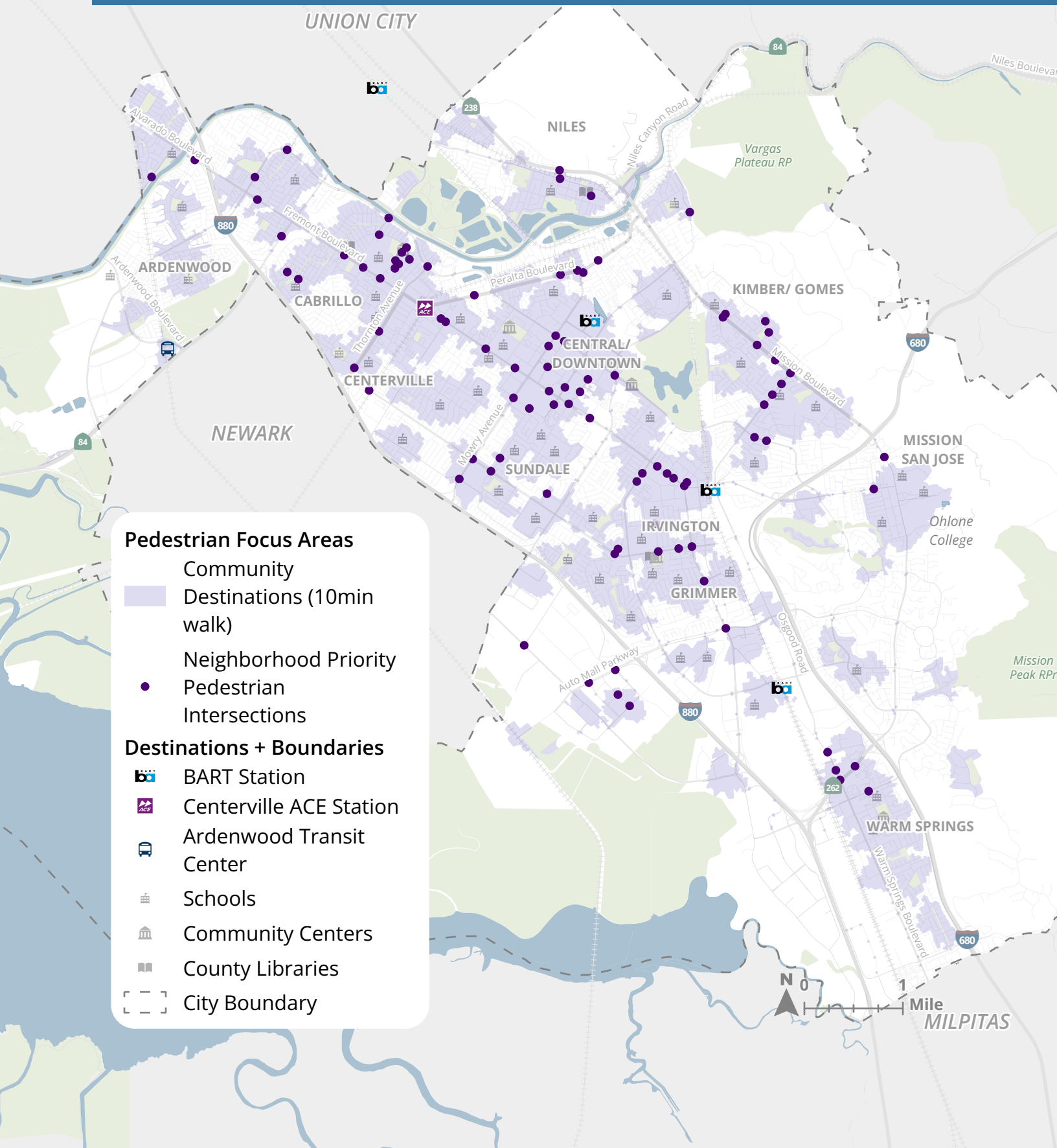
Parks

2 Locations that are within 100 feet of a bus stop

3 Locations that are sites of fatal or serious injury pedestrian collisions

Safety improvements in pedestrian focus areas will align with the ATP's design standards

Figure 32



The recommended bikeway network connects neighborhoods and destinations across Fremont

The recommended bikeway network, shown in Figure 33, builds off the 2018 Bicycle Master Plan and the 2021 Trails Strategy Plan, focusing on providing direct access within and between neighborhoods and to key destinations throughout Fremont. Community input played a critical role in refining the network, identifying segments where community members saw opportunities to connect neighborhood destinations.

The proposed network provides 100 new miles of all ages and abilities bikeways

All ages and abilities bikeways provide safe, comfortable access for a wide range of users, including children, rather than only the most experienced cyclists.

The bikeway types for the vision network were selected using existing vehicle speed and volume data and the National Association for City Transportation Officials (NACTO)'s contextual guidance for designing for all ages and abilities. Under this framework, bikeway facilities on streets with higher speeds and volumes must provide higher degrees of separation between bicyclists and vehicles. The **Appendix A: Design Guide** describes these design principles in more detail.

The ATP proposes a complete 265-mile network of bikeways

Table 5

Bikeway Type	Mileage
Class I (Shared-Use Paths)	136.5
Class II (Bike Lanes)	22.1
Class IIIB (Neighborhood Bikeways)	34.7
Class IV (Separated Bikeways)	71.8
Total	**265.2**

Photo: Bicyclist at the Paseo Padre and Walnut protected intersection.

Recommended bikeways fill in gaps between existing bikeways, creating a complete network

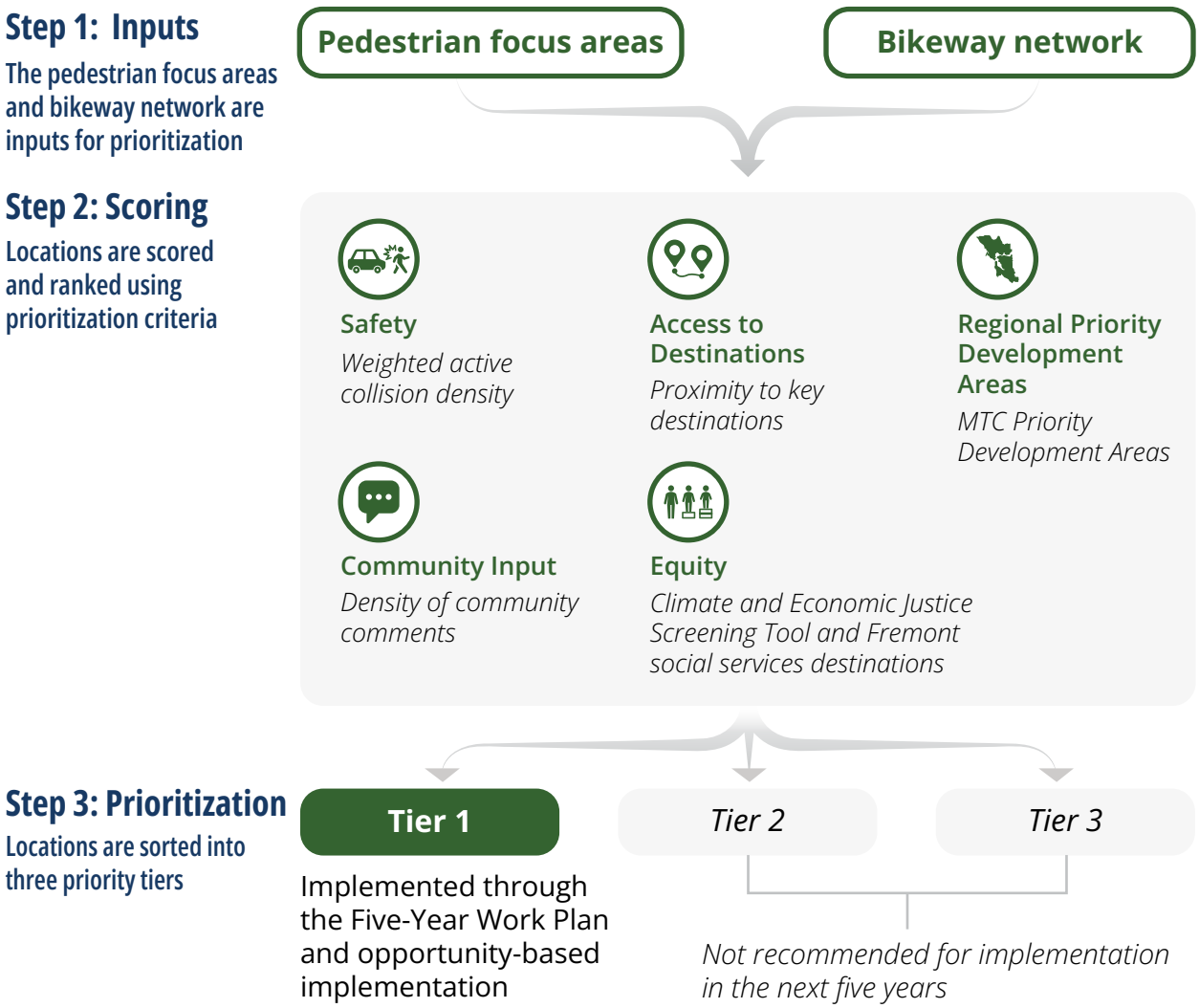
Figure 33

The project prioritization process informs the Five-Year Work Plan

Project prioritization helps direct the City's limited resources and develop the Five-Year Work Plan presented in **Chapter 3**. The ATP prioritizes intersections and bikeway corridors for implementation over the next five years. Priority locations were scored and ranked using various criteria, shown in **Figure 34**. After scoring, intersections and bikeway corridors were sorted into three priority tiers **(Appendix E: Prioritization Tables)**, and sorted into five-year implementation strategies in **Chapter 3**. High priority locations not included in the work plan will be advanced through opportunity-based implementation, described on the following page.

The ATP uses prioritization criteria to score and rank projects

Figure 34



Opportunity-based implementation advances safety projects outside of the Five-Year Work Plan

High priority locations that are not on major project corridors or in equity priority areas may be advanced as opportunities arise through existing infrastructure programs, as well as through new developments.

While not all high priority improvements can be implemented in the next five years, the ATP focuses staff resources to make incremental progress on these priority locations.

Existing programs that may be utilized to implement these projects include the annual concrete repair program, annual pavement maintenance program, and pedestrian improvement program, described below.

Annual concrete repair program

This program reconstructs damaged curbs, sidewalks, and driveway approaches and installs new curb ramps.

Annual pavement maintenance program

This program improves the pavement condition on existing roadways. The pavement maintenance treatments include spot rehabilitation repairs, cape/slurry seals, or asphalt overlays.

Pedestrian improvement program

This program identifies locations for pedestrian facility enhancements on an annual or biannual basis. It implements safety improvements to uncontrolled pedestrian crossings on high-speed, multi-lane roadways.

Photo: Mid-block pedestrian crossing enhancements along Mission Boulevard.