

MEMORANDUM

DATE December 16, 2019
TO Jeanne Suyeishi, City of Fremont
FROM Bruce Brubaker and Janet Chang
SUBJECT Centerville Complete Streets Opportunities & Constraints

Introduction

BACKGROUND

This memo is part of an initial task for the Centerville Complete Streets project in identifying key issues within the project site. The Centerville Complete Streets project will improve segments of Fremont Boulevard, Thornton Avenue, and Peralta Boulevard in the area near the heart of the historic community of Centerville. For many years, these streets were designated as part of State Route (SR) 84 and under California Department of Transportation (Caltrans)'s jurisdiction. The recent relinquishment of SR 84 allows the City to have local control over this street right-of-way to repave the streets and implement "complete streets" improvements to enhance safety and mobility for all users, including drivers, pedestrians, bicyclists, school children, and businesses.

As part of the project, the City is engaging the community for feedback on design alternatives in a focused area around the Centerville's business district. The City will improve remaining segments of the relinquished SR 84 in one or more separate processes.

SITE AND CONTEXT

The Centerville Complete Streets project boundary, which is the community engagement focus area (focus area), includes the following street segments:

- » Fremont Boulevard between Alder Avenue and Eggers Drive
- » Thornton Avenue between Fremont Boulevard and Maple Street
- » Peralta Boulevard between Fremont Boulevard and Sequoia Road

Figure 1 shows the focus area for the Centerville Complete Streets project. The focus area is located within the City's Centerville Community Plan Area (designated by the City's General Plan), which is oriented around Centerville, one of Fremont's five original towns. The Centerville Community Plan is described more in the next section of this memo.

The focus area is also located primarily within the Centerville Priority Development Area (PDA), one of the City’s four PDAs. PDAs are designated by the Metropolitan Transportation Commission (MTC) and defined as an area identified and approved for future growth. PDAs are usually located in areas rich in transit options to promote development with minimal automobile usage and greenhouse gas impacts.

The focus area is centered around the Altamont Corridor Express (ACE)/Amtrak Fremont Station, which is located at the intersection of Fremont Boulevard and Peralta Boulevard. The Union Pacific Railroad (UPRR) railway runs through the city and crosses Fremont Boulevard in the east-west direction. The Centerville Transit-Oriented Development (TOD) Overlay, designated by the City of Fremont, centers on this station and extends a half-mile radius, covering a majority of the focus area.

Four schools are located within or adjacent to the focus area:

- » Centerville Junior High School
- » Washington High School
- » American High School
- » Holy Spirit School (private)

Additionally, several other schools are located in the vicinity of the focus area and may use portions of focus area streets for access:

- » Cabrillo Elementary School
- » Oliveira Elementary School
- » Brookvale Elementary School
- » Thornton Junior High School
- » Prince of Peace Christian School (private)
- » Stratford School (private)



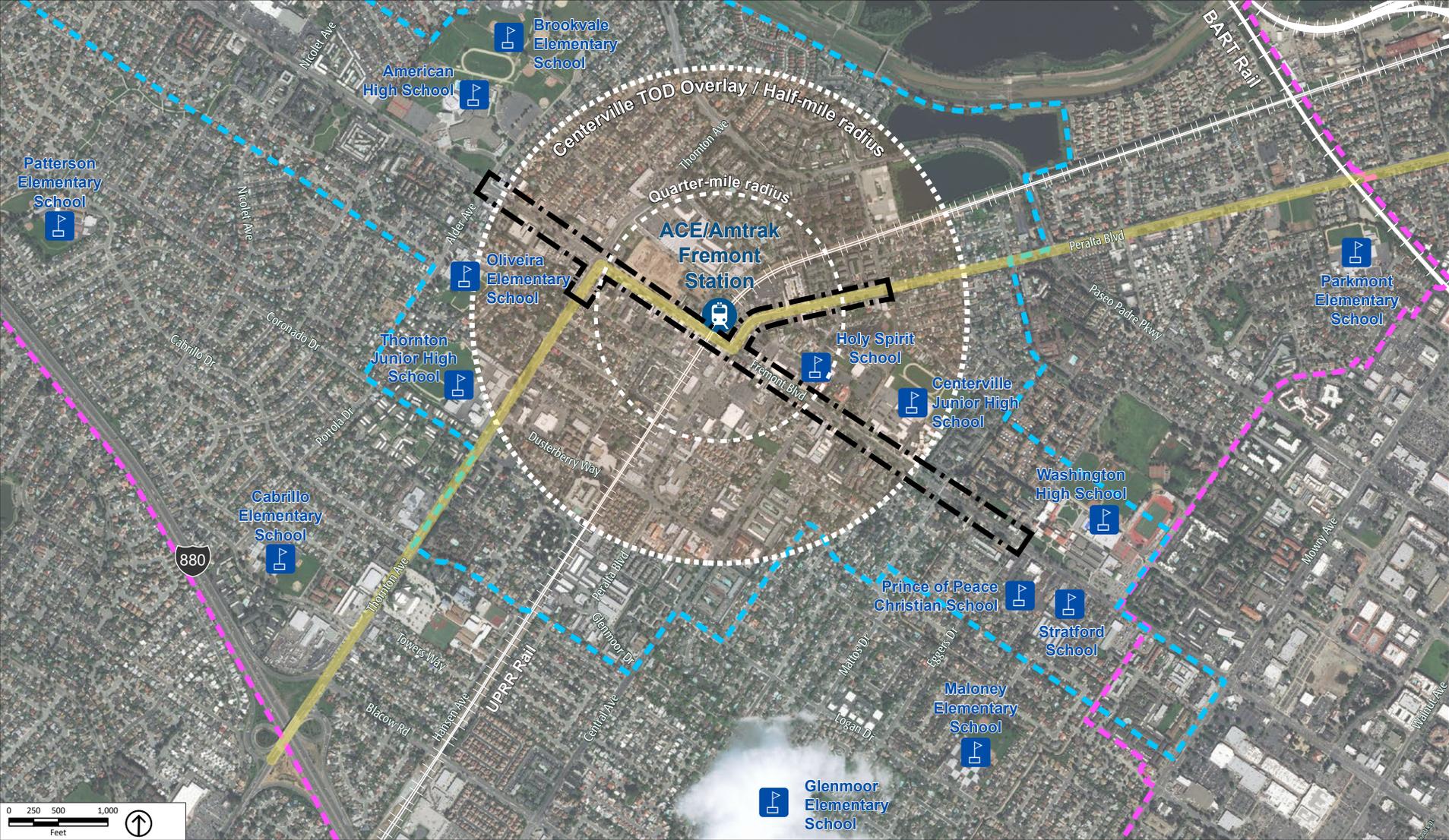
ACE/Amtrak Fremont Station entrance and UPRR crossing along Fremont Boulevard



American High School at Alder Avenue on Fremont Boulevard



Holy Spirit Church and School at Central Avenue on Fremont Boulevard



Source: Google Earth, 2019; Esri, 2019; City of Fremont; PlaceWorks

- Complete Streets Project Boundary
- Centerville Priority Development Area
- Relinquished SR 84
- Centerville Community Plan Area

Figure 1
Context Map

City's Vision for Centerville

The City of Fremont General Plan 2030 (General Plan) envisions the Centerville area to become a transit-oriented community with future retail and multi-family residential development that capitalizes on the existing ACE/Amtrak Station. The General Plan's Land Use Element establishes mostly mixed-use land uses along Fremont Boulevard around the ACE/Amtrak Station with some low- to medium-residential, public facility, commercial, and public uses in surrounding areas including Thornton Avenue and Peralta Boulevard. Following are additional goals, policies, and implementation actions from the General Plan.

CENTERVILLE COMMUNITY PLAN

The General Plan's Community Plans Element identifies several goals and policies for the Centerville area, including transforming Fremont Boulevard into a corridor for pedestrians, bicyclists, and transit that is lined with ground-floor shops and restaurants, upper floor residential and office, and parks and plazas; preserving Centerville historic resources; creating a connected grid of streets; promoting TOD around the ACE/Amtrak Station; developing parking management strategies; and making Centerville a destination in Fremont with a stronger sense of place. The General Plan references the 2010 Centerville Framework Plan as an action framework for the community, which is described later in this memo. Specific policies and implementation actions from the Centerville Community Plan related to complete streets improvements, include:

- » **Policy 11-3.1: Fremont Boulevard as Centerville's "Main Street."** Redesign Fremont Boulevard through the Centerville Planning Area to: (a) enhance the street's visual appearance and better define gateways into the Centerville District; (b) create a more urban character that supports higher densities, more street life, and additional transit use; and (c) achieve a better balance between the needs of motor vehicles, pedestrians, bicyclists, and transit users.
 - **Implementation 11-3.1.A: Reconfiguring Fremont Blvd.** Reconfigure Fremont Boulevard through the Centerville Town Center, including narrowing travel lanes, a continuous bicycle lane, and on-street parking and a landscaped median where road width and safety concerns allow.
 - **Implementation 11-3.1.B: Pedestrian and Bicycle Safety Improvements.** Improve pedestrian safety and security on the Centerville segment of Fremont Boulevard through traffic calming measures such as raised crosswalks, medians, curb extensions or "bulbouts," signage, reduced speed limits, landscaping, and similar measures.
 - **Implementation 11-3.1.C: Streetscape Improvements.** Enhance the Fremont Boulevard streetscape to reinforce the identity of the Centerville area, particularly the Town Center between Thornton and Central, and the Fremont – Decoto Gateway area. Design improvements could include tree planting, landscaping, public art, street lighting, street furniture, banners, signage, pavement, and other elements of the street environment. As feasible and appropriate, such improvements should be extended along side streets to create stronger linkages to nearby areas and improve aesthetic conditions.

- **Implementation 11-3.1.D: Consolidating Curb Cuts and Driveways.** To the extent feasible, consolidate driveways and curb cuts on Fremont Boulevard in the Centerville Planning Area in order to concentrate turning movements, improve traffic flow, and enhance safety along sidewalks and bike routes.
 - **Implementation 11-3.1.E: Thornton / Fremont Blvd intersection.** Consider changes to the Thornton / Fremont Boulevard intersection, such as the elimination of the free right turn lane, to make the intersection easier to cross for pedestrians.
 - **Implementation 3-2.1.A: Streetcar Service (from Mobility Element).** Plan for the eventual development of a streetcar or equivalent transit system serving the Fremont Boulevard corridor. The feasibility of such a system should be studied over the coming years, and land use planning should anticipate its eventual development.
- » **Policy 11-3.6: Centerville’s Public Realm.** Improve sidewalks, intersections, landscaping, lighting, plazas, and other features of Centerville’s “public realm” to create a stronger sense of identity in Centerville. These improvements should contribute to the goal of improving Centerville’s visual quality, vitality, and walkability. Streetscape improvements should highlight the district’s historic character and landmark buildings, create or enhance places for social interaction, and establish new focal points which make Centerville a memorable place.
- **Implementation 11-3.6.A: Pedestrian-Oriented Improvements.** Undertake improvements to make Centerville a more comfortable environment for pedestrians. As noted in Implementing Action 11-11-3.1.B, this could include bicycle, sidewalk, and rail crossing improvements; consolidation of parking lots; reconfiguration of Fremont Boulevard; landscaping; “bulbouts” and textured pavement in crosswalks; and similar measures.

COMMUNITY CHARACTER

As shown on Figure 2, the General Plan establishes Center Place Types and Corridor Place Types for areas and roads/ streets within the city, respectively, through the Community Character Element. Center Place Types identify key activity centers in Fremont that can provide centralized shopping, working, and/or living opportunities. Corridor Place Types organize Fremont’s circulation grid across four major functions with the goal of identifying key corridors that can promote more pedestrian-friendly and less auto-oriented communities. Each place type establishes Urban Form and Mobility Standards for developments and corridors within each area.

Focus Area Center Place Types

A large portion of the focus area is designated a Town Center type along Fremont Boulevard. Urban form standards of Town Centers include one- to three-story mixed-use buildings, smaller blocks, and active street frontages. Mobility standards aim to establish a connected street grid integrated with pedestrian, bicycle, and transit use.

The focus area also contains pockets of smaller-scale Neighborhood Centers, including along Fremont Boulevard at Alder Avenue and Eggers Drive and along Peralta Boulevard at Rose Court. Neighborhood Centers are smaller shopping areas that the General Plan indicates may transition to new uses or become more compact and walkable as Fremont matures, potentially accomplished with streetscape improvements.

Focus Area Corridor Place Types

Fremont Boulevard within the focus area is designated as a Main Street corridor place type from Thornton Avenue to Central Avenue. Main Street corridors are special to Town Centers and aim to enhance the historic character of these place types through architecture, granular neighborhood fabric, active street frontages, and a circulation corridor with pedestrian, bicycle, transit, and on-street parking facilities. Main Street corridors typically have two travel lanes, bicycle lanes or routes, on-street parking, and wide sidewalks.

Fremont Boulevard north of Thornton Avenue and south of Central Avenue is designated as a Suburban corridor place type. Suburban corridors are more vehicle-oriented and have uses that connect the city's neighborhoods and centers. Suburban corridors typically have more travel lanes, bicycle lanes, streetscape amenities, and limited on-street parking.

Thornton Avenue within the focus area is designated as a Landscape corridor place type, which acts as gateways to the city and is characterized by a high degree of landscaping, street trees, wide medians, large setbacks, and ability to carry large volumes of traffic through the city.

Peralta Boulevard within the focus area is designated as an Urban corridor place type, which is a complete street accommodating a variety of travel modes and uses, seeking compact and dense multi-story developments. Urban corridors typically have bicycle lanes on-street parking, and wide sidewalks with streetscape amenities.

CENTERVILLE COMPLETE STREETS



Source: Google Earth, 2019; Esri, 2019; City of Fremont; PlaceWorks

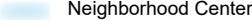
 Schools	Corridor Place Types	Center Place Types
 Community Engagement Focus Area	 Main Street	 Town Center
	 Landscape	 Neighborhood Center
	 Urban	
	 Suburban	

Figure 2

Community Character Map

Existing Conditions

EXISTING LAND USE

The focus area contains a variety of existing land uses along each of the three corridors. Development along Fremont Boulevard primarily features one- to two-story commercial and retail uses with occasional pockets of residential and office uses. Artist Walk, a recent development, features connected two- to three-story mixed-use buildings along Fremont Boulevard between Thornton Avenue and Bonde Way.

As previously mentioned, there are a number of schools along Fremont Boulevard, with American High School located at the northern end and Washington High School at the southern end of the focus area. Holy Spirit School is located at the intersection of Parish Avenue and Fremont Boulevard, and Centerville Junior High School is located between Central Avenue and Norris Road. The ACE/Amtrak Station is located along Fremont Boulevard by Bonde Way.

The section of Thornton Avenue within the focus area features existing single-story vehicle-oriented commercial uses at the Fremont Boulevard intersection. Single-family residential, Thornton Junior High School, and several churches are located west of Fremont Boulevard.

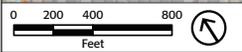
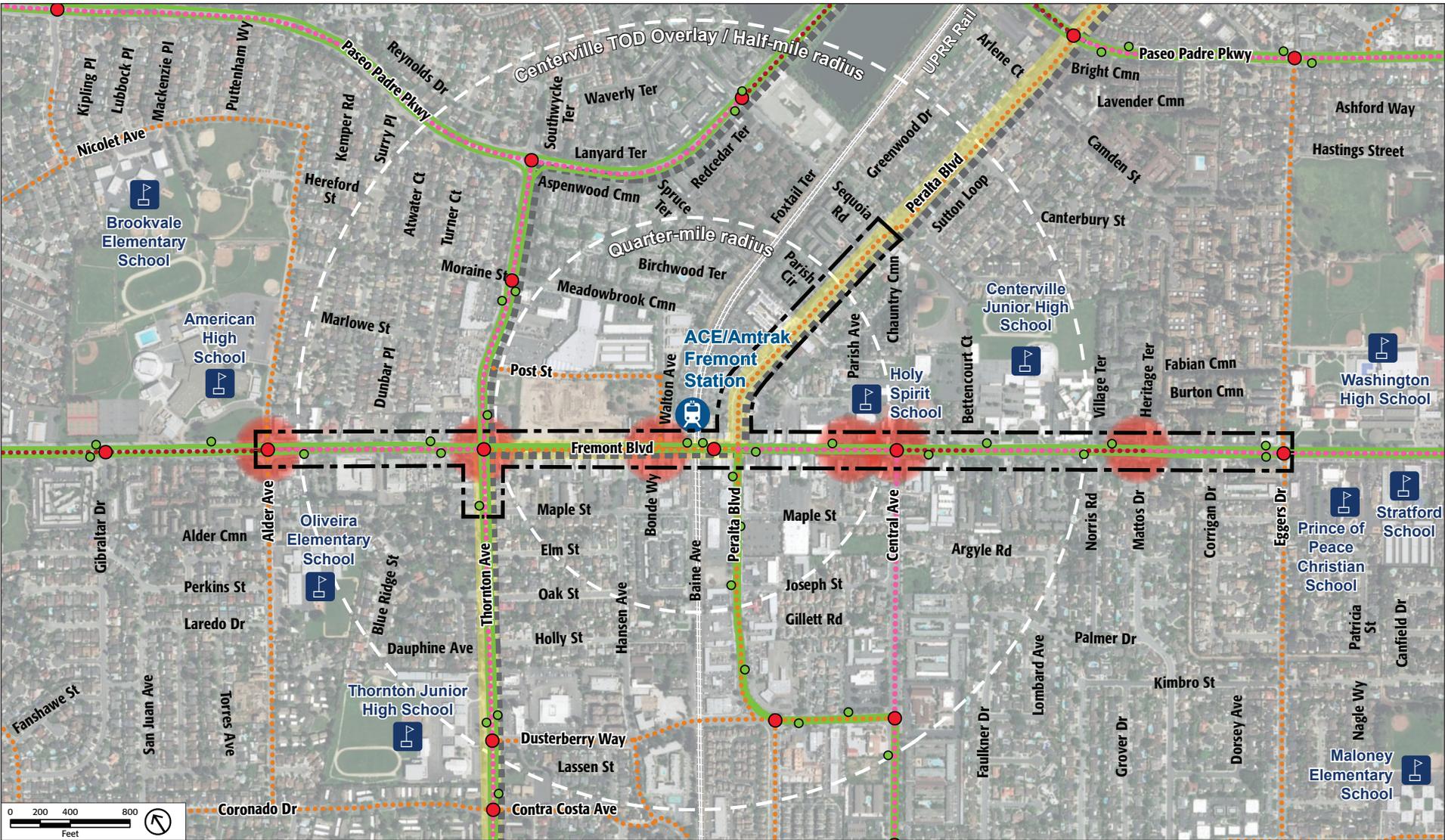
The section of Peralta Boulevard within the focus area features existing single-story small commercial buildings near Fremont Boulevard, which transition into newer, three-story medium-density residential between Parish Avenue and Sequoia Road.

The focus area is within walking distance to several existing parks and open space, including Westridge Park and Centerville Park.

EXISTING STREET WIDTHS AND CHARACTERISTICS

Streets in the focus area have various existing bicycle facilities and pedestrian facilities, including sidewalks, street trees, and crosswalks. Street conditions and amenities range on Fremont Boulevard, Peralta Boulevard, and Thornton Avenue. This section includes a summary of street widths and characteristics in the focus area by different segments with opportunities for improvement. Figure 3 shows a map of existing street and intersection conditions.

CENTERVILLE COMPLETE STREETS



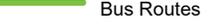
-  Schools
-  AC Transit Bus Stops
-  AC Transit Bus Routes
-  Existing Class 2 Bicycle Lane
-  Existing Class 2 Buffered Bicycle Lane
-  Existing Class 3 Bicycle Route
-  City-designated Truck Route
-  Existing Traffic Signals
-  Collision Hot Spots
-  Community Engagement Focus Area
-  Relinquished SR 84

Figure 3

Existing Conditions Map

Fremont Boulevard

Between Alder Avenue and Thornton Avenue

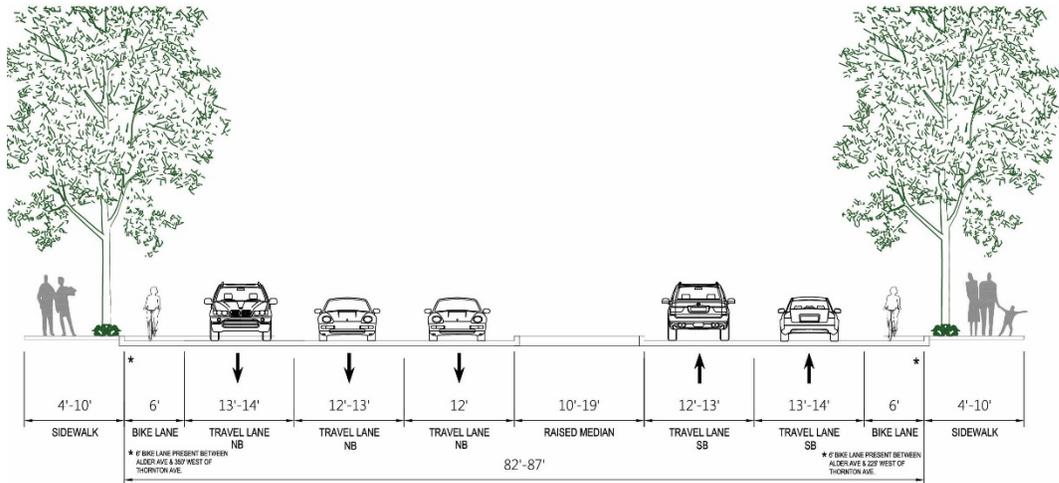
Fremont Boulevard between Alder Avenue and Thornton Avenue is approximately 82 to 87 feet wide (the widest right-of-way along Fremont Boulevard), comprising of two travel lanes in the southbound direction, three travel lanes in the northbound direction, 6-foot wide Class II bicycle lanes in each direction, and a 10- to 19-foot median. Sidewalks typically range between 4 to 10 feet wide with a landscaped buffer. Figure 4 shows an existing typical street section.



Students walking home along Fremont Boulevard near American High School

This segment of Fremont Boulevard has a single-story, vehicle-oriented commercial character. American High School is located at intersection of Fremont Boulevard and Alder Avenue. There is landscaping, street trees, and a landscaped median in the section of the street near American High School, but this is less visible when approaching intersection of Thornton Avenue. There is no on-street parking in this segment of Fremont Boulevard.

Figure 4. Fremont Blvd. Between Alder Ave. and Thornton Ave. Typical Cross Section



Source: City of Fremont SR 84 Relinquishment Measure BB Scoping Study (2016)

Between Thornton Avenue and Peralta Boulevard

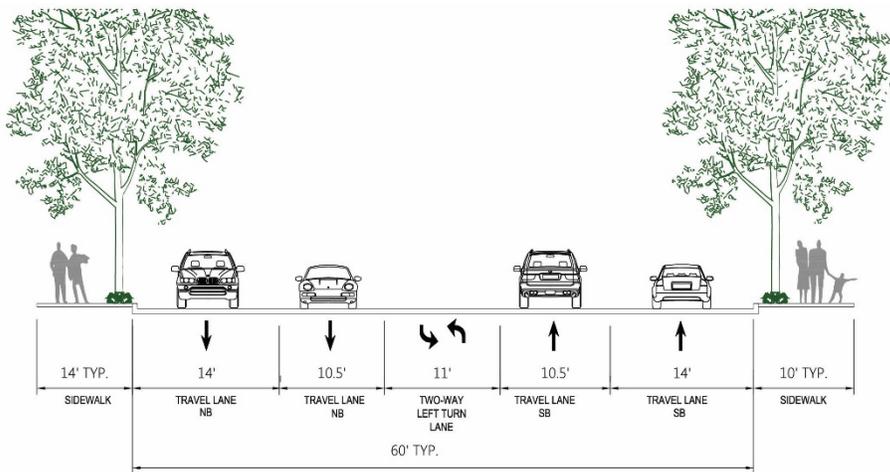
Fremont Boulevard between Thornton Avenue and Peralta Boulevard narrows to 60 feet wide, comprising of two travel lanes in each direction with a two-way turn lane. Sidewalks are typically 10 feet wide on the north side and 14 feet wide on the south side. Figure 5 shows an existing typical street section. Fremont Boulevard experiences a pinch point when crossing the UPRR tracks, where the roadway width narrows slightly. There are advanced yield and “Pedestrian Xing Ahead” pavement markings in both directions at the Bonde Way crossing.



Fremont Boulevard with limited bicycle facilities and a mix of uses near Artist Walk

This segment of Fremont Boulevard has a mixed-use character with close-knit development of housing and ground-floor, pedestrian-oriented retail because of the new Artist Walk mixed-use development located between Thornton Avenue and Bonde Way. Development on the opposite side of Artist Walk is less pedestrian oriented and smaller in scale. There is little on-street parking and there are many driveways accessing retail uses. Street trees and pedestrian-scaled street lighting with banners line both sides of the street. The ACE/Amtrak Fremont Station and UPRR tracks are also within this segment.

Figure 5. Fremont Blvd. Between Thornton Ave. and Peralta Blvd. Typical Cross Section



Source: City of Fremont SR 84 Relinquishment Measure BB Scoping Study (2016)

Between Peralta Boulevard and Eggers Drive

Fremont Boulevard between Peralta Boulevard and Eggers Drive is between 60 to 82 feet wide, comprising of on-street parallel parking on one or both sides, 7-foot wide Class II bicycle lanes in each direction, two travel lanes in each direction, and a raised landscaped median. Sidewalk widths range between 4 to 10 feet on either side with a landscaped buffer. Figure 6 shows an existing street section.

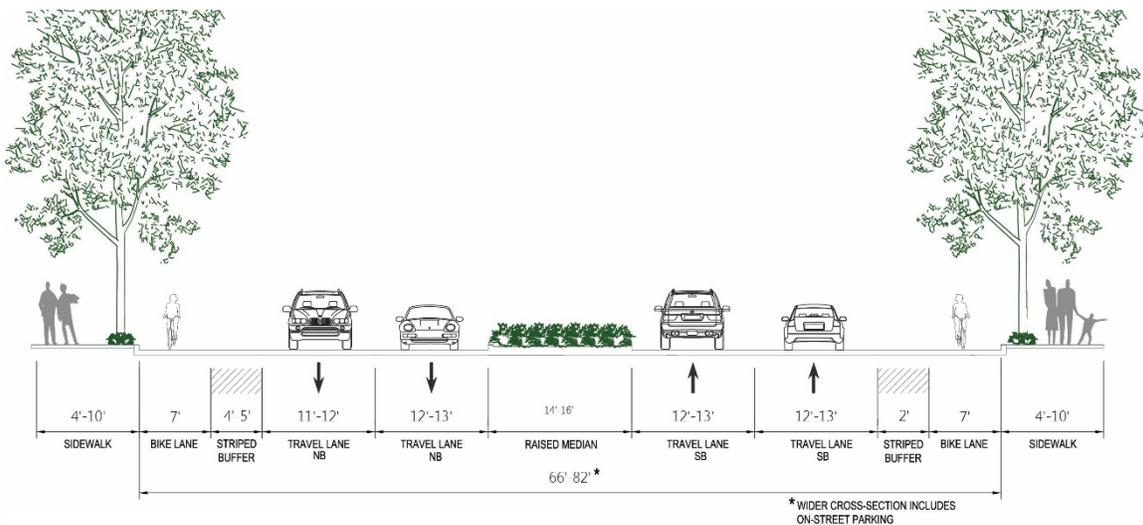


Fremont Boulevard with Class II bicycle lanes and bus amenities

There are advanced yield pavement markings in the southbound direction at the Norris Road and Mattos Drive crossings. Additionally, there is striping with flexible posts between vehicle travel lanes, which narrow the overall travel lane widths, between Burton Common to Village Terrace/Norris Road in the northbound direction and between Abbey Terrace to Heritage Terrace in the southbound direction.

This segment of Fremont Boulevard has more of a commercial, public facility, and residential character. Holy Spirit School, Centerville Junior High School, and Washington High School are located along this segment. Medium-scale residential exist in between with commercial uses at key intersections. Street trees and pedestrian-scaled lighting line both sides of the street. This segment also contains many T-intersections, such as at Central Avenue, Norris Road, and Mattos Drive.

Figure 6. Fremont Blvd. Between Peralta Blvd. and Eggers Dr. Typical Cross Section



Source: City of Fremont SR 84 Relinquishment Measure BB Scoping Study (2016)

Thornton Avenue

Thornton Avenue south of Fremont Boulevard is between 84 to 90 feet wide, comprising of Class II bicycle lanes in each direction, two travel lanes in each direction, a left turn lane, and a raised landscaped median with some planted bushes and trees.

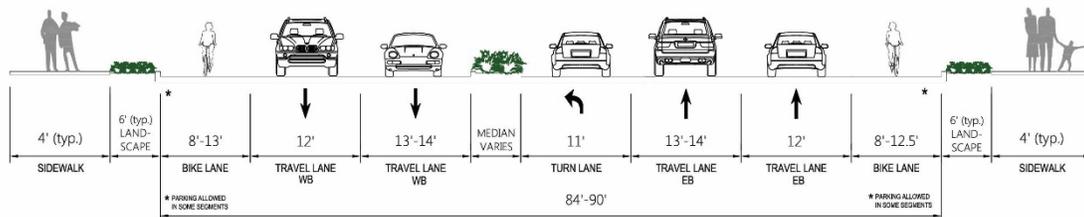
Sidewalk widths are typically 4 feet wide with a 6-foot landscape buffer from the street. Figure 7 shows an existing street section.



Thornton Avenue with bicycle lanes and vehicle-oriented uses

Thornton Avenue within the focus area transitions in character from residential to vehicle-oriented near the Fremont Boulevard intersection. This brief segment of Thornton Avenue has a landscaped median with bushes, narrow sidewalks, no crosswalks, and limited on-street parking. Note that sidewalks are not drawn to scale on Figure 7.

Figure 7. Thornton Ave. Typical Cross Section



Source: City of Fremont SR 84 Relinquishment Measure BB Scoping Study (2016)

Peralta Boulevard

Peralta Boulevard north of Fremont Boulevard features an existing typical width of 64 feet with a varying cross section comprising a total of three to four travel lanes. Sidewalks are typically 8 feet wide on the west side and 10 feet wide on the east side with a landscape buffer on the east side. Peralta Boulevard experiences a pinch point at Sequoia Road, where travel lanes reduce from three to two due to the sidewalk widening. There are no visible bicycle facilities. Figure 8 shows an existing street section. Although the street section does not show parking, on-street parallel parking is typically available on Peralta Boulevard as well as some diagonal parking.

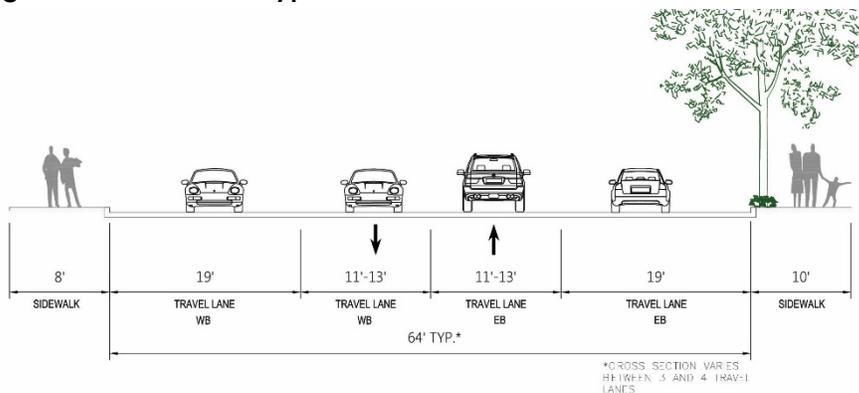


Peralta Boulevard with no bicycle facilities and a mix of uses

Peralta Boulevard near Fremont Boulevard within the focus area has the character of large lot commercial land uses, setback from the street, that transitions to medium-density, three- to four-story residential uses approaching Sequoia Road. A recent three- to four-story residential development (Centerville Junction) with widened sidewalks is located between Parish Avenue and Sequoia Road.

Street trees and landscaping are less regular on Peralta Boulevard between Fremont Boulevard and Parish Avenue but become more consistent between Parish Avenue and Sequoia Road. There are no pedestrian-scaled streetlights in this segment of the focus area, and multiple curb cuts interrupt the sidewalk. There is a gap in the sidewalk on the east side of Peralta Boulevard at 3754 Peralta Boulevard as well as between 3686 Peralta Boulevard to the Parish Avenue intersection.

Figure 8. Peralta Blvd. Typical Cross Section



Source: City of Fremont SR 84 Relinquishment Measure BB Scoping Study (2016)

EXISTING PEDESTRIAN FACILITIES

Many of the intersections in the focus area are signalized and have existing pedestrian facilities. Existing pedestrian facilities at all intersections typically include at least one striped crosswalk in each crossing direction and curb ramps. Occasionally, there are pedestrian crossing warning signs. Not all existing curb ramps are ADA compliant.

The four major intersections (Fremont Boulevard at Alder Avenue, at Thornton Avenue, at Peralta Boulevard, and at Eggers Drive) are signalized and have crosswalks on each side. Out of those four, only the intersections at Alder Avenue and at Eggers Drive have ADA-compliant curb ramps. There is an existing High Intensity Activated Crosswalk (HAWK) beacon at intersection of Fremont Boulevard and Norris Road, which is adjacent to Centerville Junior High School.



HAWK beacon along Fremont Boulevard at Mattos Drive with lane narrowing striping and bollards

EXISTING BICYCLE FACILITIES

Fremont Boulevard has discontinuous Class II bicycle lanes. There are Class II bicycle lanes between Alder Avenue and Thornton Avenue and between Peralta Boulevard and Eggers Drive. There are small stretches of buffered bicycle lanes located approximately between Bettencourt Court and Central Avenue in the northern direction and between Norris Road and Mattos Drive in the southern direction. Between Thornton Avenue and Peralta Boulevard, there are no dedicated bicycle facilities—instead, there are Class III bicycle facilities (signage only).



Buffered bicycle lane along Fremont Boulevard

Thornton Avenue has existing Class II bicycle lanes on both sides of the street within the focus area.

Peralta Boulevard is designated as a Class III bicycle route within the focus area, but there appears to be no signage or “sharrow” pavement markings, which indicate shared use of the travel lane by bicycles and vehicles. Figure 3 shows a map of existing bicycle facilities.

EXISTING TRANSIT

The focus area is served by both public rail transit and buses. Both ACE and Amtrak trains stop at the ACE/Amtrak Fremont Station at Fremont Boulevard and Walton Avenue. The surface parking lot for the station can be accessed via Fremont Boulevard and Peralta Boulevard.

AC Transit runs several bus lines through the focus area and has bus stops along Fremont Boulevard and Thornton Avenue. Most of the transit lines have bicycle accommodations. AC Transit also provides supplemental bus service

(600 series) that specifically serves schools and operates a “Flex” service on Fremont Boulevard that connects to Union City BART. AC Transit Routes within the focus area include:

- » 99 – along Fremont Boulevard, stops at Centerville ACE/Amtrak and Fremont BART
- » 210 – along Fremont Boulevard, stops at Centerville ACE/Amtrak
- » 251 – along Thornton Avenue, turns south at Paseo Padre Parkway
- » 801 – along Fremont Boulevard, stops at Centerville ACE/Amtrak and Fremont BART
- » U – along Fremont Boulevard, stops at Centerville ACE/Amtrak and Fremont BART
- » 621 – serves American High School and Thornton Junior High School
- » 625 – serves Centerville Junior High School and Washington High School

Private shuttle buses for tech. companies also utilize the ACE/Amtrak Station and AC Transit bus stops, particularly for the U line, which creates conflict with AC Transit buses and adds to traffic congestion.¹

Figure 3 shows existing AC Transit bus lines and the ACE/Amtrak Fremont Station location, which includes a quarter- and half-mile radius, representing a five-minute and ten-minute walk, respectively, from the station.



AC Transit Line 99 bus picking up students from American High School

¹ Centerville Complete Streets Stakeholder Mobility Interviews, October 18, 2019.

VISION ZERO

Fremont Boulevard is a Vision Zero safety priority corridor, given that it has experienced a number of vehicle collisions involving both pedestrians and bicyclists.² Notable unsafe, high collision intersections include the following:

- » Fremont Boulevard at Central Avenue
- » Fremont Boulevard at Bonde Way
- » Fremont Boulevard at Parish Avenue
- » Fremont Boulevard at Mattos Drive
- » Fremont Boulevard at Alder Avenue
- » Fremont Boulevard at Thornton Avenue

Figure 3 also shows these collision hotspots. Safety improvements such as high visibility crosswalks, rapid flashing beacons, HAWK beacons, and protected bicycle facilities can help improve visibility of pedestrians and bicyclists. This project provides the opportunity to make safety improvements to reduce vehicle speeds and enhance bicycle facilities and pedestrian crossings, some of which are various stages of being planned, designed, or even completed.

TRUCK ROUTES

The City's General Plan designates several truck routes that run through the focus area, which are also shown on Figure 3:

- » Thornton Avenue for full extent
- » Fremont Boulevard between Thornton Avenue and Peralta Boulevard
- » Peralta Boulevard from Fremont Boulevard and north to Mowry Avenue

It is the City's intent to protect residential neighborhoods from intrusion by truck traffic and its noise and emissions impacts (General Plan Policy 3-6.2). The City intends to remove truck route designations on Fremont Boulevard and Peralta Boulevard through the Fremont Boulevard town center.



Signage indicating designated truck routes on Fremont Boulevard and Thornton Avenue

² City of Fremont Pedestrian Master Plan, 2016 and City of Fremont Bicycle Master Plan, 2018.

Planned Mobility Improvements

BICYCLE MASTER PLAN AND PEDESTRIAN MASTER PLAN

Two existing plans provide existing policy guidance for mobility improvements within the focus area, which are shown on Figure 9. The 2018 Bicycle Master Plan proposes upgrading the existing Class II bicycle lane, Class II buffered bicycle lane, and Class III bicycle path facilities on Fremont Boulevard, Thornton Avenue, and Peralta Boulevard to Class IV separated bikeways. Class IV separated bikeways provide a physical separation between the bikeway and travel lanes. Physical separation can be provided in various forms, including concrete curbs, landscaping, planters, an on-street parking lane, bollards, grade separation, etc. Depending on the segment, this proposal to upgrade existing bikeways to Class IV is aspirational as it requires moving curb lines and/or removing on-street parking for portions of Fremont Boulevard.

The focus area received high scores/marks under the 2016 Pedestrian Master Plan Suitability Analysis due to the close clustering of different land uses and proximity to a transit station and identifies the following recommended improvements within the focus area:

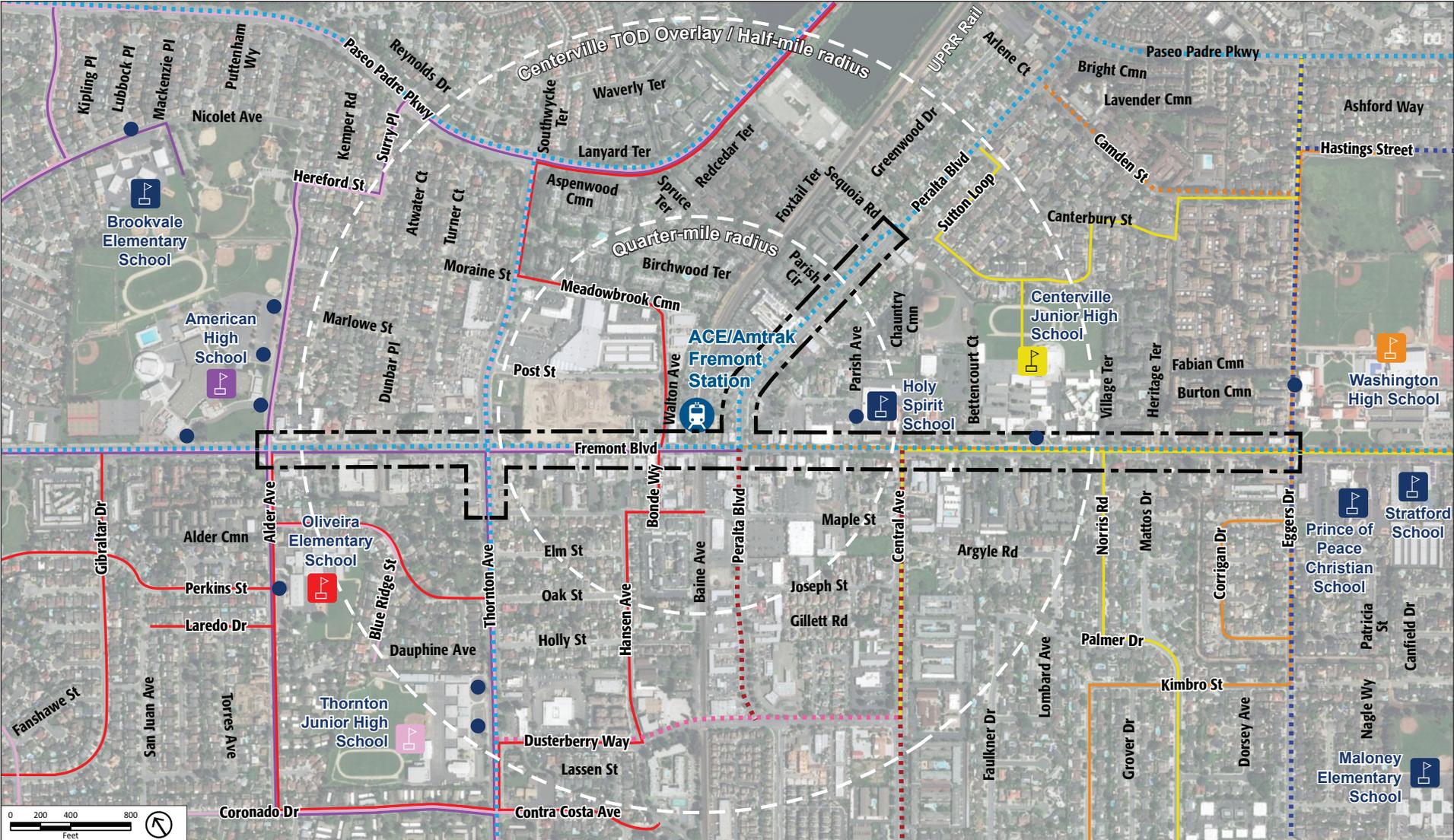
- » Close the sidewalk gap along Peralta Boulevard north of Parish Avenue
- » Intersection improvements at three challenging crossings within the focus area:
 - Fremont Boulevard and Bonde Way – improvements at this intersection will be implemented as part of this project
 - Fremont Boulevard and Norris Road – improvements at this intersection area already complete
 - Fremont Boulevard and Mattos Drive

CENTERVILLE FRAMEWORK PLAN AND FREMONT BOULEVARD CONCEPT PLAN

The Centerville Framework Plan provides an action framework to help realize the vision of the Centerville area as a transit-oriented, walkable, neighborhood-serving, commercial and mixed-use district with Fremont Boulevard as a complete street. The goal of the Framework Plan is to revitalize Centerville by “strengthening the interconnections between land uses, Fremont Boulevard, and buildings that collectively influence the identity of the district” and provides design guidelines to promote future pedestrian-friendly development in the area. The plan provides the following complete streets recommendations for improvements within the focus area:

Pedestrian Connections

- » Mid-block pedestrian links to connect Maple Street to Fremont Boulevard.
- » Pedestrian link from Centerville Pioneer Cemetery to Fremont Boulevard.



Source: Google Earth, 2019; Esri, 2019; City of Fremont; PlaceWorks

- | | | | | | | | |
|--|---------------------------------|--|--------------------------------|--|---|--|---|
| | Schools | | American High School | | Proposed Class II Bicycle Lane | | Proposed Class III Neighborhood Bikeway |
| | School Drop-off Location | | Washington High School | | Proposed Class II Buffered Bicycle Lane | | Proposed Class IV Separated Bikeway |
| | Community Engagement Focus Area | | Centerville Junior High School | | Proposed Class III Bicycle Route | | |
| | | | Thornton Junior High School | | | | |
| | | | Oliveira Elementary School | | | | |

Figure 9
Planned Mobility Improvements and Safe Routes to Schools

Reconfiguration of Fremont Boulevard

The Centerville Framework Plan includes four design options reconfiguring Fremont Boulevard (from Thornton Avenue to Central Avenue) to improve travel for pedestrians and bicyclists. Each alternative includes additional crosswalk and intersection improvements. This memo's appendix contains excerpts from the Centerville Framework Plan that show plan and street section drawings illustrating the different options as well as listed pros and cons. In all options, travel lanes are either reduced in width or number. Parallel on-street parking is maintained in all options, but most options propose reducing the number of spaces. The four options are the following:

- » **Option 1:** Two lanes in each direction with no median, shared bicycle lanes, and parallel parking where possible.
- » **Option 2:** Two lanes in each direction with a median, shared bicycle lanes, and parallel parking where possible.
- » **Option 3:** Two travel lanes northbound, one travel lane southbound, turn lanes at intersections, dedicated bicycle lanes, and some on-street parallel parking.
- » **Option 4:** Two narrower travel lanes in each direction with dedicated bicycle lanes and some on-street parallel parking, studied without medians (Alternative A) and with medians (Alternative B).

As part of the Centerville Framework Plan project, a traffic study was conducted to analyze the potential traffic impacts for roadway segments and intersections along Fremont Boulevard and on the adjacent roadway network due to proposed Fremont Boulevard roadway configuration options. The study identified the following streets as alternative routes for cross-town travel: Paseo Padre Parkway, Dusterberry Way, Blacow Road, and I-880. The study identified the following streets as alternative routes for circulating around the Centerville district: Maple Street, Bonde Way, and Parish Street.

The study also identified the intersections of Fremont Boulevard/Thornton Avenue and Maple Street/Central Avenue for traffic mitigation measures, including traffic calming devices such as speed bumps to discourage cut-through traffic while allowing some vehicles through at slower speeds at Maple Street. At the Fremont Boulevard/Thornton Avenue intersection, mitigation measures need further study.

Streetscape Improvements

- » On-street parking along Fremont Boulevard for short term visits.
- » Outdoor eating, and other uses along Fremont Boulevard, to occupy some of the parking spaces and activate the street.

- » Landscaped bulbouts, tall trees, and textured pavement in crosswalks and on sidewalks help make traffic-heavy streets like Fremont Boulevard feel more pedestrian friendly and improve visibility and safety at pedestrian crossings.
- » Street trees help define the identity of a street making it more memorable to visitors.

SCHOOL IMPROVEMENTS

The City has conducted School Safety Assessments for all its public schools, which include an audit of walking and bicycling safety conditions, infrastructure recommendations to improve safety, and recommended walking and bicycling routes. Figure 9 shows documented drop-off/pickup locations and recommended routes from the assessments for the public schools. The following improvements from assessments are within the focus area, some of which have been completed:

American High School

- » Widen sidewalk along Fremont Boulevard school frontage from four to six feet minimum as the school district develops on the northeast corner.
- » Fremont Boulevard/Alder Avenue intersection
 - Check pedestrian signal timing at intersection to ensure 3.5 feet per second and complies with ADA requirements.
 - Install high visibility crosswalks and advance stop lines.

Centerville Junior High School

- » Central Avenue/Fremont Boulevard intersection
 - Install high visibility crosswalk across Fremont Boulevard at the south approach with advance stop markings (will require partial median removal).
 - Upgrade the existing transverse crosswalks at the west and north approaches to high visibility.
 - Install a curb extension at the southwest corner.
 - Consider reconfiguring signal to add leading pedestrian interval.
- » Install proposed Class IV separated bikeways along Fremont Boulevard.
- » Fremont Boulevard/Norris Road intersection
 - Install “Keep Clear” and advance yield pavement markings around crosswalk across Fremont Boulevard.
 - Refresh high visibility crossing across Fremont Boulevard.
 - Install high visibility crosswalk across northern approach of Norris Road.
 - Install curb extensions at the northwest and northeast corners.
 - Install a HAWK beacon (pedestrian hybrid signal).
- » Refresh red paint in “No Stopping” zone on Fremont Boulevard along school frontage.

Washington High School

- » Fremont Boulevard/Eggers Drive intersection
 - Install high visibility crosswalks at all four legs.
 - Install curb extension at southwest corner.
 - Consider leading pedestrian interval.
 - Install red curb on of east side of Eggers Drive (two car lengths) and north side of Fremont Boulevard where shown.
 - Consider ways to utilize area in front of school such as widening sidewalk to accommodate pedestrian volumes

TRANSIT

By summer 2020, AC Transit plans to increase headways on Line 210, which travels through Fremont Boulevard.³ The City's Fremont Boulevard Smart and Safe Corridor project is also proposing various sensor/signal improvements, which include transit priority signals for key intersections.

Planned Development

Centerville is experiencing a high amount of growth and development that will contribute to the use of services such as businesses and schools as well as use of the corridor by pedestrians, bicyclists, transit riders, and vehicles. Several developments including mixed-use and housing projects have recently been built, are under construction, or are proposed within the focus area, as shown on the City's September 30, 2019 development activity map. Figure 10 shows the following development projects with the associated key numbers:

³ Centerville Complete Streets Mobility Stakeholder Interview, October 18, 2019.

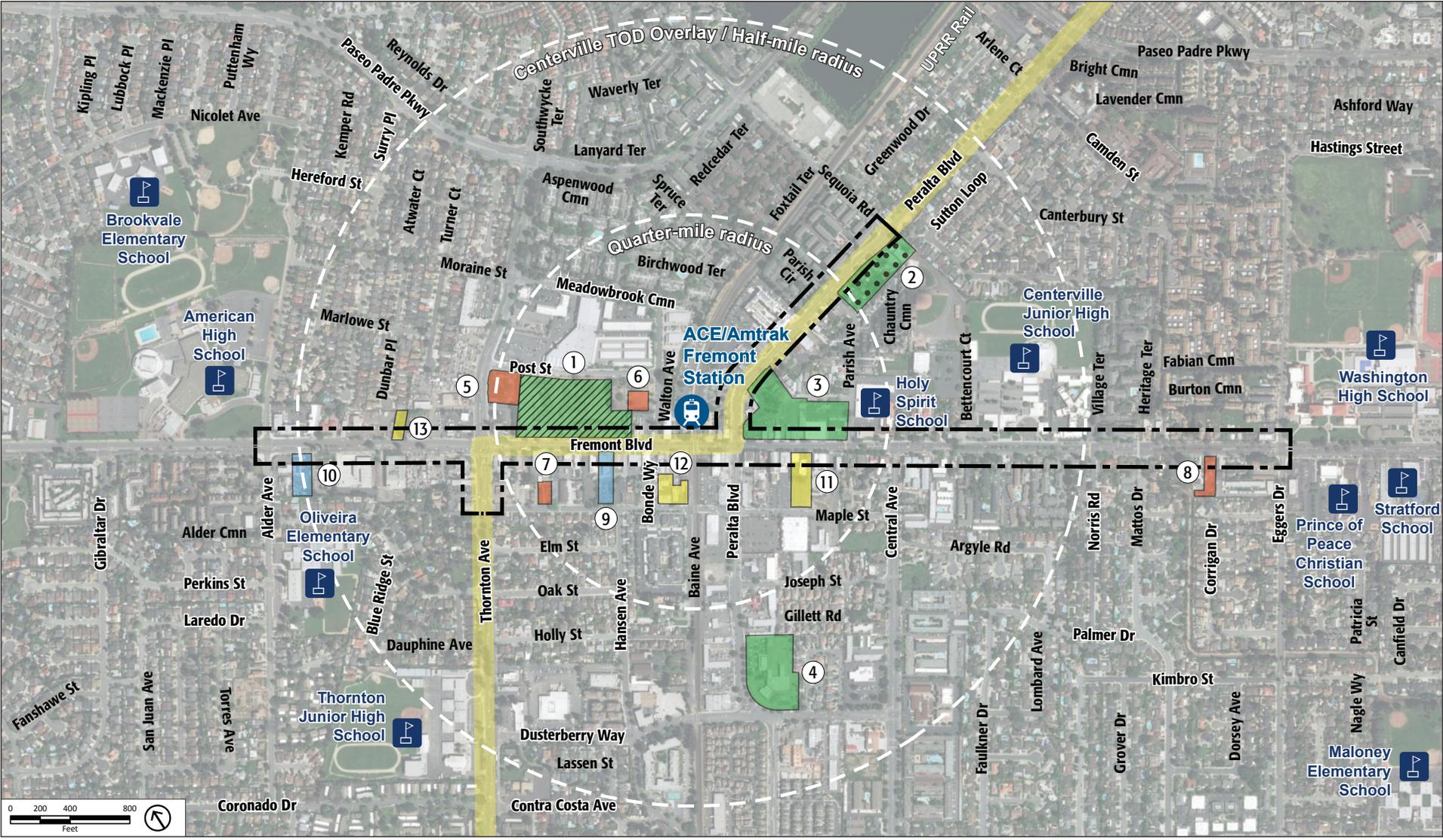
1. Artist Walk Centerville (3888 Artist Walk Common) – Completed
 - 185 multi-family units
 - 30,300 commercial sf
 - Housing Element site
2. Centerville Junction (3550 Peralta Boulevard) – Under Construction
 - 52 multi-family units (replacing 11 single-family units)
3. Silicon Sage Centerville Mixed-Use Project (37358 Fremont Blvd) – Under Building Permit Review
 - 165 multi-family units
 - 25,000 commercial sf (net decrease of 15,000 commercial sf)
4. Dusterberry Park (within vicinity at corner of Dusterberry Way and Peralta Boulevard) – Concept Approved
 - 4-acre neighborhood park with play structures, play areas, sports court, and picnic areas
5. 3900 Thornton Avenue (3900 Thornton Avenue) – Under Building Permit Review
 - 54 multi-family units
 - 7,124 commercial sf
6. Centerville Pioneer (3858 Bonde Way) – Under Building Permit Review
 - 8 multi-family units
7. Maple Commons (Maple St) – Under Building Permit Review
 - 11 multi-family units
 - 2,820 commercial sf
8. Universal Dragon (38239 Fremont Blvd) – Under Building Permit Review
 - 5 multi-family units (replacing two single-family units)
 - 3,028 commercial sf
9. Centerville Plaza (37177 Fremont Blvd) – Open for Public Comment
 - 18 multi-family units
 - 10,585 commercial sf
10. Fremont Habitat (36551 Fremont Blvd) – Open for Public Comment
 - 18 multi-family units
 - Removing 4,501 commercial sf



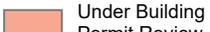
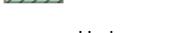
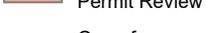
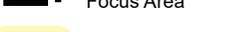
Completed Artist Walk development with ground-floor retail and residential above along Fremont Boulevard



Centerville Junction partially completed/under construction on Peralta Boulevard



Source: Google Earth, 2019; Esri, 2019; City of Fremont; PlaceWorks

 Schools	 Completed	 Under Building Permit Review
 Community Engagement Focus Area	 Under Construction	 Open for Public Comment
 Relinquished SR 84	 Approved	 Preliminary Review Procedure

Note: Development activity shown is limited to development projects fronting onto the corridor within the focus area, and future Dusterberry Park.

Figure 10
Development Activity

11. Fremont Multi-family Residential (37447 Fremont Blvd) – Preliminary Review Procedure (no entitlement)
 - 202 multi-family units
 - 8,420 commercial sf
12. Old Town Lux Homes (4064 Bonde Way) – Preliminary Review Procedure (no entitlement)
 - 46 multi-family units
 - 9,500 commercial sf
13. Fremont Lofts – Preliminary Review Procedure (no entitlement)
 - 10 multi-family units
 - 2,141 commercial sf

Through the approval process for any new development, the City should work with the developer/applicant to incorporate any public improvements to the street frontage of the development, including crosswalks, flashing beacons, new and/or widened sidewalks, bulbouts, street trees, gateways, etc.

Next Steps

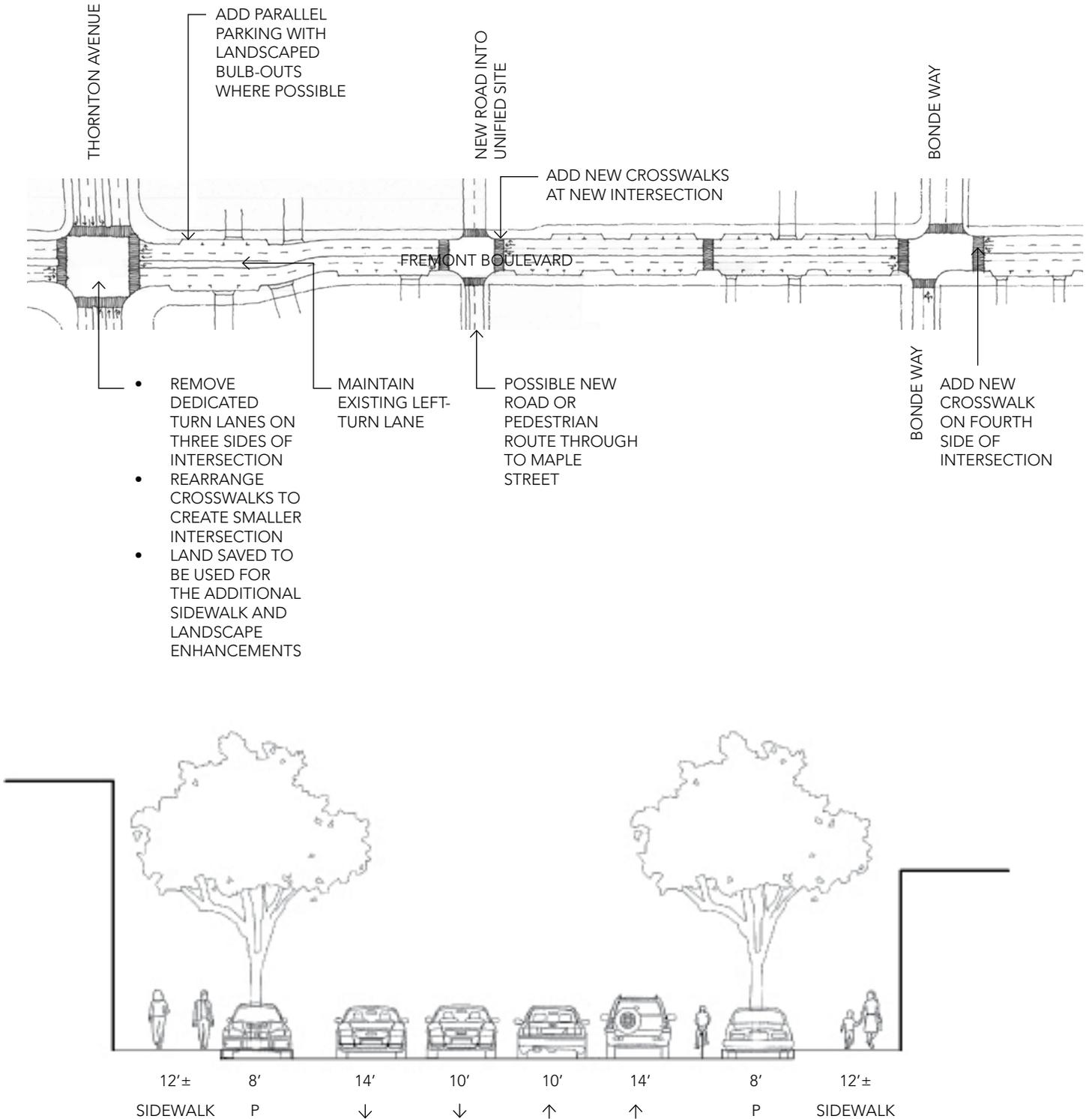
As part of the project, the City is conducting an extensive community engagement process to hear from stakeholders, including residents, schools, businesses, transit providers, and pedestrian and bicycle groups, on the project's design. The community will be engaged throughout the project.

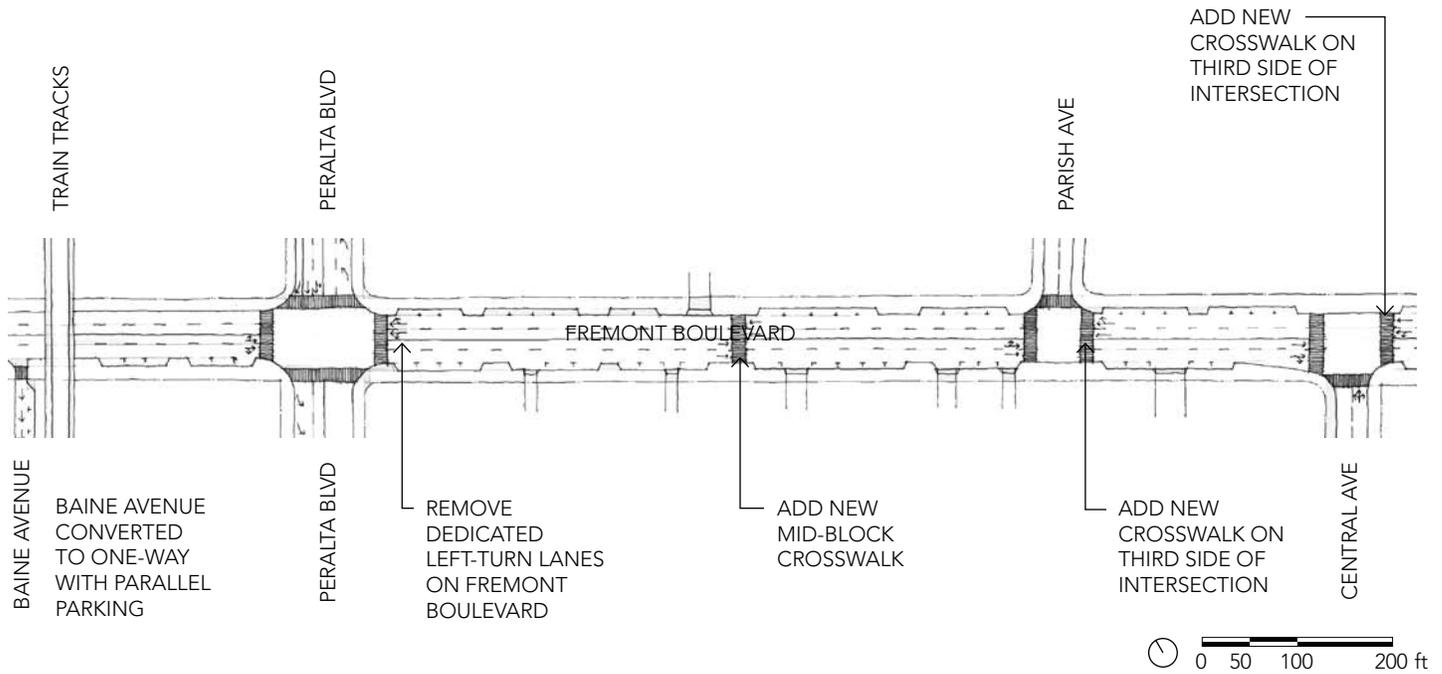
This memo's findings will be presented at the project's first community meeting on December 9th, and feedback collected from stakeholders and the broader community will help inform the development of three design alternatives for the project. The design alternatives will be presented to the community at a subsequent community meeting anticipated to be held in Spring 2020.

Attachment

Appendix A: Centerville Framework Plan Fremont Boulevard Design Options

FIGURE 3-3: FREMONT BOULEVARD - OPTION 1





Option 1

Keep Fremont Boulevard two lanes in each direction to maintain capacity, but narrow the lanes. The outer travel lanes are kept wider to share with bicycles on a bicycle route. Create parallel on-street parking on both sides of the street (approximately 92 spaces).

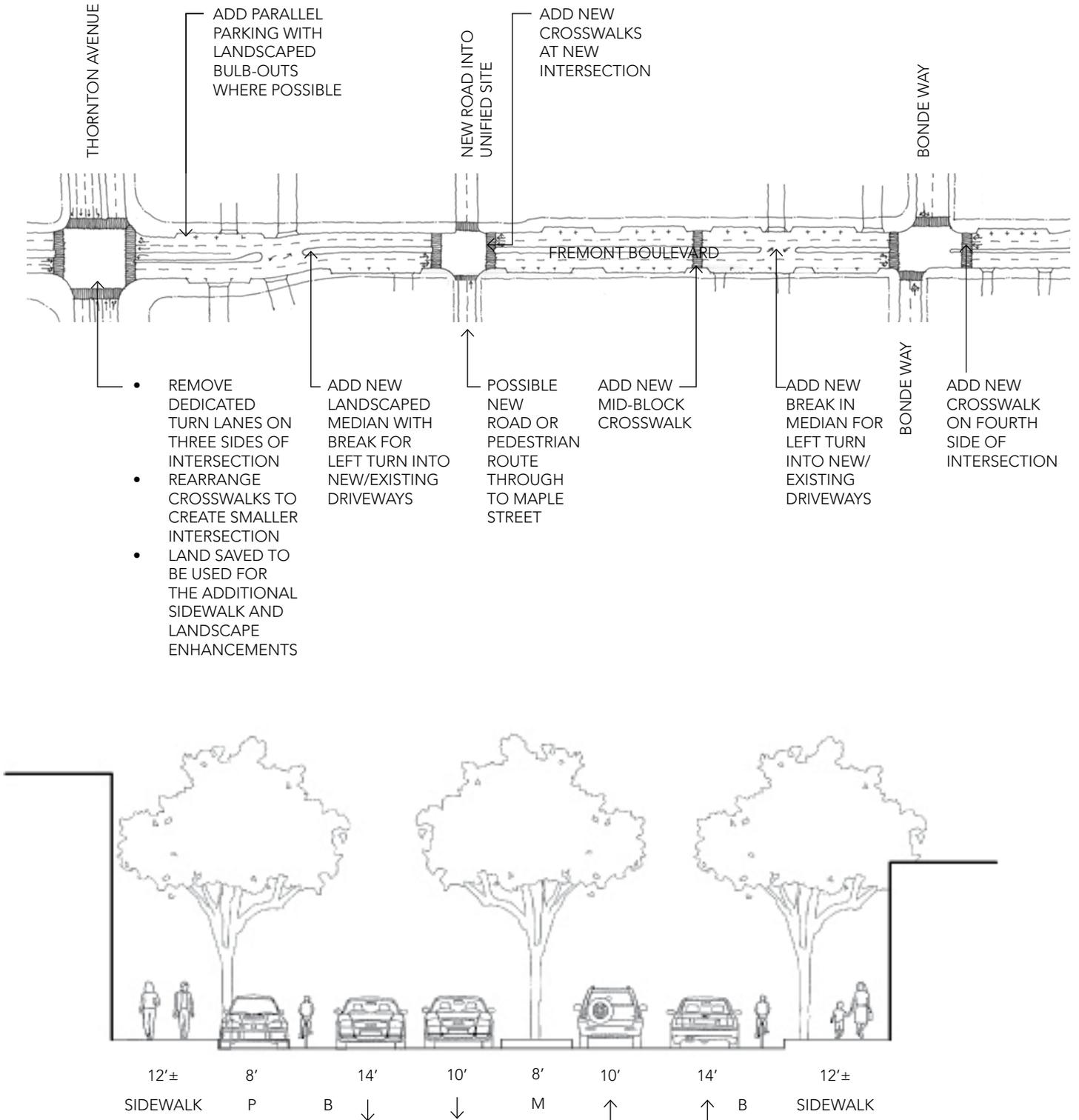
Pro:

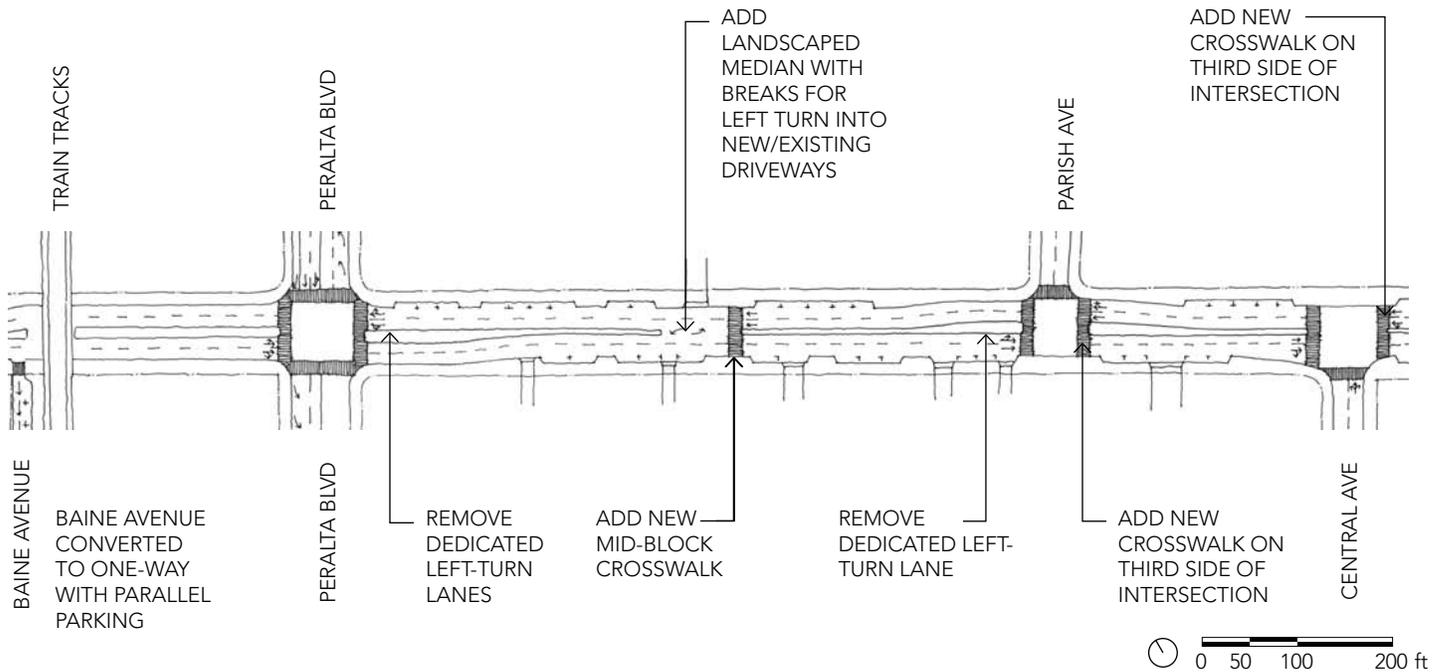
- Maintains number of current vehicle travel lanes
- Reduces the distance to cross the street
- Provides the most on-street parking spaces of all the options

Con:

- Allows only enough space for a shared bicycle lane, rather than a dedicated bicycle lane but allows most cars to pass
- Bicycles will need to negotiate parking cars and traffic flow

FIGURE 3-4: FREMONT BOULEVARD - OPTION 2





Option 2

Keeps Fremont Boulevard two lanes in each direction to maintain capacity, but narrow the lanes. Provide a median that can also be a dedicated left turn lane at the intersections. Create parallel on-street parking on one or both sides of the street where possible (approximately 71 spaces).

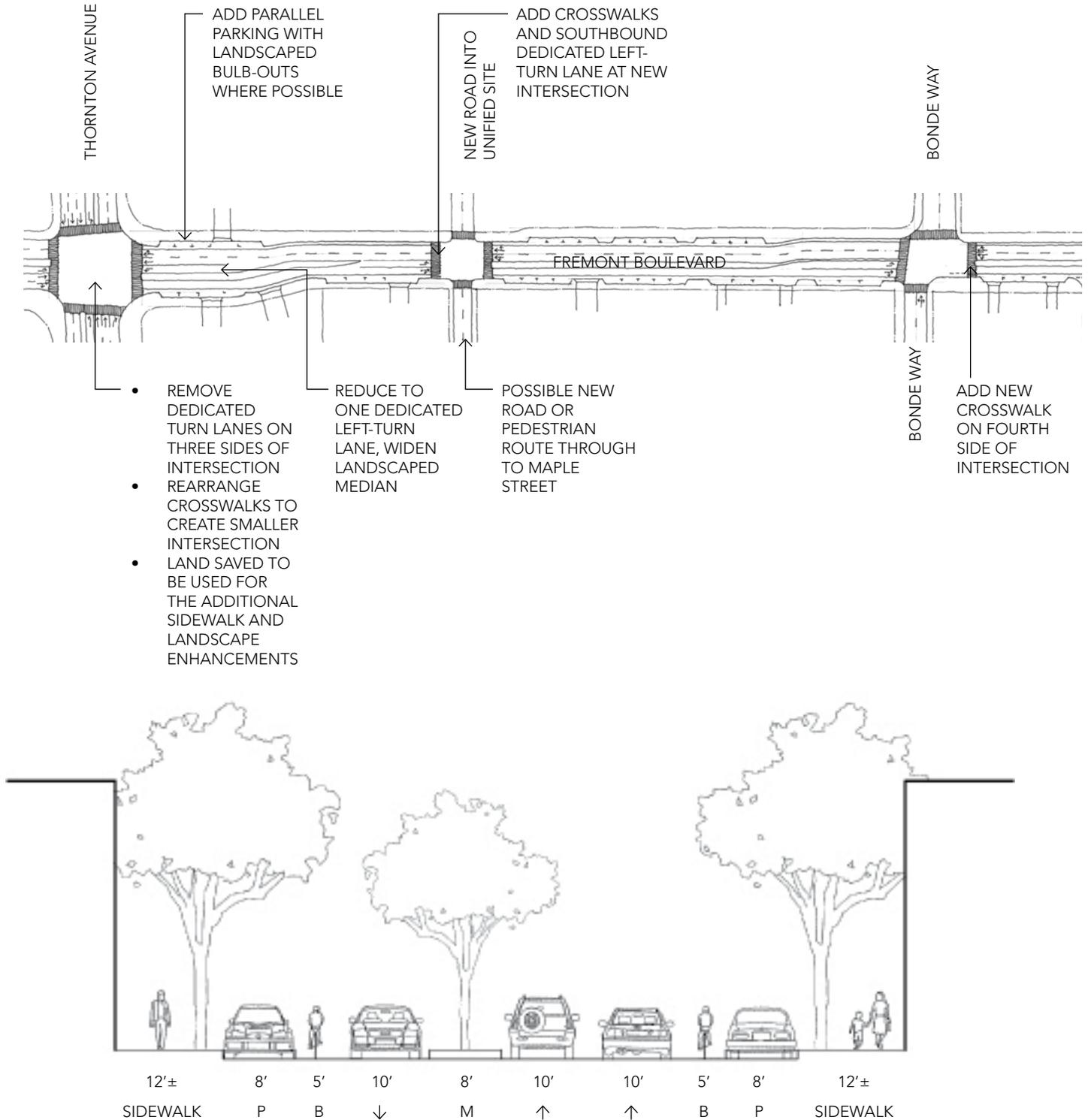
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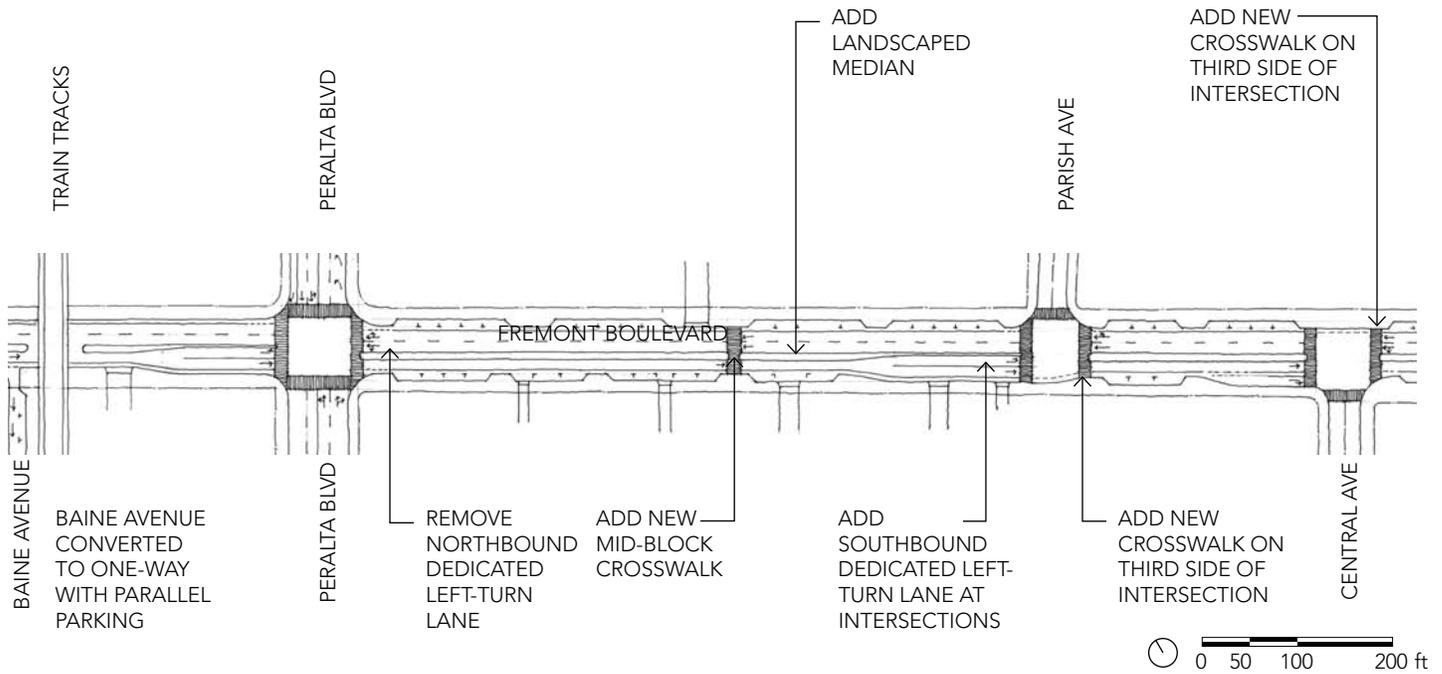
- Maintains number of current vehicle travel lanes
- Adds landscaping to the street
- Medians provide a refuge for crossing the street midway

Con:

- Allows only enough space for a shared bicycle lane, rather than a dedicated bicycle lane
- Bicycles will need to negotiate parking cars and traffic flow
- Eliminates some of the possible on-street parking at the

FIGURE 3-5: FREMONT BOULEVARD - OPTION 3





Option 3

Maintains two lanes in the northbound direction, but reduces to one lane in the southbound direction to reflect the way the street is utilized from traffic count data. Provides a median that can also be a dedicated left turn lane at the intersections. Adds dedicated bicycle lanes and creates parallel parking where possible (approximately 75 spaces).

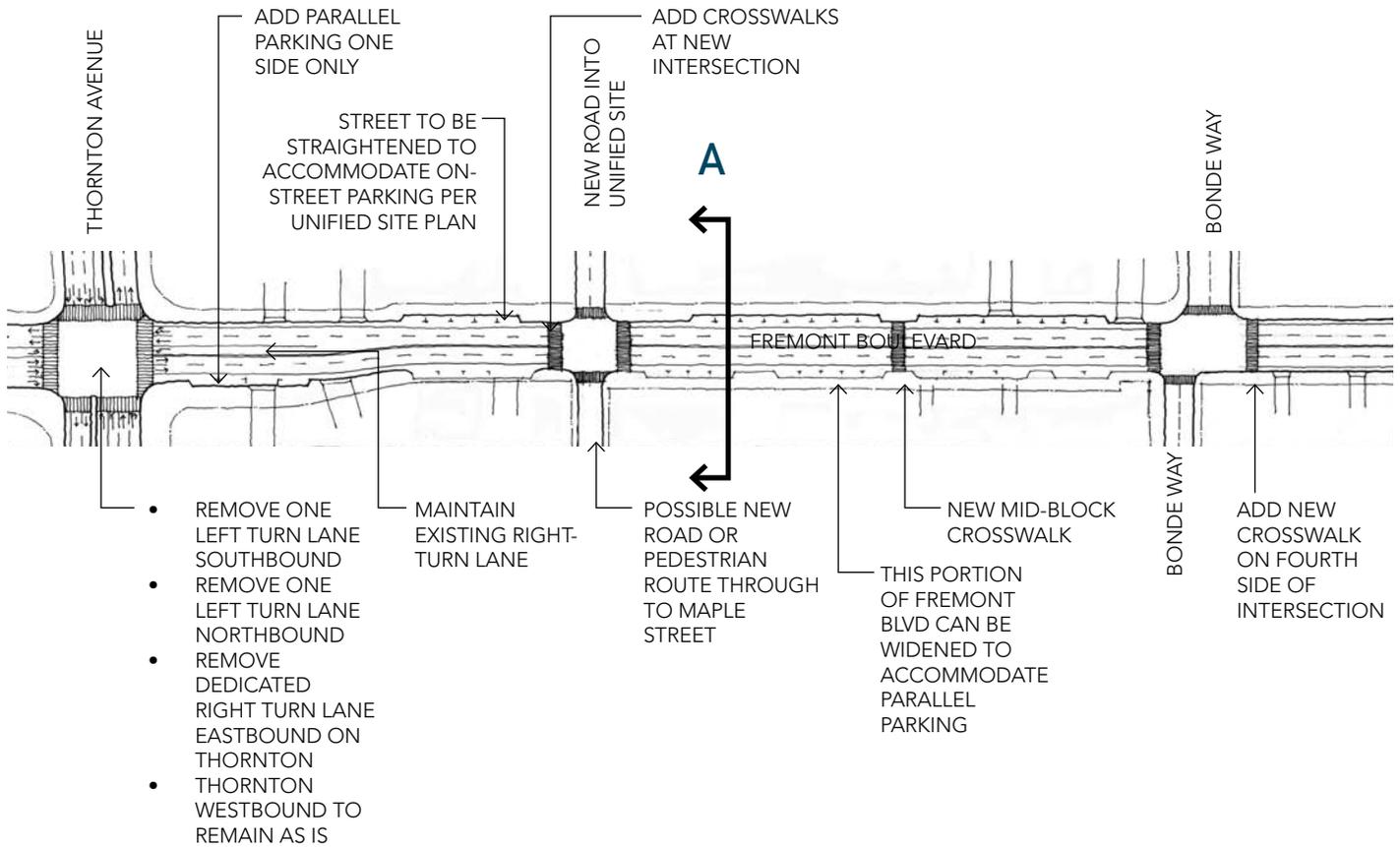
Pro:

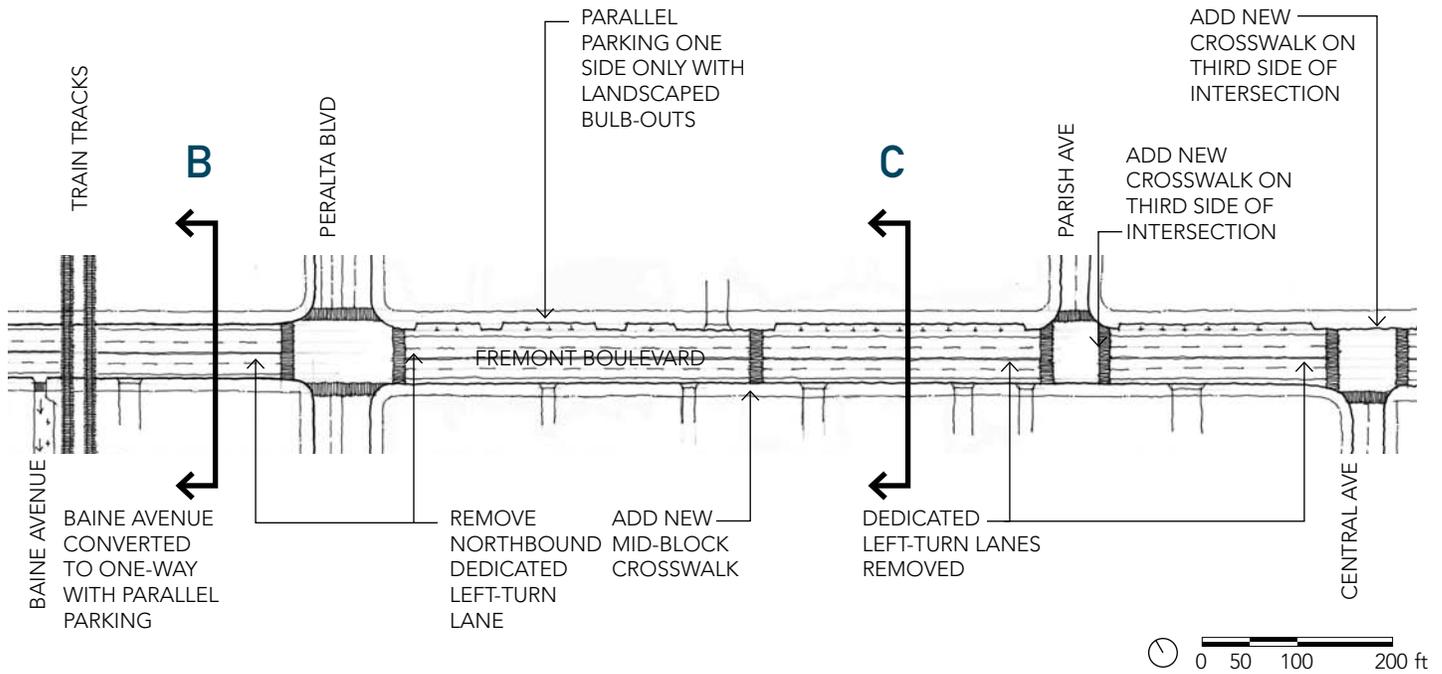
- Reduces the number of vehicle travel lanes to slow traffic for pedestrians
- Provides a dedicated bicycle lane
- Adds landscaping in the median
- Median provides a refuge for pedestrians

Con:

- Will not be sufficient for transit requiring a dedicated lane in the future
- Greatly reduces street capacity in the southbound direction

FIGURE 3-6: FREMONT BOULEVARD - OPTION 4





Option 4

Keeps Fremont Boulevard two lanes in each direction to maintain capacity, but narrows the lanes (to 11') (Alternative A). Lanes are narrowed further (to 10') to accommodate a small median (Alternative B). Adds dedicated bicycle lanes. Creates parallel parking where possible (approximately 62 spaces).

Pro:

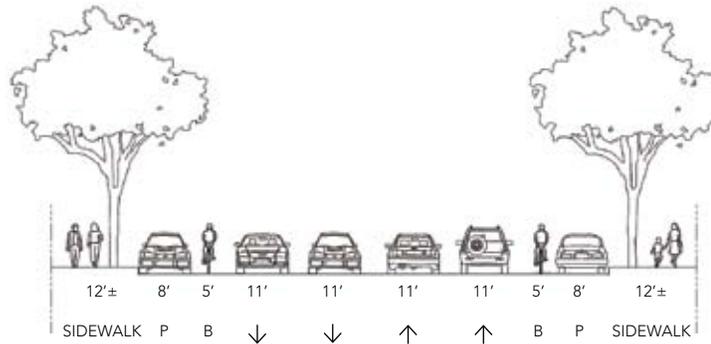
- Maintains the number of current vehicle travel lanes
- Provides a dedicated bicycle lane

Con:

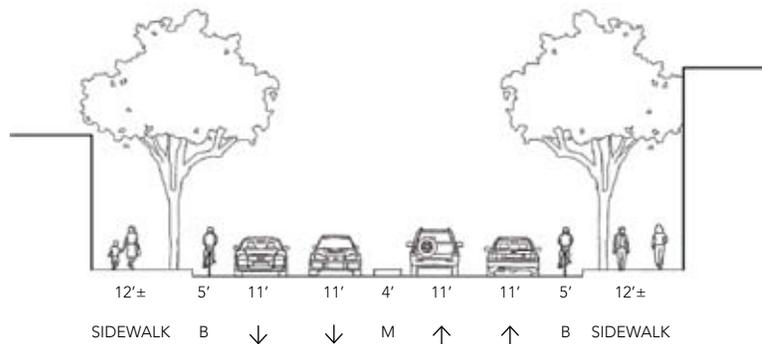
- Fewer parallel parking spaces than the other options

OPTION 4: ALTERNATIVE A

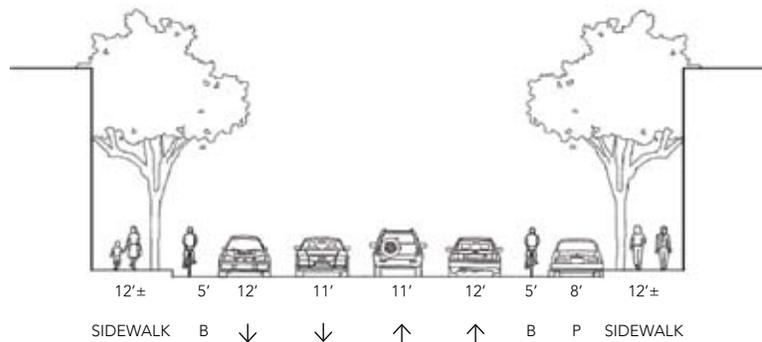
SECTION A



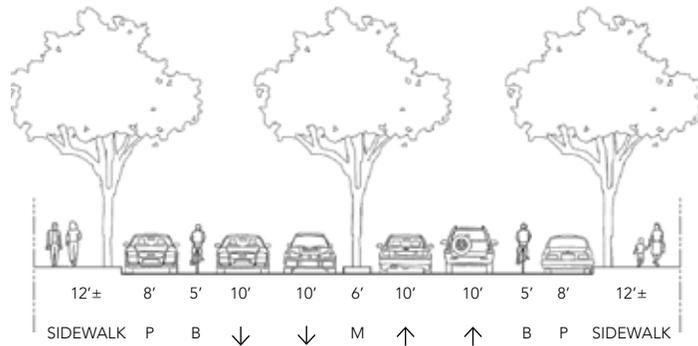
SECTION B



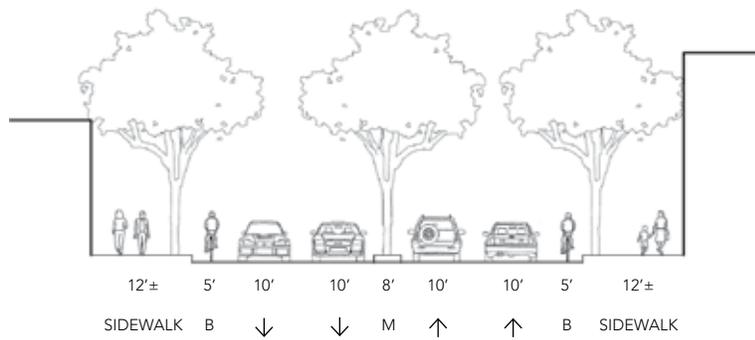
SECTION C



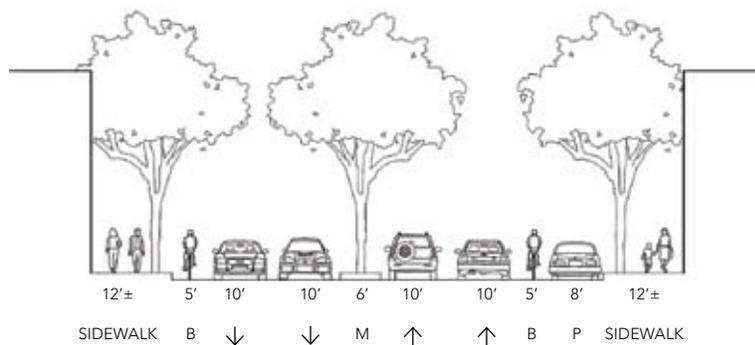
OPTION 4: ALTERNATIVE B



SECTION A



SECTION B



SECTION C