

# Centerville Complete Streets

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## VIRTUAL COMMUNITY MEETING #2: REVIEW DESIGN ALTERNATIVES

<b>Date of Meeting:</b>	April 22, 2020
<b>City Staff Present:</b>	Jeanne Suyeishi; Connie Wong; Noe Veloso; Hans Larsen; Joel Pullen; Tina Kapoor; Cliff Nguyen; Bill Roth; David Wage; Rachel DiFranco; Sheila Marquises
<b>PlaceWorks Staff Present:</b>	Bruce Brubaker; Janet Chang; David Early; Mike Nilsson; Pranjali Deokule; Cliff Lau; Abe Sheppard; Jessica Wuyek
<b>Elected Officials Present:</b>	Mayor Lily Mei; Vice Mayor Rick Jones; Council Member Jenny Kassan; AC Transit Director Diane Shaw

### Project Overview:

The Centerville Complete Streets project will improve segments of Fremont Boulevard (Alder to Eggers) Thornton Avenue, and Peralta Boulevard. The recent relinquishment of State Route (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.

### Meeting Summary:

This second community meeting was held virtually over the Zoom platform due to the shelter-in-place orders for the coronavirus (COVID-19). About 50 people, not including staff, attended the virtual community meeting for the Centerville Complete Streets project. The purpose of this meeting was to report on the feedback received from the first community meeting, present the design alternatives for the “Main Street” segment of Fremont Boulevard from Thornton Avenue to Central Avenue, and hear and collect input from the community on the alternatives.

Welcome and Introductions. Bruce Brubaker welcomed attendees to the virtual meeting. Jeanne Suyeishi, the City’s project manager, introduced members of the project team as well as present elected officials.

Poll: Icebreaker. The project team launched an icebreaker poll to participants to get a sense of participants’ affiliation to the project. Most participants identified themselves as Centerville residents and Fremont residents outside of Centerville. There were also a number of Centerville business owners/employees and Fremont’s Mobility Commission members present.

Presentation. Bruce Brubaker from PlaceWorks gave a presentation, which included an overview of how to use Zoom’s meeting controls, background on the project, a recap of the feedback received from the first community meeting in December 2019, and an explanation of the project’s design alternatives.

## Why Complete Streets?

- **Safe, comfortable, and convenient for all users and modes of travel regardless of age or ability**
  - Pedestrians
  - Bicyclists
  - Transit riders
  - Drivers
- **Focused on increasing safety and reducing accidents**
- **Create a vibrant Town Center**
- **Balancing act with a potential trade off on vehicular speed to move all people safely and efficiently**




## Tonight's Workshop: Main Street Focus

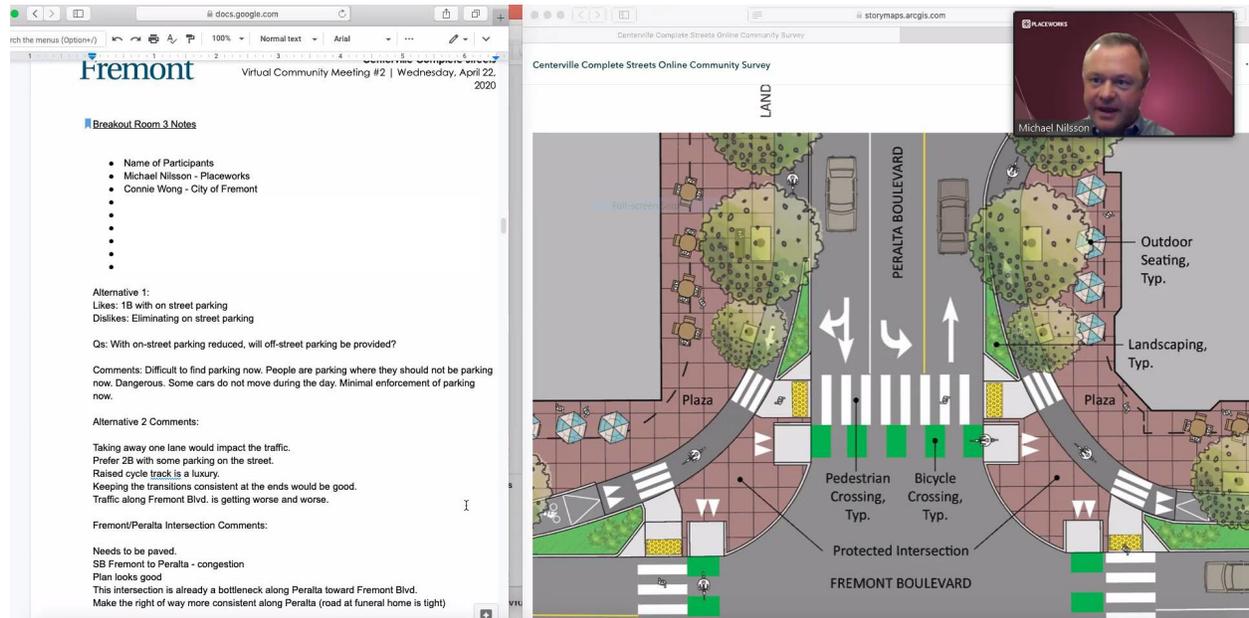
- **This meeting will focus on Main Street improvements**
  - General Plan Vision
  - Most options for consideration
  - Guide improvements for other corridor segments
  - Prioritize grant funding toward commercial core




Small Group Exercise. Meeting attendees were divided into six groups (breakout rooms) to participate in a small group exercise. Each group had 7 to 8 participants and was facilitated by PlaceWorks and City staff. PlaceWorks facilitators shared their screens to show the project's online survey, describing the project's design alternatives. As the group reviewed the online survey together, PlaceWorks staff facilitated discussion and sought input on each of the project design alternatives. Discussion points were recorded by City staff. At the end of the small group discussion, participants were provided an

opportunity to complete the online survey on their own computers. A link to the online survey was also emailed to meeting participants.

Report Back. The PlaceWorks facilitator from each small group provided a brief summary of their group’s discussions to all meeting attendees. The following is an overview of each group’s summary.



Group 1: Participants included local residents, a business supporter, and Fremont Mobility Commissioners. Most participants favored the three lane Alternative 2. One participant said they would like to see more analysis before supporting the reduction of a lane, and there were questions about the potential congestion impact on other surrounding streets. Participants had varying opinions about parking and bike lanes. Some were concerned about pedestrian-bicycle conflicts if the bike lanes are raised. All participants supported the Fremont Blvd./Peralta Blvd. intersection proposal, although one would like to see the bike lane shifted closer to the corner.

Group 2: Participants strongly supported the provision of safe bicycle and pedestrian improvements and preferred Alternative 1A, which maintains four travel lanes and has raised cycle tracks on both sides of the street. This seemed to be the safest-feeling design for most participants. A few participants had concerns about the lack of on-street parking in Alternative 1, particularly to serve nearby businesses. A few participants also liked Alternative 2B, which includes on-street parking on both sides of the street, and preferred parking-protected bike lanes on both sides of the streets. Generally, participants were not in favor of an asymmetrical number of travel lanes on either side due to concerns about traffic being diverted to adjacent streets. Participants strongly supported the proposed Fremont Blvd./Peralta Blvd. intersection improvements and thought the separation between the gathering zones and vehicular traffic are well planned. One of the participants suggested that the cycle track could be designed to be closer to the curb to increase plaza area.

Group 3: Participants were generally in support of pedestrian and bicycle improvements along Fremont Boulevard, with greater support for design alternatives that provided more on-street parking (Alternatives 1B and 2B) versus alternatives that did not (1A and 2A). While there were concerns with

potential vehicular congestion that may be caused by the removal of one northbound travel lane (Alternatives 2A and 2B), as long as the City is able to provide information on vehicle delay and can monitor intersection signal timing, there could be support for these alternatives. Participants were also generally supportive of the Fremont Blvd./Peralta Blvd. intersection improvements, but wanted to make sure there will not be bottlenecks in congestion as a result of the improvements and that potential traffic impacts to surrounding streets and arterials are considered before the improvements are implemented.

Group 4: Participants consisted of residents who are frequent motorists in the Centerville area as well as several residents with a strong interest in bicycle and pedestrian improvements. Motorists in the group preferred Alternatives 1A or 1B, with an apparent preference for retaining some on-street parking. Residents with an interest in bicycle and pedestrian improvements preferred Alternatives 2A and 2B. The entire group preferred either a cycle track or a protected bike lane on the inside of the parking lane.

Group 5: In general, participants favored Alternative 2, which provides additional space for added amenities improving safety and comfort for people walking and bicycling. The group discussed the potential for the City to build more parking facilities on side streets in the “Main Street” segment, as well as the potential for alternative bike routes along adjacent streets such as Maple Street. Participants also expressed favor of exploring the diagonal parking option further to promote a “Main Street” feel to the segment, and space allocated for diagonal parking could be considered a flex space for curb extensions, bus stops, etc.

Group 6: Participants expressed overwhelming consensus for a road diet and preferred Alternative 2A with raised bicycle facilities and wider pedestrian sidewalks. Participants expressed concerns on how to address traffic with removal of the center turn lane, how bus stops should be configured on the single-lane northbound direction to allow for buses to smoothly stop and return to traffic, and how to ensure sufficient pedestrian space for the bicycle turn at the proposed Fremont Blvd./Peralta Blvd. intersection redesign. A minority expressed preference for Alternative 1 to retain all lanes in order to maintain easy travel for vehicles going through the neighborhood. Overall, most agreed on improving Fremont Boulevard for pedestrians and bicyclists.

Next Steps: The online survey will be live for comment for one week. The project team will review input from the virtual community meeting and online survey submissions to develop a preferred project design alternative. The preferred design alternative will be presented at the third community meeting for community feedback tentatively scheduled for June 2020.

The meeting’s materials can be found online at the project website:  
<http://fremont.gov/CentervilleCompleteStreets>

#### ATTACHMENT

Notes of discussion from each small group/breakout room

### Breakout Room 1 Notes

#### Facilitators:

- Bruce Brubaker (PlaceWorks)
- Jeanne Suyeishi (City of Fremont)

#### Discussion Notes:

- Existing conditions - generous depiction of bike facilities, sidewalks are not very wide, traffic speed is not really fast due to narrower lanes, as long as Fremont Boulevard is a thoroughfare, bike & ped friendly "Fremont Blvd" is not going to happen
- Would need to make another street a thoroughfare in order to make Fremont in this area bike & ped friendly. There are too many cars, so it is not very pleasant to bike & walk through.
- Can there be parking on another street instead of Fremont Boulevard?
- New development at Fremont/Peralta will not be adding more parking other than retail parking
- Alternative 1 - there needs to be some parking in the alternative selected
- Alternative 2 - this alternative is better, three lanes are better than four lanes for this area, Fremont is congested in the morning - has there been a traffic study done? This being former SR84 - where will all this traffic go with the lane reduction?
- Fremont/Peralta is very congested, also concerned about speed on Peralta
- How will traffic get to Paseo Padre Parkway? More traffic studies need to be done to analyze trip traffic, etc. Would like to see more numbers.
- Acceptable amount of delay for peak NB Fremont Boulevard is 3 minutes.
- Concerned about raised bike lanes next to sidewalks.
- Walnut raised bike lanes work really well with the protected intersections. It will look weird until you get used to it.
- Need to have continuity with surrounding areas, make sure it flows.
- Alternative 1B - bikes/parking will have a door issue conflict.
- New development will want outdoor/sidewalk cafes.
- Conflict point for pedestrians with bike lane at intersection. Like the design on Walnut with the cycle track on the outside.
- Bus stops are close to tracks and when they stop, it backs traffic up on the tracks. Bus stops should be relocated.
- Any discussion about parking not on-street?
- Any discussion with businesses about parking on one or both sides of the street?

### Breakout Room 2 Notes

#### Facilitators:

- Pranjali Deokule (PlaceWorks)
- Joel Pullen (City of Fremont)

#### General Discussion Notes:

- Safety for pedestrians important
- Maintaining lanes important
- Maintaining parking important
- Generally not in favor of unbalanced streets/asymmetrical lanes. Over time, traffic adapts to divert traffic elsewhere, including through neighborhoods or more minor streets.
- Fremont Blvd. and Paseo Padre Pkwy. are being used as 880 bypasses, so maintaining capacity could make that trend more attractive, which is undesirable. We should consider that in our analysis.
- Loss of parking on one side of street an issue because of relative benefit to different businesses; any analysis of reallocation and how that would work?
- Ability to bicycle through without switching types of facilities on different segments...continuity important for bikes.
- 1A--group generally prefers, for wider sidewalks, but concern of people not showing up if care not taken to make walking comfortable/protected/safe; 1A may be the safest-feeling design; pedestrian should be removed from vehicle travel lanes as much as possible.
- Using Artist walk as an example--cars don't park behind businesses, so need to provide street parking.
- Need solutions for whatever is being removed--i.e. Parking or lanes
- Consider how this design jives with Alameda CTC study for the East 14th/Mission/Decoto/Fremont corridor down through Fremont.
- Re: 2B, is there any chance to move the trees to separate moving traffic from both the bicycles and seating. Could the parking spaces be between the trees? Could the bike lane be on the inner side and have the landscape area on the outside? Most consistent reason for people walking on one side of the street versus the other is the degree of separation from traffic.
- How much greenscape has been incorporated into the plan?
- Should further discuss how to more safely cross the street at all intersections, and especially at Fremont/Peralta.

#### Fremont/Peralta Intersection Discussion Notes:

- Need a left turn lane for Fremont/Peralta intersection.
- Not a lot of traffic flow on Peralta.

- Either parking or trees can protect people--landscape good as a buffer.
- Separation between gathering zone and vehicular traffic well done.
- Need to look at cycle track along with plaza use.

### Breakout Room 3 Notes

#### Facilitators:

- Michael Nilsson (PlaceWorks)
- Connie Wong (City of Fremont)

#### Alternative 1 Discussion Notes:

- Likes: 1B with on street parking
- Dislikes: Eliminating on street parking
- Qs: With on-street parking reduced, will off-street parking be provided?
- Comments: Difficult to find parking now. People are parking where they should not be parking now. Dangerous. Some cars do not move during the day. Minimal enforcement of parking now.

#### Alternative 2 Discussion Notes:

- Taking away one lane would impact the traffic.
- Prefer 2B with some parking on the street.
- Raised cycle track is a luxury.
- Keeping the transitions consistent at the ends would be good.
- Traffic along Fremont Blvd. is getting worse and worse.

#### Fremont/Peralta Intersection Discussion Notes:

- Needs to be paved.
- SB Fremont to Peralta - congestion
- Plan looks good
- This intersection is already a bottleneck along Peralta toward Fremont Blvd.
- Make the right of way more consistent along Peralta (road at funeral home is tight)

### Breakout Room 4 Notes

#### Facilitators:

- David Early (PlaceWorks)
- Bill Roth (City of Fremont)

#### General Discussion Notes:

- Emphasize traffic safety
- Concern about how to get in and out with personal vehicle (Centerville resident) and cannot use train due to work location south of Fremont;
- Bicycle/ped safety important;
- Concern with increased traffic congestion (citywide);
- Question - Where does vehicle traffic shift to? If Paseo Padre, mornings a challenge in particular.

#### Alternative 1 Discussion notes:

- Provide detailed measurements for each section.
- Want to maintain two lanes each way, removing one either way would just divert traffic to other neighborhoods.
  - Home is there, needs to drive to/from.
  - Outsiders won't come to restaurants due to traffic.
  - Understand benefit of bike lanes but don't want to remove parking because we are supposed to be improving mobility for all.
  - On north side of railroad tracks (near Artist Walk), the nice wide sidewalks have been a place where management have put out planters (maybe because it's too wide).
  - Question: If you eliminate on-street parking will other area parking be improved, such as parking behind businesses? If not, should consider improving parking and facilitating shared parking off-street.
  - Alt 1A:
    - Raised cycle track is very advantageous (even over buffered bike lane) because you have to worry about car doors, especially those without experience cycling. Raised cycle track gives opportunity for younger people and families to use it.
    - A vegetated buffer is good, helps imbalanced riders from going into traffic (like on Walnut Ave)
  - Alt 1B: Buffered bike lane not comfortable enough for young and families.

#### Alternative 2 Discussion Notes:

- Alt 2A

- What is width of raised cycle track? Should show it. Same with vehicle lane width.
- Assumption is 10ft wide with buffer.
- Look at how sidewalk gets used by the businesses, differs from left and right of graphic -- trees in middle of sidewalk (seems to really narrow the sidewalk there)
- Look at Artist Walk, maybe too wide. Seems like businesses have effectively eliminated that width by installing planters. Why?
- Alt 2B:
  - On right side, is it intentional to have bike lane on one side and parklet/parking on the other (left side is different)
  - Parking protected bike lane is preferred (right side of 2B graphic)

Fremont/Peralta Intersection Discussion Notes:

- Centerville resident, drives through it everyday.
  - Need to show how drivers would get through Peralta (don't do what happened at Central with traffic signals).
  - Need to maintain ability to go both directions.
  - Concern about introducing gridlock.
- Protected intersections, like at Walnut can be quite nice for bike riders.
- Question: Lane turning onto Peralta, are there other options (without the bulb out)?
  - Noe Veloso, City of Fremont (answer): graphic shows what intersection could be but not based on traffic data at this point. Peralta has five lanes here, so there is an opportunity to reduce lanes and asphalt width. Volumes here do suggest we could cut down on lanes. But would need to do more study to see if they need two right turn lanes or not. Either way, intent is to maintain ability to turn left and right from Peralta. Signal improvements do need to be made and we do now have control of that, we didn't before (only Caltrans did).
- Pulling a trailer would be nearly impossible without going into the adjacent lane. Keep in mind when planning for more pedestrian access here. Same for Emergency Services.
- Question from Laura: Will there be other improvements to Peralta, etc. where there are broken up or missing sidewalks?

### Breakout Room 5 Notes

#### Facilitators:

- Abe Sheppard (PlaceWorks)
- Cliff Nguyen (City of Fremont)

#### Discussion Notes:

- Currently, narrow vehicle travel lanes, some bike lanes and narrow parallel parking on street as the existing condition.
- Question: What are the options for the City to build more parking lots on the side streets?
  - Cliff's response - there are parking lots that the City owns at the Centerville Train Depot that are open to the public; long-term a public parking structure in partnership with ACE could be a possibility,
- Discussion around why can't the City include angled on the east side of Fremont Blvd, in front of SiliconSage's site.
- Angled parking better choice, perhaps, functions better.
- Having angled parking is important for a main street like Livermore, Walnut Creek
- Niles has the angled parking on one; Downtown Capitol has angled parking on both sides.
- Cyclist probably wouldn't mind angle parking.
- Investigate angled parking further.
- Preferences for raised bicycle tracks or just bike lanes.
- Expensive to move curb and acquired property to widen lanes.
- Is maple wide enough for bike lanes?
- Add bike lanes to Maple St., but angled parking to the main street.
- Like eliminating one or two lanes, makes it slower and safer, thus a much more desirable pedestrian-friendly environment
- Group favors less travel lanes to prioritize bike lanes, angled parking, wider sidewalks and outdoor dining/gathering space like Livermore
- The group likes the new intersection design and supports bulb-outs and safer crossings for pedestrians and bicyclists.

### Breakout Room 6 Notes

#### Facilitators:

- Cliff Lau (PlaceWorks)
- Tina Kapoor (City of Fremont)

#### General Discussion Notes:

- Q. How do the intersections work? Is it similar to Walnut Ave?
- Q. Clarify which part of Peralta for pedestrian improvement?
- Q. How would left turns work if no center lane? Clarify w/engineer
- Q. Why would we not look at the west side of the Peralta intersection as well?

#### Alternatives Discussion Notes:

- Overall would prefer less lanes to allow for more vibrancy
- Prefer to remove a lane, already feels tight to drive, also not much space to bike. One resident would prefer Alt 2A. If there was a cycle track there the family would utilize it.
- One resident also prefers to remove one lane. Prefers Alt 2 A to have more sidewalks for better pedestrian experience.
- AC Transit concern: How are the buses getting in and out of traffic? Need to make sure there is a way for buses to come in and out of traffic. Right now it works because there are two lanes.
- The narrower you make the roadway, the easier to cross the street and get to different businesses, even across the street. One resident would prefer 2A. Fire hydrants need to not be in the cycle lane.
- Another resident also prefers 2A. Better cyclist security w/raised tracks.
- Another resident would go with 2A if she were a resident, possibly 2B as AC Transit rep.
- One resident prefers Alt 1B (for traffic flow). Currently avoid driving through.

#### Fremont/Peralta Intersection Discussion Notes:

- No need to have the space that's there for cars now. Supportive of the idea.
- Concern is not safe enough for people sitting, can't tell how much space there is. Look broadly at the stretch for improvements on the other side too (clarify this).
- This should be more of a walkable street.
- Also Dusterberry intersection is not ideal the way it is now.
  
- Think about traffic flow when making right on to Fremont Blvd. from Peralta if Fremont Blvd was a one-way lane.
- Confirm Speed limits for bikes (is there a speed limit for bikes?)