

# CENTERVILLE

## COMPLETE STREETS



### FREMONT BLVD.



**POLL**

# Project Team

- **City of Fremont**
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  - Allison Giffin

Submit any project-related questions and comments to [Project Questions/Comments?](#) via chat message

For help with how to use Zoom, send a chat message to [Need Tech Support?](#)

# Agenda

- 1. Welcome and Introductions**
  - Poll: Icebreaker
- 2. Presentation**
- 3. Questions & Answers**
- 4. Next Steps**

# **POLL RESULTS**

# Zoom Meeting Controls (Desktop)

Zoom Meeting ID:

Speaker View

**Access the chat window**  
Submit questions or comments via chat

**Choose**  
"Project Questions/  
Comments?"  
in drop-down  
menu

Unmute Stop Video Invite Participants 22 Share Screen Chat Record Reactions Leave Meeting

The image shows the Zoom meeting controls bar at the bottom of the screen. The 'Chat' icon is highlighted with a green square. An orange arrow points from the text 'Access the chat window' to the 'Chat' icon. Another orange arrow points from the text 'Choose "Project Questions/Comments?" in drop-down menu' to the 'Chat' icon. The 'Leave Meeting' button is visible in red text on the right side of the bar.

Participants (22)

Find a participant

Janet Chang (Me) [mute] [video]

Tammy Seale (Host) [mute] [video]

GR Grant R [mute] [video]

SC Sloan Campi [mute] [video]

MT Mark Teague (Co-host) [mute] [video]

Raise Hand yes no go slower go faster more

Unmute Me

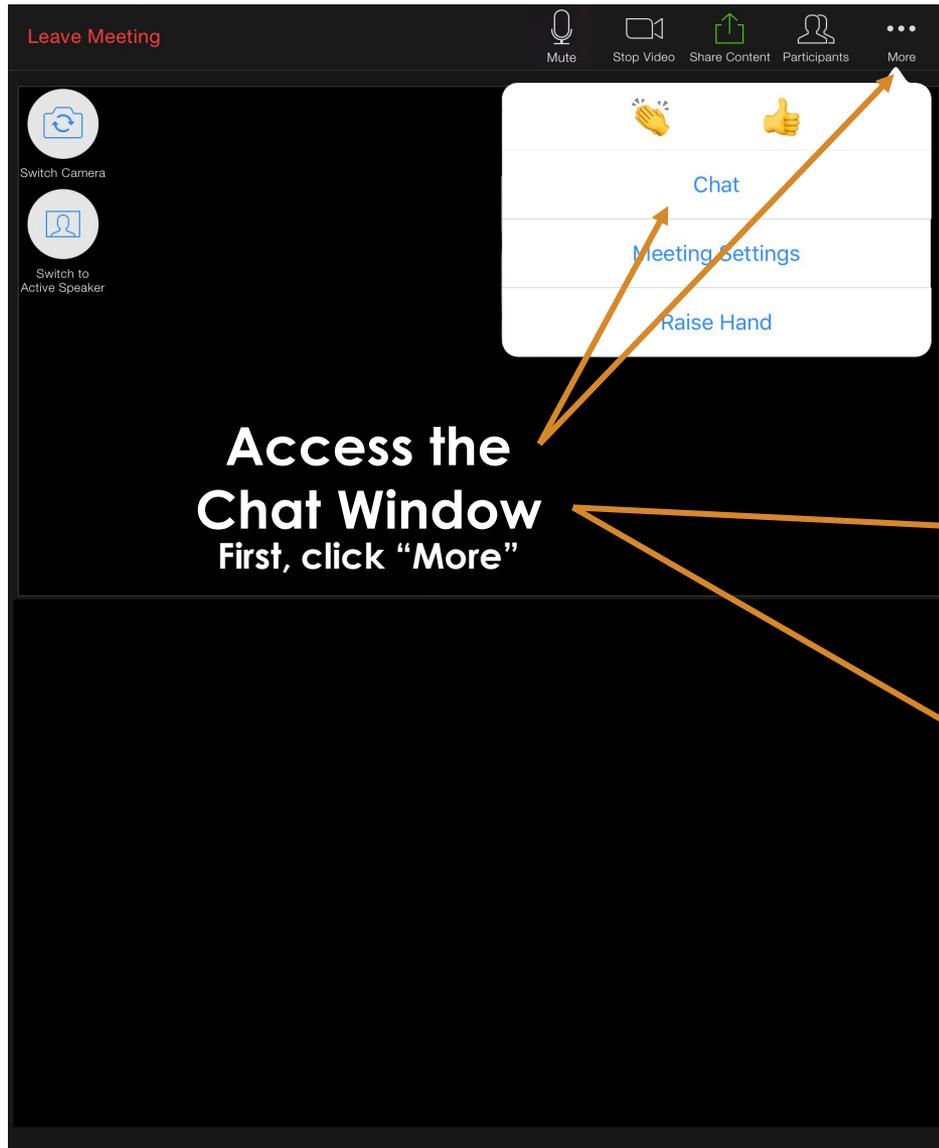
Zoom Group Chat

To: Everyone [dropdown]

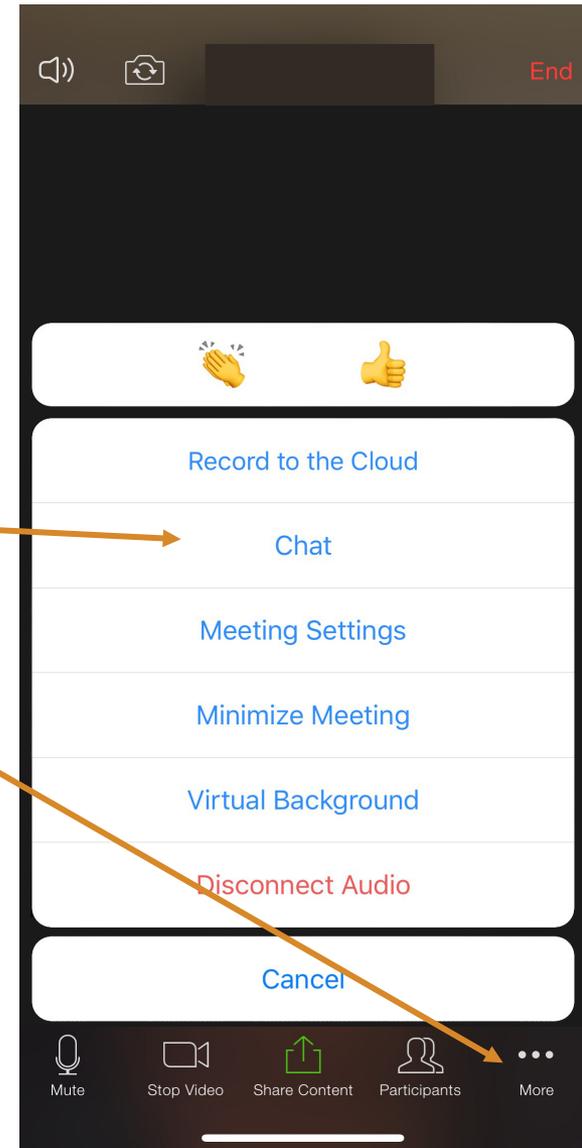
Type message here...

The image shows the Zoom Participants and Chat windows. The Participants window is open, showing a list of participants with their names and status (mute, video). The Chat window is also open, showing a 'Zoom Group Chat' section with a 'To:' dropdown menu set to 'Everyone' and a text input field labeled 'Type message here...'. An orange arrow points from the text 'Type Message Here' to the text input field. Another orange arrow points from the text 'Choose "Project Questions/Comments?" in drop-down menu' to the 'To:' dropdown menu.

# Zoom Meeting Controls (Tablet & Smart Phone)



Tablet



Smart Phone

# Project Background and Focus Area

- Relinquishment of State Route 84 allows for City control to improve Fremont Boulevard, Peralta Boulevard, and Thornton Avenue
- Centerville TOD Overlay around ACE/Amtrak Station
- Centerville Priority Development Area
- Focus area centered around the Centerville Town Center



# 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



Questions or Comments?  
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# City's Vision for the Focus Area

- Implement **complete streets** improvements to increase **safety** and improve travel for **all modes**
- Make Fremont Boulevard more **pedestrian friendly** and a “**Main Street**”
  - Reconfigure Fremont Blvd. through the Centerville Town Center
- Create a **vibrant and identifiable** district
- Existing City plans
  - Centerville Community Plan
  - Centerville Framework Plan
  - Envision Fremont Boulevard
- Existing City policies
  - Complete Streets
  - Vision Zero



*Centerville Framework Plan  
Visualizations of Fremont Boulevard*

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# Trade-offs for Complete Streets

- Trade-offs required due to limited right-of-way on Main Street
  - Travel lane widths already relatively narrow
    - Little opportunity to further reduce lane widths
  - Potential opportunities to remove travel lane and/or parking lane
  - Some community interest in lane reduction for complete streets

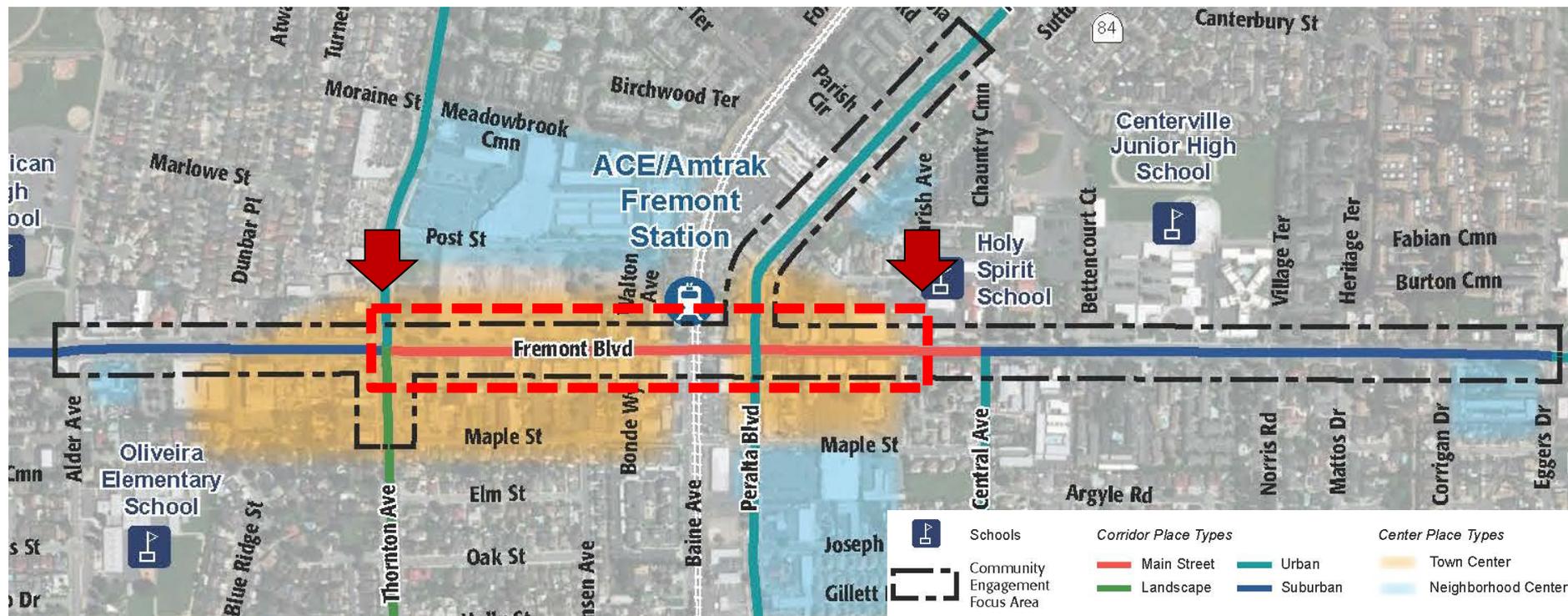


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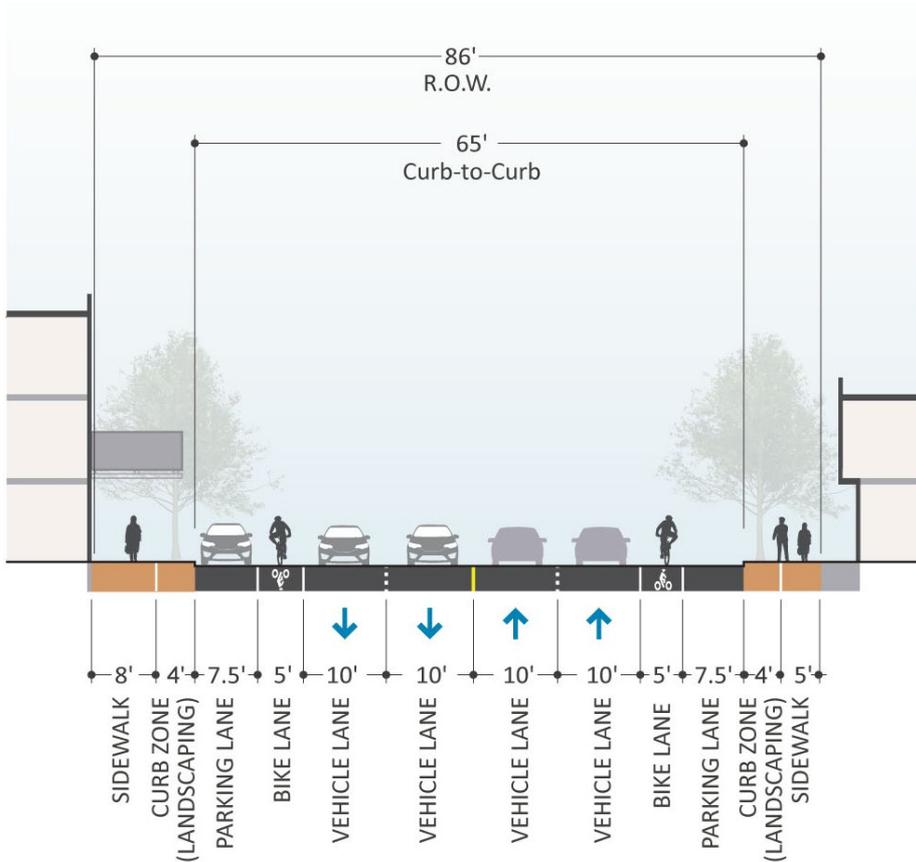


# Tonight's Feedback: "Main Street" Focus

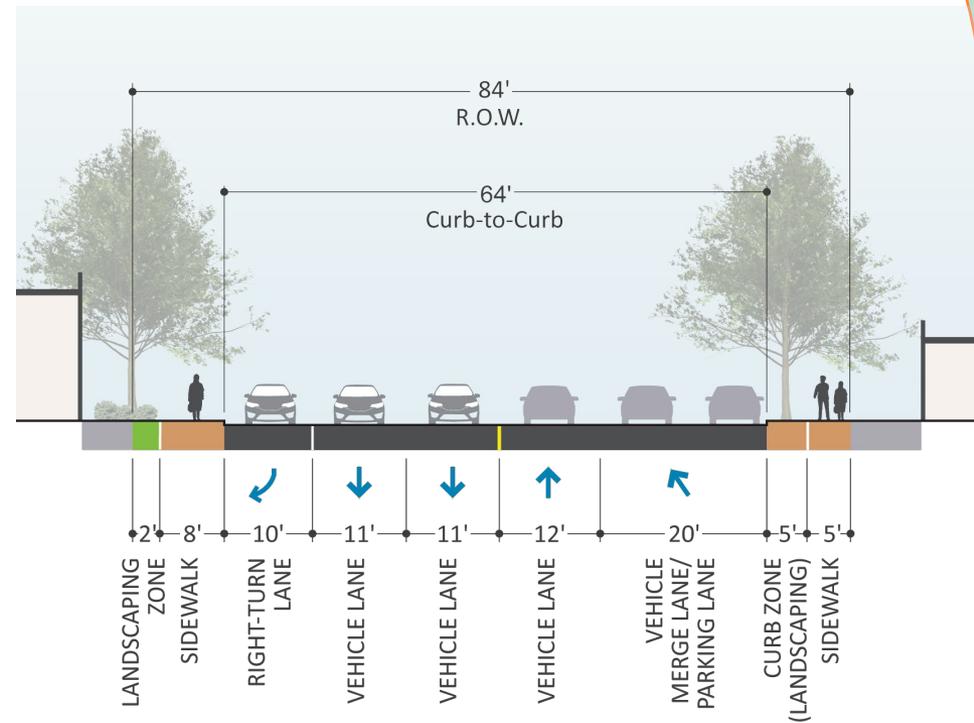
- Today's draft design focuses on the Fremont Blvd. segment between Thornton and Parish avenues
- Other corridor segments along Fremont Blvd., Thornton Ave., and Peralta Blvd. within the focus area will provide continuous bike/ped connections to the "Main Street" segment



# Existing Conditions



EXISTING CONDITIONS: FREMONT BOULEVARD (MAIN STREET) AT BELOVERIA COURT (LOOKING NORTH)



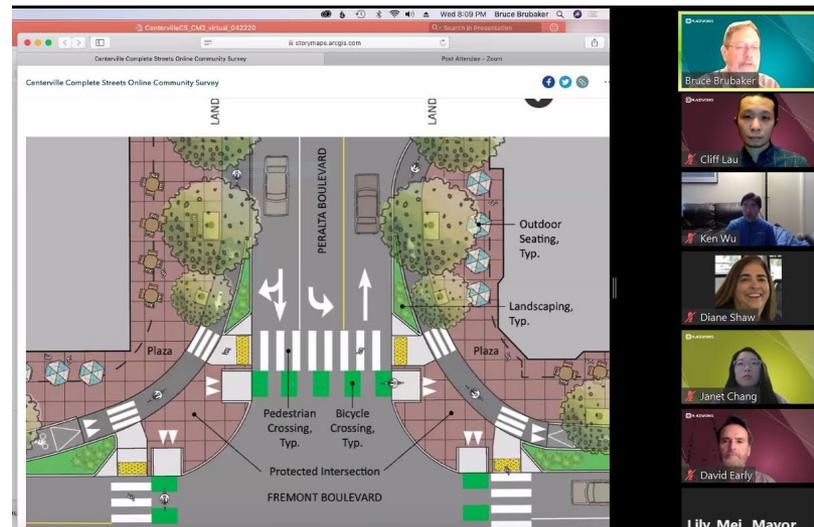
EXISTING CONDITIONS: FREMONT BOULEVARD AT PERALTA BOULEVARD INTERSECTION (LOOKING EAST)

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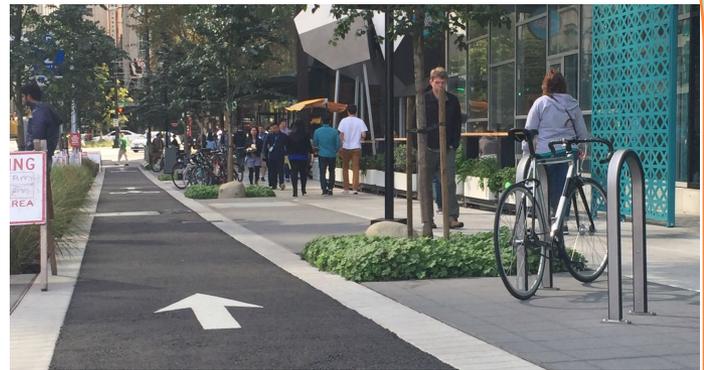
# Community Outreach

- Interviews with schools, AC Transit, City depts., and bike/ped groups (Oct. 2019)
- Community Meeting #1 (Dec. 2019)
  - Prioritization of complete streets improvements for different corridor segments
- Community Meeting #2 (April 2020)
  - Review design alternatives
  - Small group discussions and report back
- Online Survey (April 2020)
  - Feedback on design alternatives
- Business Focus Group Meeting (June 2020)



# Design Alternatives

1. Alternatives 1A & 1B: 4 travel lanes
  2. Alternatives 2A & 2B: 3 travel lanes
  3. Alternative 3: 2 travel lanes with diagonal parking
- Different options for:
    - On-street parking
    - Outdoor gathering/seating
    - Pedestrian facilities
    - Bicycle facilities
    - Transit amenities
    - Greening



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# Community Feedback

- Fremont Blvd. should **remain a thoroughfare** and maintain 4 lanes
  - Concerns about existing and future traffic congestion for locals and commuters
  - Concerns about future parking demand
- Fremont Blvd. should **become a destination** and have a lane reduction
  - To attract pedestrian activity and encourage outdoor dining, traffic needs to be slowed
  - Need adequate parking to help support businesses

# Community Feedback

- **Outdoor dining** is a high priority for “Main Street” to support Centerville businesses
- Provide **safer crossings** across Fremont Boulevard
- Create **alternate routes** for commuters
- Maintain **traffic flow near the schools** for drop-off/pick-up
- Enhance **bicycle facilities to be safe and separated** from both vehicle and pedestrian travel
- Design **bus stops to reduce conflict with bicycle facilities**
- Provide **additional parking**

# Centerville Business Community Feedback

- Representation from CBCA members and other Centerville businesses, including along Fremont Blvd.
- Strong support for a **lane reduction**
  - Many requested **more aggressive lane reduction to two lanes** (one lane in each direction) with diagonal parking
- Support for **slower traffic flow** along Fremont Blvd.
  - Increase **visibility of businesses** for drivers and increase **comfort for outdoor dining**
- Prioritize space for **outdoor dining** and **maximize parking**
  - Incorporate City's recent pop-up patio program
- Centerville can become a **shopping and dining destination** to fulfill local residents' needs

# Traffic Analysis Findings

- **Travel time analysis of different travel lane reduction scenarios:**
  1. 4 lanes to 2 lanes – 1 northbound + 1 southbound
  2. 4 lanes to 3 lanes – 2 northbound + 1 southbound
  3. 4 lanes to 3 lanes – 1 northbound + 2 southbound
- **Conducted at peak periods based on pre-pandemic traffic counts**
- **Analysis accounted for currently approved future development projects**
- **Analysis showed reduction to 2 lanes (#1) or 3 lanes - 2 NB + 1 SB (#2) would cause too significant of traffic congestion/delay**

Questions or Comments?  
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# Traffic Analysis Findings

- **Only viable lane reduction option: 3-lane configuration (2 SB + 1 NB)**
  - Least amount of delay and associated impacts
  - Delay at only 1 segment: Fremont Blvd. from Central Ave. to Peralta Blvd. (NB only)
    - AM peak: 1 min. 33 sec. delay / PM peak: 1 min. 17 sec. delay
  - Substantial delay at only 1 intersection: Fremont Blvd./Peralta Blvd.
    - LOS C (existing) to LOS E: 35 sec. delay in PM peak
    - LOS E considered acceptable for a town center intersection
- **Acceptable traffic delay trade-offs to gain benefits from complete streets improvements**
- **Future optimized traffic signals could reduce delay**

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# Traffic Analysis Findings

- Alternative route analysis showed **vehicles not anticipated to divert onto alternative routes**
  - Travel times for diverted traffic would be greater than along Fremont Blvd.
- City staff observed that recent travel patterns over last few years show **ongoing transition or diversion of traffic to use parallel arterial streets**
  - Fremont Blvd. and Dusterberry Wy. decreased in Average Daily Traffic (ADT) by 1,650-1,700 vehicles
  - Blacow Rd. and Paseo Padre Pkwy. increased in ADT by 2,200-3,200 vehicles

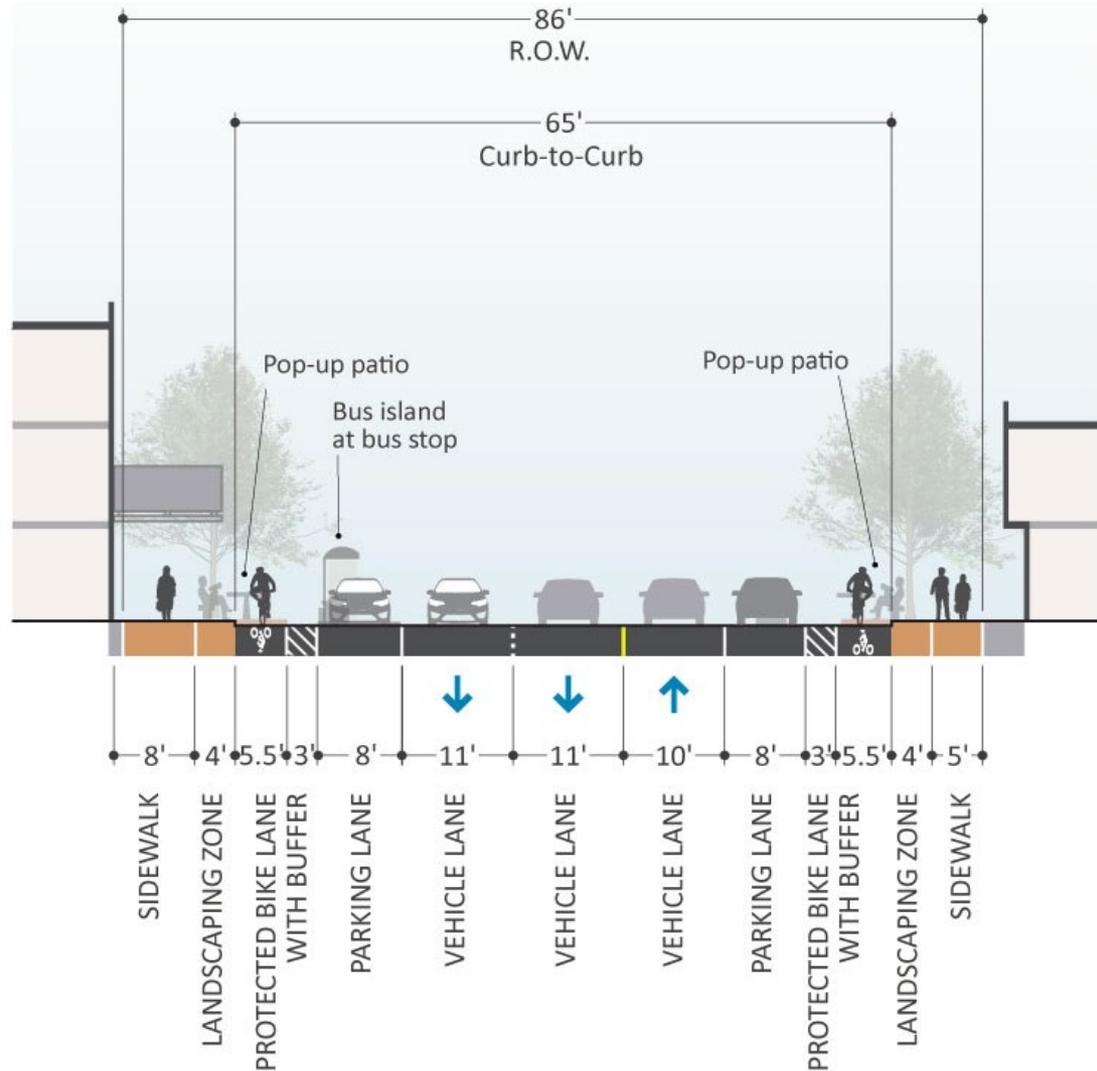
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**DRAFT  
PREFERRED  
DESIGN**

# Draft Preferred Design

- **Lane reduction** to three lanes: two southbound lanes and one northbound lane
- **On-street parking** maximized
- Parking lanes provide additional space for **outdoor dining** on both sides of the street
- **Enhanced bike facilities** with separation from both pedestrians and vehicles

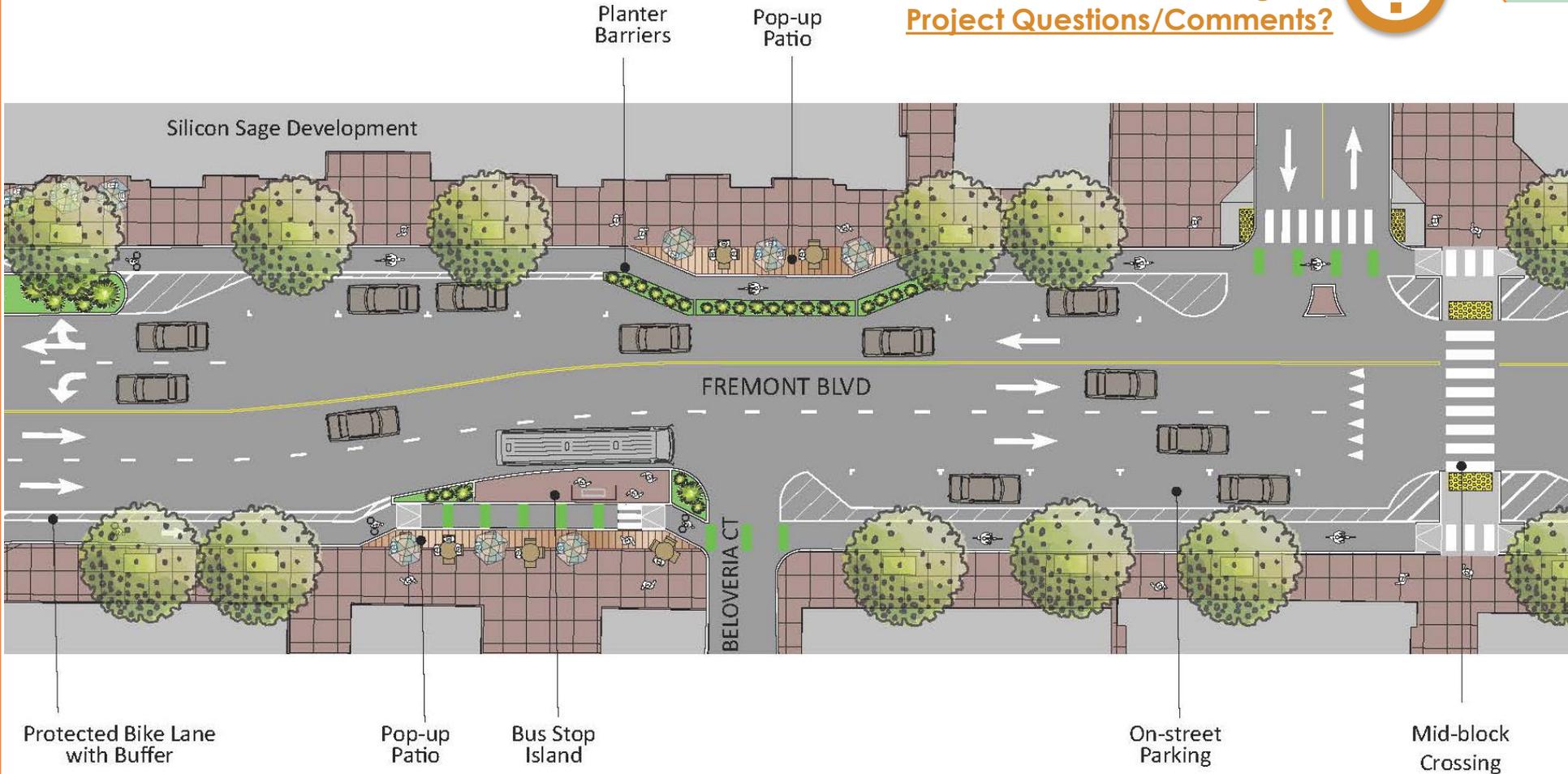


FREMONT BOULEVARD ("MAIN STREET")  
AT BELOVERIA COURT (LOOKING NORTH)



# Draft Preferred Design

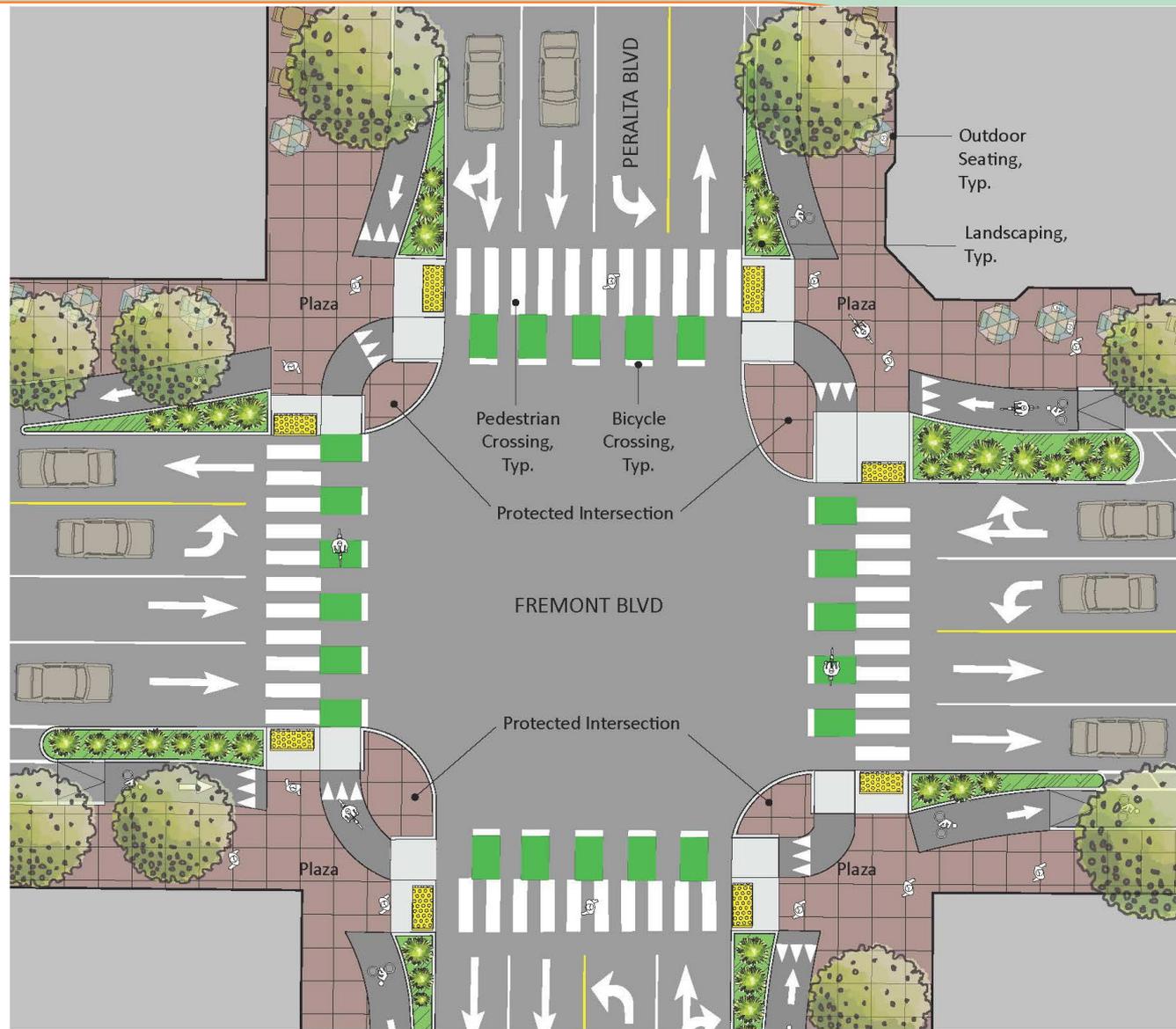
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POTENTIAL IMPROVEMENTS ALONG FREMONT BOULEVARD  
BETWEEN PERALTA BOULEVARD AND PARISH AVENUE



# Draft Preferred Design Fremont Blvd./ Peralta Blvd. Intersection Improvements (looking east)



POTENTIAL IMPROVEMENTS: PERALTA BOULEVARD AT FREMONT BOULEVARD INTERSECTION



Questions or Comments?  
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# Draft Preferred Design: Visual Simulation

## Fremont Blvd./Peralta Blvd. Intersection Looking South (Existing)



# Draft Preferred Design: Visual Simulation

## Fremont Blvd./Peralta Blvd. Intersection Looking South (Proposed)



# Draft Preferred Design: Visual Simulation

## Near Fremont Blvd./Thornton Ave. Intersection Looking South (Existing)



# Draft Preferred Design: Visual Simulation

## Near Fremont Blvd./Thornton Ave. Intersection Looking South (Proposed)



# Parking Issues

- **Lack of visibility in existing parking supply**
  - Majority of parking spaces are not directly adjacent to front doors of Centerville businesses
  - 70% of parking supply is in privately-owned lots with no Fremont Boulevard or Peralta Boulevard street frontage
- **Widely variable parking regulations**
  - Squeezes available supply into fewer parking spaces
  - Unregulated streets are full of parked cars, while other streets and lots 1-2 blocks away are empty



# Parking Recommendations

- **Manage existing parking resources**
  - Add wayfinding resources (i.e., signs, maps) to identify available public parking
  - Adjust parking regulations to increase parking availability and turnover near “Main Street”
  - Encourage utilization of public lots
- **Increase parking inventory**
  - Increase on-street parking supply in key locations within Centerville Business District
    - Approx. 15 additional on-street parking spaces along Fremont Blvd.’s “Main Street” segment as part of Draft Preferred Design, representing a 40% increase in parking supply
    - Potentially add more on-street parking along adjacent streets



# Q&A



# Design of Other Corridor Segments and Pedestrian Crossing Improvements

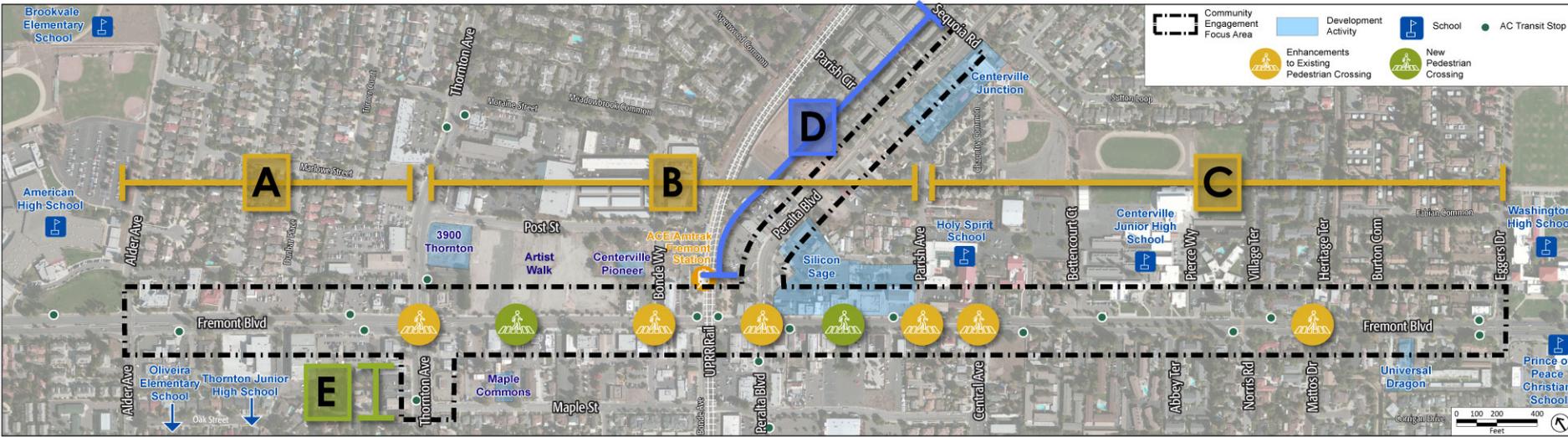
**A** **Fremont Blvd.: Alder Ave. to Thornton Ave.**  
 - 4 lanes and landscaped median to remain  
 - Add striped buffers to existing bike lanes  
 - No parking (existing condition)

**B** **Fremont Blvd.: Thornton Ave. to Parish Ave. ("Main Street")**  
 - Lane reduction from 4 to 3 lanes  
 - Pop-up patios at select locations  
 - Additional on-street parking on both sides of the street  
 - Parking-protected bike lanes  
 - New bus islands

**C** **Fremont Blvd.: Parish Ave. to Eggers Dr.**  
 - 4 lanes and landscaped median to remain  
 - Existing bike lanes to remain  
 - Existing on-street parking to remain

**D** **Peralta Blvd.: Fremont Blvd. to Sequoia Rd.**  
 - 3 lanes throughout (1 lane in each direction + 1 center turn lane)  
 - New buffered bike lanes  
 - Existing on-street parking to remain

**E** **Thornton Ave.: Fremont Blvd. to Maple St.**  
 - Number of lanes at intersection and landscaped median to remain  
 - Add striped buffers to existing bike lanes and buffered bike lane at Fremont Blvd./Thornton Ave. intersection



# Complete Streets Case Study

## Lincoln Avenue, San Jose, CA

- Lane reduction from 4 lanes to 3 lanes (2 lanes and a center turn lane)
  - Added new bike lanes
- Started with a 1-year pilot project followed with a community survey and traffic data collection and analysis:
  - Calmer traffic environment
    - Significant decrease in vehicles traveling over the posted speed limit
    - Feedback from pedestrians feeling safer crossing the street
  - Enhanced travel for pedestrians and bicyclists
    - Number of bicyclists increased 83%
    - Pedestrian volumes increased 20%



# Complete Streets Case Study

## Lincoln Avenue, San Jose, CA

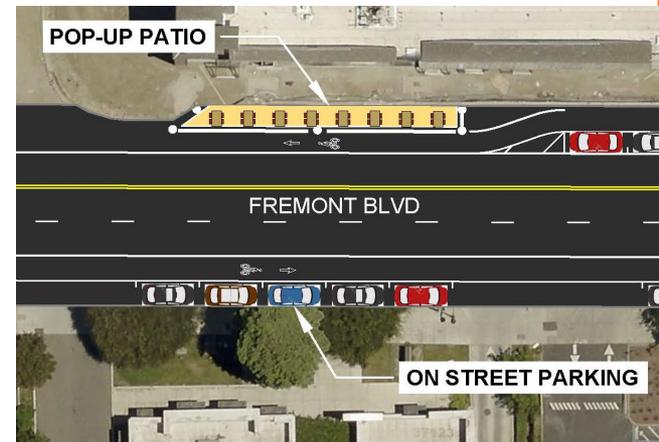
- Minimal neighborhood traffic impacts
  - Minimal diversion of traffic onto majority of neighborhood streets
- Slight increase in congestion/travel times
  - Vehicle travel time increased in the peak direction by 1.25 min. in the AM peak period and 0.5 min. in the PM peak period
  - Travel times significantly less midday in both directions
- No negative impact to street parking supply
- Slight increase in total sales tax receipts
  - Sales tax for “Food Product” category (restaurants, food markets, and liquor stores) increased 7.9% (pre-pandemic)



# **UPCOMING PILOT PROJECT**

# Pilot Project of Draft Preferred Design

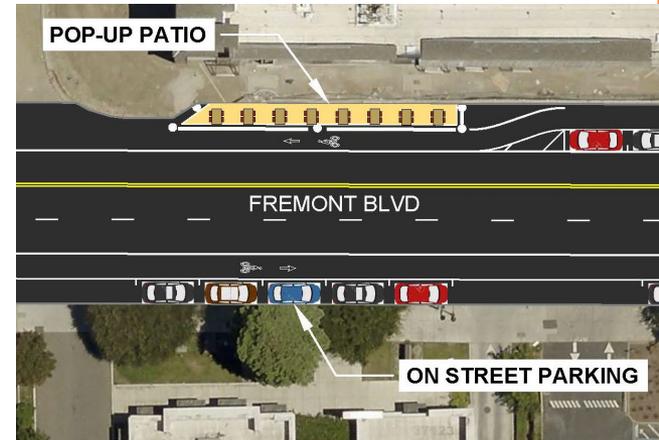
- Test lane reduction on Fremont Blvd.'s “Main Street” through striping
  - From Thornton Avenue to Parish Avenue
  - Paint and plastic only
- Install quick-build pop-up patios at select locations
- Minimal construction impacts on businesses
- Expected to start Fall 2020
  - Pending UP and CPUC approval



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# Pilot Project of Draft Preferred Design

- Online survey during pilot project to hear community feedback
- Analyze traffic impacts and patterns on Fremont Boulevard and neighboring streets
- Conduct pedestrian and bike counts



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# Q&A



# Next Steps

- **Pilot Project – Expected to start Fall 2020**
  - With online survey for community feedback
  - Summary of community feedback and data collection posted to project website – Spring 2021
- **Final Design and Approval – Spring/Summer 2021**

Visit project website at:

[www.fremont.gov/Centerville-Complete-Streets](http://www.fremont.gov/Centerville-Complete-Streets)

Contact Jeanne Suyeishi, Senior Engineer  
with any comments or questions:

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