

CENTERVILLE

COMPLETE STREETS

PERALTA BLVD.



FREMONT BLVD.

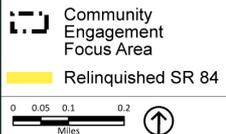
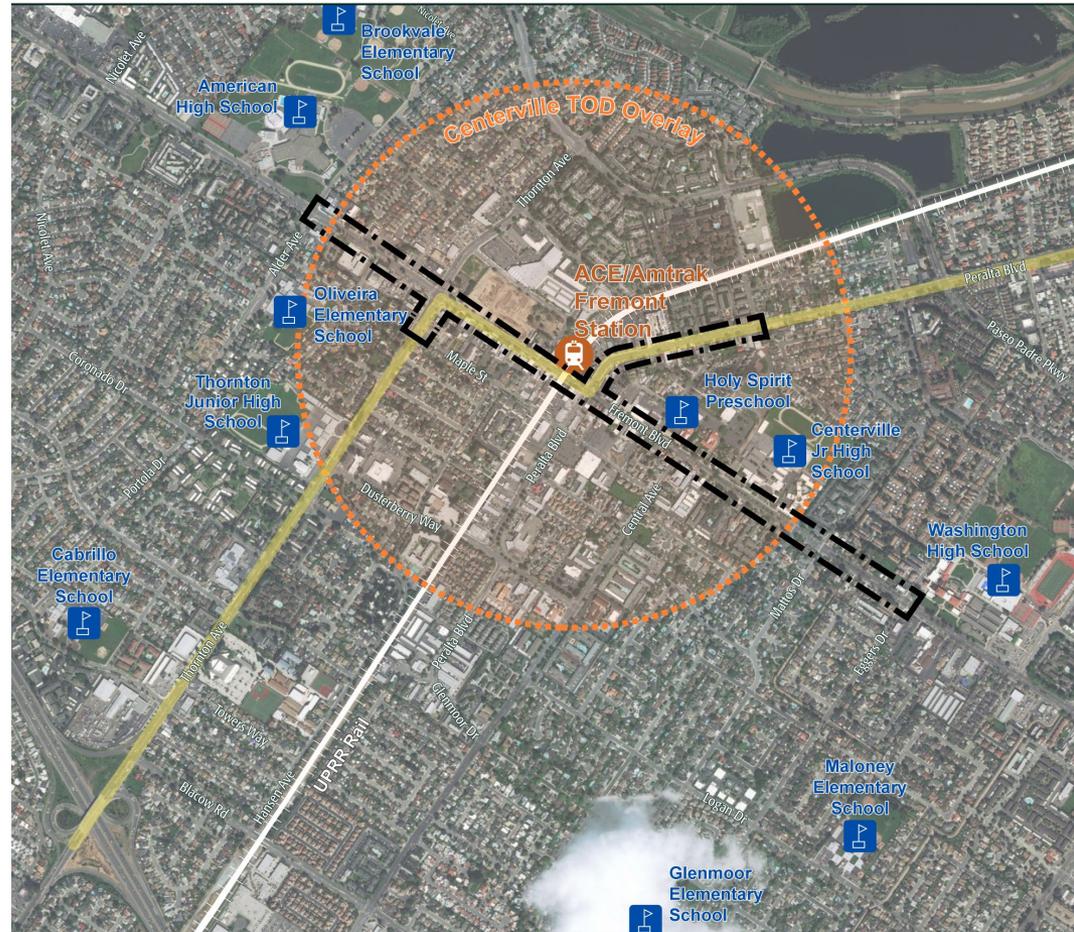


Agenda

- 1. Welcome and Introductions**
- 2. Presentation**
- 3. Questions and Comments**
- 4. Small Group Exercise**
- 5. Next Steps**

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



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

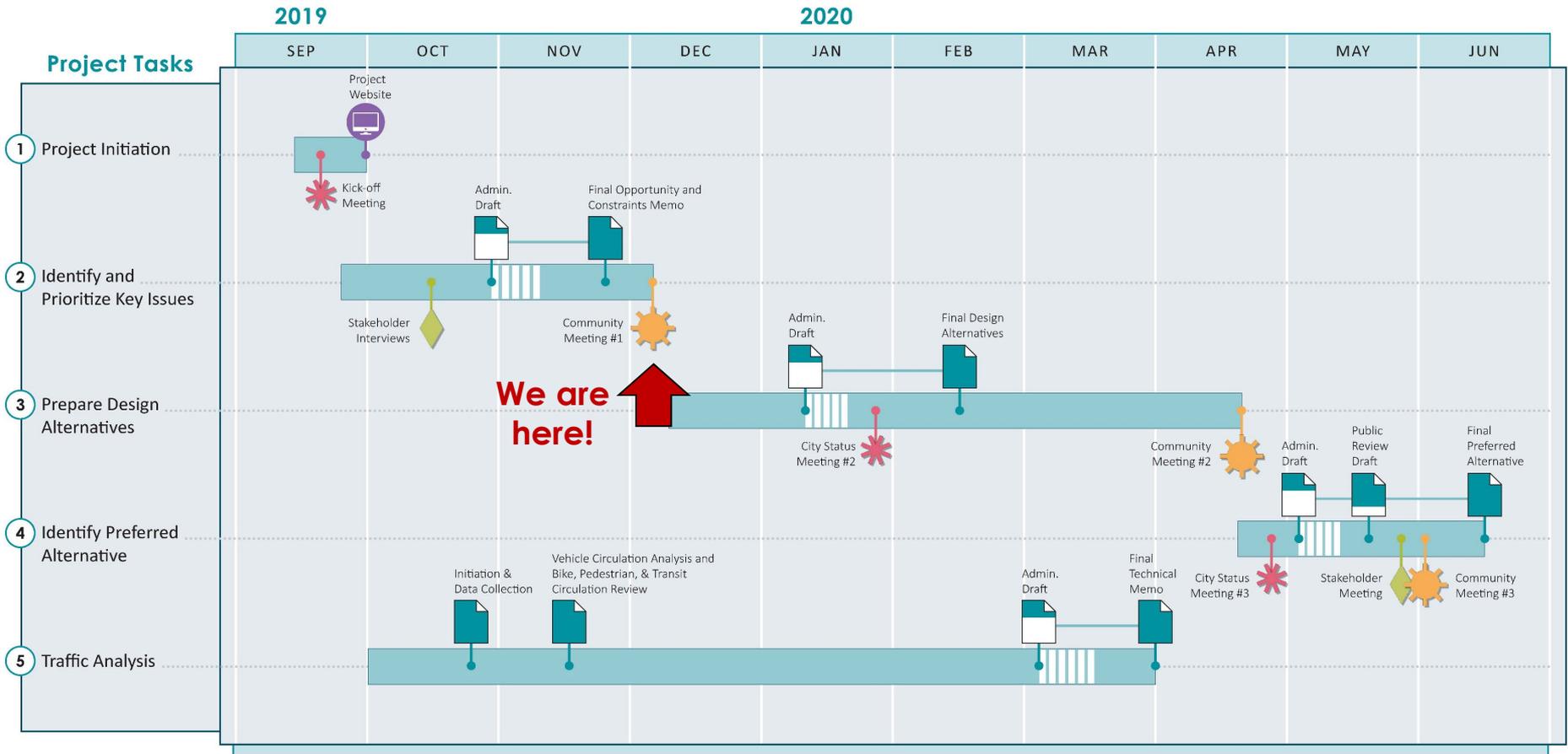


Corridor Place Types

- City's General Plan Place Type Manual with urban form, streetscape, and mobility standards
 - Fremont Blvd. (Thornton to Central): **Main Street**
 - Fremont Blvd. (north of Thornton and south of Central): **Suburban**
 - Peralta Boulevard: **Urban**
 - Thornton Avenue: **Landscape**



Project Scope and Schedule



Existing Conditions, Planned, and Potential Improvements

- **Land use/development**
- **Vehicle facilities**
- **Transit facilities**
- **Pedestrian facilities**
- **Bicycle facilities**
- **Pedestrian and Bicycle Safety**
- **On-street parking**

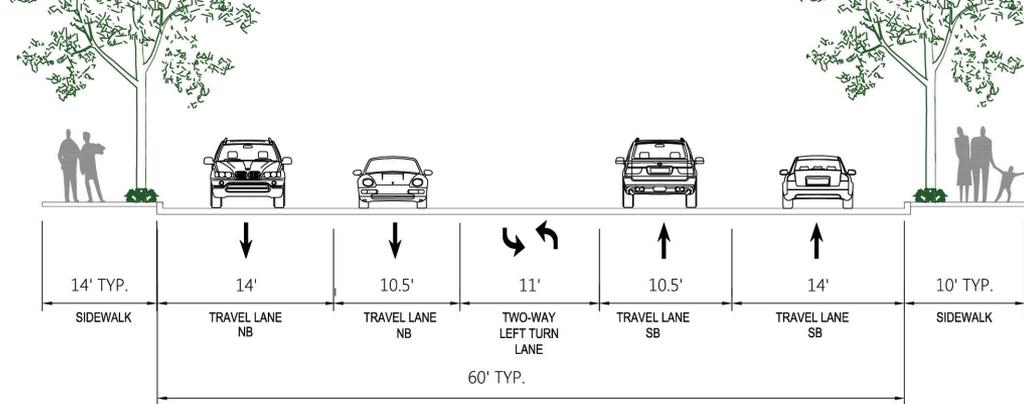
Land Use

- 1-2 story commercial and retail uses
- Newer 2-3 story medium/high density residential and mixed use
- Pockets of residential and office uses
- ACE/Amtrak station
- LOTS of schools
 - American HS
 - Washington HS
 - Centerville JHS
 - Holy Spirit School
 - ...and many more outside of the focus area
- Many mixed-use development projects in the pipeline
- Potential improvements
 - Active store front retail
 - Outdoor dining with new cafés/restaurants
 - Streetscape improvements (e.g., lighting, seating, landscaping)

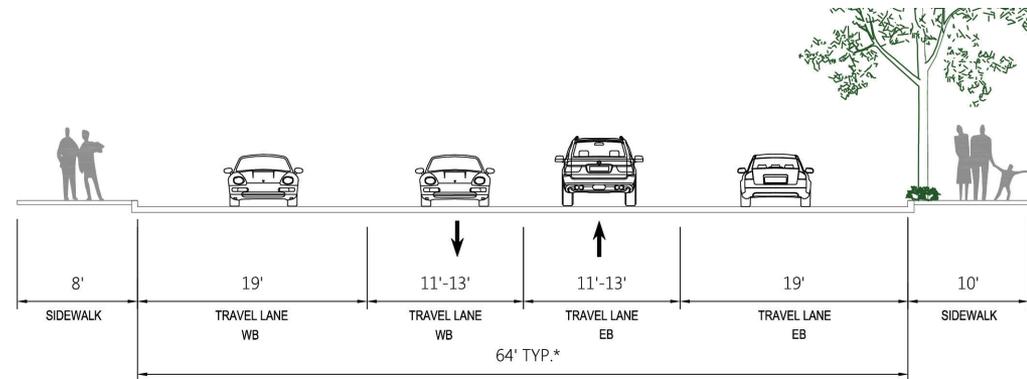


Vehicle Facilities

- 4-5 travel lanes, 2-3 lanes in each direction
- 12-14' wide travel lanes, typical
- 60-90' in street right-of-way
- Potential improvements
 - Narrow width of travel lanes
 - Reduce number of travel lanes
 - Landscaped median

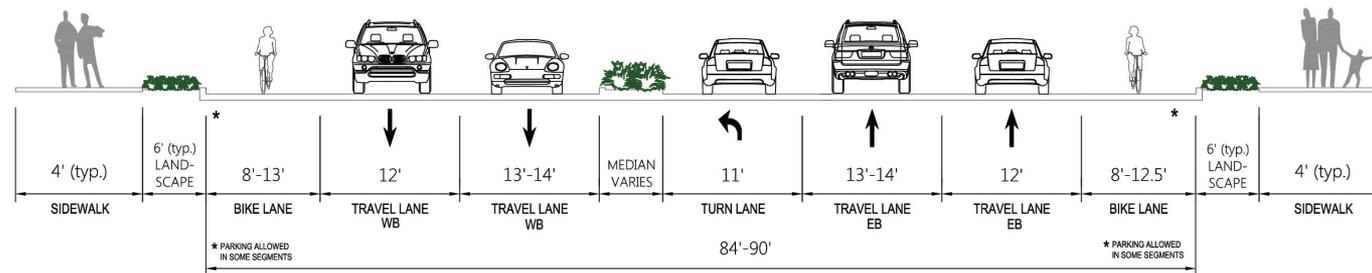


Fremont Boulevard (Thornton to Peralta) Typical Cross Section



*CROSS SECTION VARIES BETWEEN 3 AND 4 TRAVEL LANES

Peralta Boulevard Typical Cross Section



Thornton Avenue Typical Cross Section

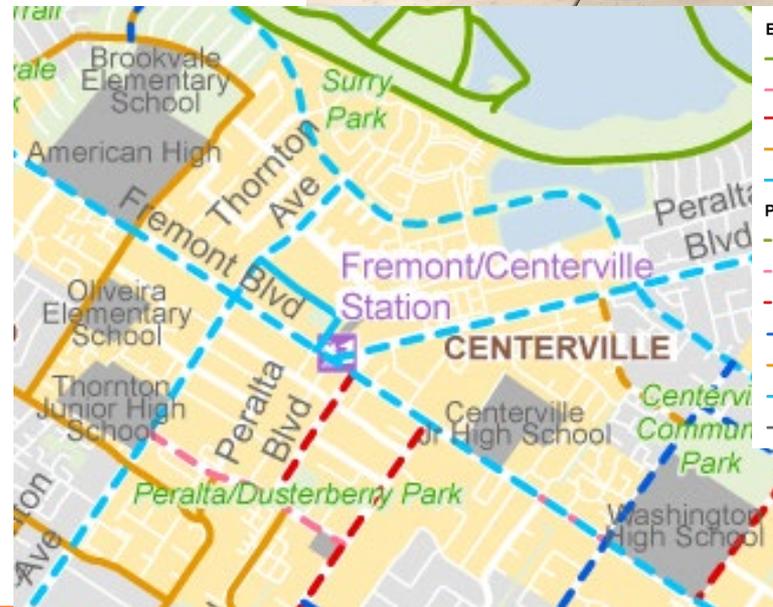
Transit Facilities

- **ACE/Amtrak Fremont Station**
 - Railway cuts through Fremont Blvd.
- **AC Transit bus lines**
 - 99, 210, 251 801, U
 - 600 series serves the high and junior high schools
 - “Flex” service to Union City BART
- **Private shuttle buses informally use ACE/Amtrak station and AC Transit bus stops**
- **Potential improvements**
 - Bus islands
 - Bus bulbouts
 - Long-term transit improvements include bus rapid transit or streetcar



Bicycle Facilities

- Fremont Blvd.: Discontinuous bike lanes – only a few segments have a striped buffer
- Thornton Ave.: Bike lanes with no striped buffer
- Peralta Blvd.: No signage or “sharrow” pavement marking indicating it is a Class III bike route
- Many bicyclists bike on the sidewalk
- Bike parking at Artist Walk and schools
- Potential improvements
 - Buffered bike lanes
 - Protected bike lanes
 - Separated bike lanes
 - More bike parking



Existing Bicycle Facilities	
	Class I Bicycle Path
	Class II Bicycle Lane
	Class II Buffered Bicycle Lane
	Class III Bicycle Route
	Class IV Separated Bikeway
Proposed Bicycle Facilities	
	Class I Bicycle Path
	Class II Bicycle Lane
	Class II Buffered Bicycle Lane
	Class III Neighborhood Bikeway
	Class III Bicycle Route
	Class IV Separated Bikeway
	Other Bikeway

Pedestrian Facilities

- Most intersections have striped crosswalks
- Varying sidewalk widths with some missing or uneven
- New sidewalks in front of new developments
- HAWK beacon at Fremont Blvd./Norris Rd. near Centerville JHS
- Potential improvements
 - Bulbouts/curb widening
 - Midblock crosswalks
 - Decorative painted crosswalks
 - Pedestrian island refuges
 - ADA-compliant curb ramps
 - HAWK beacons
 - Rapid Flashing beacons (RFB)
 - Protected intersections



Pedestrian and Bicycle Safety

- Fremont Blvd. is a Vision Zero safety priority corridor.
- City staff has identified a number of safety improvements to:
 - Reduce vehicle speeds
 - Enhance bicycle facilities
 - Improve pedestrian crossings
- Project provides the opportunity to make safety improvements, some of which are in various stages of being planned, designed, or even completed.

On-street Parking

- Fremont Blvd.: Some intermittent on-street parallel parking (i.e., at Artist Walk)
- Thornton Ave.: Limited on-street parallel parking
- Peralta Blvd.: On-street parallel parking and some diagonal parking in front of Centerville Saw & Tool
- Potential strategies
 - Replace travel lane with diagonal parking
 - Wayfinding to parking, including signage directing people to back of buildings
 - Remove on-street parallel parking lane to replace with wider sidewalks, transit, and/or bike improvements



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
- Complete streets is a balancing act with a potential trade off on vehicular speed to:
 - Move all people safely and efficiently
 - Create a vibrant Town Center



Complete Streets Case Study: First Street, Livermore, CA

- Transformation in 2006 of 4-lane, noisy arterial
- Reduced lanes from 4 to 2
- Added diagonal parking, street trees, curb extensions, and widened sidewalks
- Converted turning lane and traffic island at one intersection into small park with fountain
- New investment in restaurants, shops, theater, and nearby infill housing
 - 5 new businesses opened shortly after changes
 - Sales taxes increased



First Street, Livermore, CA

Before



First Street, Livermore, CA

After



First Street, Livermore, CA

After

Small Group Exercise

- **Break out at assigned tables for small group exercise and discussion**
 - **Find assigned table # on name tag**
- **Prioritization exercise (worksheets) of complete streets components for each corridor place type**
- **Discussion of exercise results**
- **Report back at end of discussion**
- **Turn in your worksheet packet to your facilitator at the end of the meeting!**

Questions and Comments



Small Group Exercise & Discussion

Next Steps

- Develop **design alternatives**
- Conduct **traffic analysis** on design alternatives
- **Community Meeting #2**: April 2019 to review design alternatives

Visit project website at:

www.fremont.gov/3462/Centerville-Complete-Streets

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