

Centerville Complete Streets

VIRTUAL COMMUNITY MEETING #3: DRAFT PREFERRED DESIGN

- Date of Meeting:** August 12, 2020 | 6:30-8:00pm
- City Staff Present:** Jeanne Suyeishi; Connie Wong; Noe Veloso; Hans Larsen; Joel Pullen; Tina Kapoor; Cliff Nguyen
- PlaceWorks Staff Present:** Bruce Brubaker; Janet Chang; Mike Nilsson; Allison Giffin
- Elected Officials Present:** Mayor Lily Mei; Vice Mayor Rick Jones; Council Member Jenny Kassan; AC Transit Director Diane Shaw

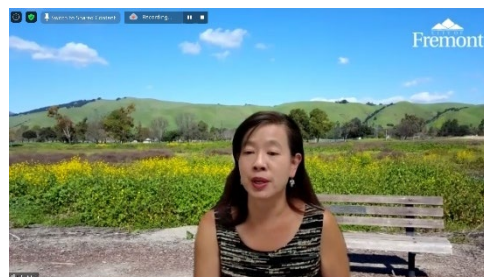
Project Overview:

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 third community meeting was held virtually over the Zoom platform due to the shelter-in-place orders for the coronavirus (COVID-19). About 60 people, not including project team 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 second community meeting, online community survey, and Centerville business focus group meeting; present on the project’s draft preferred design, including proposed improvements to vehicle, pedestrian, bicycle, parking, and transit facilities; present on the project’s traffic analysis findings; and collect comments and answer any questions from the community.

Welcome and Introductions. Jeanne Suyeishi, the City’s project manager, welcomed attendees to the virtual meeting. Bruce Brubaker from PlaceWorks introduced the project and noted present elected officials. Mayor Lily Mei provided some opening remarks.

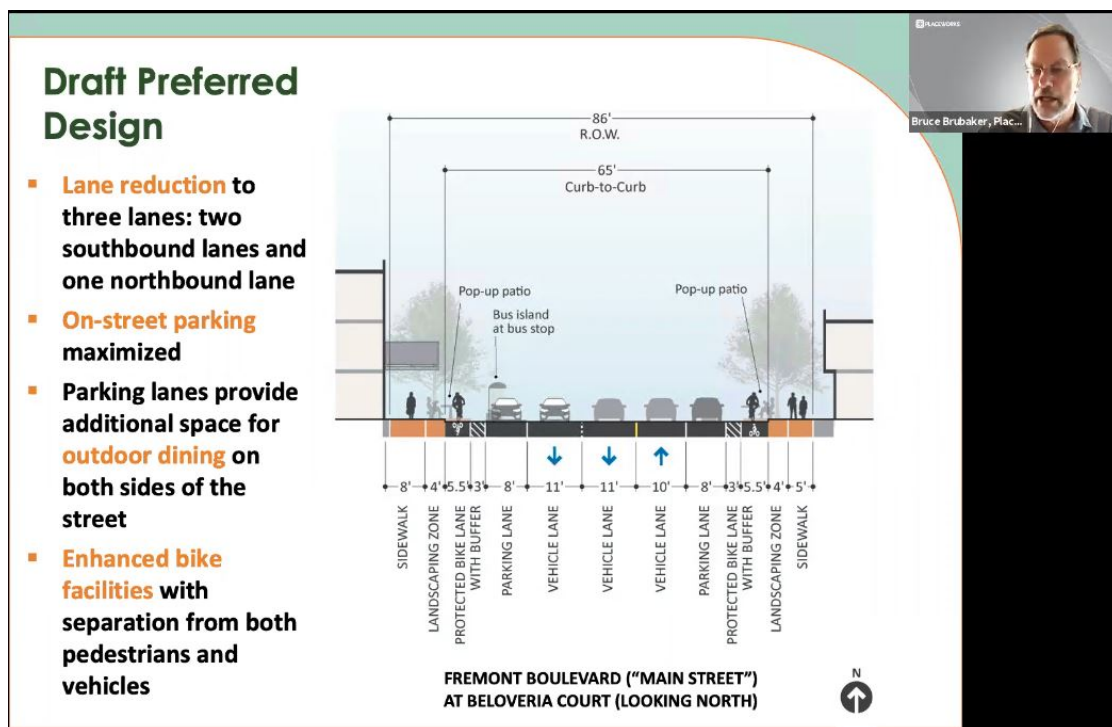


Poll: Icebreaker. The project team launched an icebreaker poll to participants to get a sense of participants’ affiliation to the project. Most participants identified themselves as Centerville residents and Fremont residents outside of Centerville. There were also a number of Centerville business owners/employees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

Presentation Part 1: Project Background & Draft Preferred Design. Bruce Brubaker from PlaceWorks

started the presentation. During the presentation, meeting participants were able to submit questions and comments to the project team that were later answered during the question and answer portions of the meeting. The presentation included the following:

- Introduction of the project team.
- Background on the project, including Caltrans’ relinquishment of State Route 84.
- Explanation of what complete streets are, including their benefits and trade-offs.
- City of Fremont’s vision for Centerville and Fremont Boulevard’s “Main Street” segment.
- Existing street conditions of the “Main Street” segment of Fremont Boulevard (from Peralta Boulevard to Parish Avenue) and the Fremont Boulevard/Peralta Boulevard intersection.
- Description of the three design alternatives that were reviewed as part of the last community meeting in April.
- Summary of the community outreach and feedback received so far on the alternatives, including from the past community meetings, the online community survey, and the business focus group meeting.
- Summary of the traffic analysis on the design alternatives, including findings.
- Presentation on the Draft Preferred Design for Fremont Boulevard’s “Main Street” segment that includes a lane reduction to three lanes (two southbound lanes and one northbound lane), on-street parallel parking on both sides of the street, pop-up patios for outdoor dining within select locations, bus islands at bus stops, and parking-protected bike lanes. The Draft Preferred Design also proposes a four-leg protected intersection at Fremont Boulevard and Peralta Boulevard.
- Mike Nilsson from PlaceWorks presented on parking issues and recommendations for Fremont Boulevard’s “Main Street” segment.



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

POTENTIAL IMPROVEMENTS: PERALTA BOULEVARD AT FREMONT BOULEVARD INTERSECTION

Questions or Comments?
Send a chat message to:
[Project Questions/Comments?](#)

Bruce Brubaker, Plac...

Draft Preferred Design

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POTENTIAL IMPROVEMENTS ALONG FREMONT BOULEVARD
BETWEEN PERALTA BOULEVARD AND PARISH AVENUE

Protected Bike Lane with Buffer
Pop-up Patio
Bus Stop Island
On-street Parking
Mid-block Crossing

Silicon Sage Development
FREMONT BLVD
BELOVERIA CT

Planter Barriers
Pop-up Patio

Bruce Brubaker, Plac...

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 (Proposed)



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









Michael Nilsson, PlaceWorks

Presentation Part 2: Pilot Project and Design of Other Corridor Segments. Bruce Brubaker from PlaceWorks continued the presentation, including talking about a pilot project for the Fremont Boulevard “Main Street” segment expected to start this fall. During the presentation, meeting participants were able to submit questions and comments to the project team that were later answered during the question and answer portions of the meeting. The presentation included the following:

- Proposed high-level design of other corridor segments within the focus area such as along Fremont Boulevard from Alder Avenue to Thornton Avenue and from Parish Avenue to Eggers Drive, Thornton Avenue from Fremont Boulevard to Maple Street, and Peralta Boulevard from Fremont Boulevard to Sequoia Road.
- Proposed pedestrian crossing improvements.
- Complete streets case study on Lincoln Avenue in San Jose, California that also underwent a lane reduction from four lanes to three lanes and involved an initial pilot project.
- City’s upcoming pilot project of the Draft Preferred Design along Fremont Boulevard’s “Main Street” segment, which would include striping modifications and quick-build pop-up patios at select locations.

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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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

Questions & Answers. Questions from meeting participants included those about the details on the traffic analysis, dimensions for the draft preferred design's vehicle lanes and bicycle lanes, sidewalk and other improvements on Peralta Boulevard, the design of the Fremont Blvd./Peralta Blvd. intersection, design of bus stops, proposed parking recommendations and supply, and the project timeline and costs. Project team staff including from PlaceWorks and the City of Fremont answered questions. The question and answer portion of the meeting was recorded and can be viewed in the recording link on the project website.

Next Steps. The pilot project is expected to start in Fall 2020, contingent upon Union Pacific and CPUC approval, and will include an online survey to collect community feedback. The final design and approval for the project is anticipated to occur Spring/Summer of 2021.

The meeting's full presentation slides and a recording of the meeting can be found online at the project website: <http://fremont.gov/CentervilleCompleteStreets>