

## Centerville Complete Streets - Frequently Asked Questions

### **1. What does it mean for Caltrans to relinquish State Route 84?**

The Centerville Complete Streets project includes improvements to 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. Caltrans and the City of Fremont recently worked to relinquish SR 84, between Interstate 880 and Mission Boulevard, to the City of Fremont. This 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.

### **2. What are complete streets and why is the City implementing complete streets in Centerville?**

Complete streets provide safe, comfortable, and convenient travel for all users and modes of travel regardless of age or ability, including pedestrians, bicyclists, transit riders, and drivers. Narrowing travel lane widths and/or removing travel lane are primarily intended to reduce excessive speeding and shorten crossing distances for pedestrians. This also helps create additional space for other improvements such as enhanced bike lanes, on-street parking, wider sidewalks, outdoor dining spaces, transit improvements, etc.

In addition, the project's focus area is located within several City-designated areas such as the Centerville Transit-Oriented Development Overlay around the Fremont ACE/Amtrak Station and the Centerville Priority Development Area. The City's existing planning documents envision Fremont Boulevard through the Centerville Town Center as more pedestrian friendly and a "Main Street" to create a vibrant and identifiable district. The Centerville Complete Streets project is also consistent with existing City policies, including its Complete Streets and Vision Zero policies, to implement safe and complete street design standards citywide.

### **3. How much and what kind of community outreach has been done for this project?**

The City and its consultant team have been engaging community throughout the early stages of the project development process, including residents, businesses, and other stakeholders. The project has completed the following outreach thus far:

- Interviews with nearby Fremont Unified School District (FUSD) and private schools, AC Transit, bike/ped advocacy groups, and City departments (October 2019)
- In-person community workshop to prioritize complete streets improvements for different corridor segments through small group discussions with a large group report back (December 2019)
- Virtual community workshop to review design alternatives and provide feedback through small group discussions with a large group report back (April 2020)
- Community online survey to collect feedback on the design alternatives (April 2020)
- Business focus group meeting to collect feedback on the Draft Preferred Design (June 2020)
- Virtual community workshop to present the Draft Preferred Design, collect input, and answer questions (August 2020)

- Business focus group meeting to discuss the pilot project and potential pop-up patio locations (October 2020)

To advertise for each community workshop, the City mailed a postcard to Centerville residents living near the focus area, sent an email blast to its project email list, and posted to the project website and City's Facebook and Nextdoor accounts.

**4. How many project design alternatives did the City consider before the Draft Preferred Design?**

The City considered three design alternatives or options during the design alternatives phase of the project, including 1) an alternative which maintained four travel lanes, 2) an alternative which removed one travel lane, and 3) an alternative which removed two travel lanes to provide for diagonal parking. Each alternative showed different options for on-street parking provision, spaces for outdoor gathering/seating, pedestrian facilities, bicycle facilities, transit amenities, and landscaping.

**5. Was there a traffic analysis completed for this project? What are the potential traffic impacts of the lane reduction proposed in the Draft Preferred Design?**

Yes, a traffic consultant conducted a traffic travel time analysis, analyzing three travel lane reduction scenarios: 1) reduction from 4 travel lanes to 2 travel lanes (1 northbound and 1 southbound), 2) reduction from 4 travel lanes to 3 travel lanes (2 northbound and 1 southbound), and 3) reduction from 4 travel lanes to 3 travel lanes (1 northbound and 2 southbound). The traffic analysis accounted for data collected during peak periods prior to COVID-19 shelter-in-place orders as well as currently approved future development projects.

The traffic analysis's findings showed that the only viable lane reduction option would be a three-lane configuration with 2 southbound lanes and 1 northbound lane. This configuration would have the least amount of delay and associated impacts, which are considered acceptable traffic delay trade-offs to gain benefits from complete streets improvements. On the other hand, the two other analyzed travel lane reduction scenarios would result in too significant of traffic congestion/delay.

**6. Did the traffic analysis consider alternative routes?**

The traffic analysis also included an alternative route analysis which showed that vehicles are not anticipated to divert onto alternative routes since travel times for diverted traffic would actually be greater than along Fremont Boulevard. Although this analysis was conducted over a short segment within Centerville, City staff has observed recent travel patterns over the last few years of an ongoing transition or diversion of larger citywide traffic onto parallel arterial streets like Blacow Road and Paseo Padre Parkway rather than main roadways such as Fremont Boulevard and Dusterberry Way.

**7. What changes and improvements will be a part of the Draft Preferred Design?**

The Draft Preferred Design proposes a travel lane reduction from four lanes of travel to three lanes of travel (2 lanes in the southbound direction and 1 lane in the northbound direction) to slow down traffic and provide space for complete streets improvements. The Draft Preferred

Design is limited to the “Main Street” or Centerville Business District segment of Fremont Boulevard from Thornton Avenue to Parish Avenue.

These complete streets improvements include providing on-street parking on both sides of the street, allowing pop-up patios or parklets to be located within on-street parking spaces, adding enhanced bicycle facilities (buffered bike lanes with protection from parked cars), and adding enhanced transit amenities such as bus islands where appropriate. The Draft Preferred Design also includes a protected intersection at Fremont Boulevard and Peralta Boulevard to provide attractive, safer facilities for bicyclists and pedestrians at this busy intersection.

**8. Has an evaluation of parking issues been completed in the Centerville Study Area?**

Yes, an inventory of parking spaces and parking regulations was conducted in the Centerville Business District through multiple in-person site visits in February 2020. Findings from the inventory determined that out of the approximately 2,500 spaces available in the Centerville Business District, 80% of the parking supply in the area are within parking lots with minimal frontage along Fremont Boulevard. Additionally, there are widely variable on-street parking regulations in the Centerville Business District, resulting in some streets (often without parking regulations) being filled with parked cars while other streets and lots just 1 to 2 blocks away sit empty.

The project will look towards providing solutions to balance parking demand, including adding more parking spaces in high-demand locations, identifying available public parking in the neighborhood through wayfinding signs, and adjusting parking regulations to encourage short-term parking along all streets in the Centerville Business District.

**9. Does the Centerville Complete Streets project include improving existing parking in the business district? What changes may occur as a result of proposed improvements?**

Yes, the project will include a set of parking improvements that will complement the pedestrian, bicycle and transit improvements that will occur in the Centerville Business District to make parking more available and convenient for visitors and employees alike. Parking improvements that may occur alongside proposed pedestrian, bicycle, and transit improvements include additional on-street parking spaces along Fremont Boulevard and other roadways in Centerville and installing wayfinding signs to direct visitors to public parking lots at the Fremont ACE/Amtrak Station.

The project may also include adjusting and simplifying existing on-street parking regulations throughout the Centerville Business District to encourage turnover of parking spaces, including more short-term pickup and drop-off spaces and regulations that discourage vehicles from parking on-street (without moving their vehicle) for multiple days. The project will not make changes to the use of private parking lots.

**10. Will there be any complete streets improvements to the other corridor segments outside of “Main Street”?**

Yes, the City will be implementing complete streets improvements to other segments of the focus area including:

- Fremont Boulevard (north of Thornton Avenue to Alder Avenue and south of Parish Avenue to Eggers Drive) – add striped buffers to existing bike lanes
- Peralta Boulevard (Fremont Boulevard to Sequoia Road) – add new buffered bike lanes and reconfigure the street to three lanes throughout (1 lane in each direction and a center turn lane)
- Thornton Avenue (Fremont Boulevard to Maple Street) – add striped buffers to existing bike lanes and a buffered bike lane at the Fremont Boulevard/Thornton Avenue intersection

**11. At the August 12, 2020 virtual community meeting, the City announced plans to implement a pilot project for the Centerville Complete Streets project. What types of improvements are part of the pilot project and when will it occur?**

The purpose of the pilot project will be to test proposed improvements from the Draft Preferred Design over an approximately six-month period and collect feedback from the community. The proposed improvements will be implemented mainly through striping and the installation of temporary, quick-build pop-up patios at select locations. The striping would reconfigure Fremont Boulevard to remove a northbound travel lane, include buffered bike lanes, add parking-protected bike lanes in some areas, and add on-street parking spaces. The City will be engaging businesses along Fremont Boulevard's "Main Street" to determine locations for pilot project pop-up patio installations. It is anticipated that the pilot project would start late 2020.