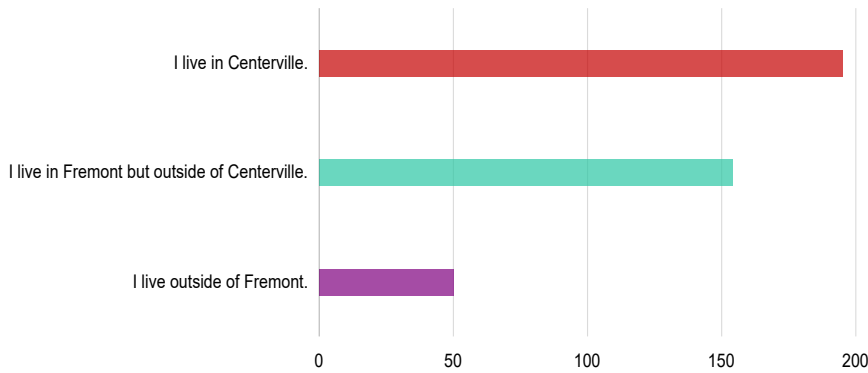


# Centerville Complete Streets: Pilot Project Community Survey 1

1. Please select from the following:



**Answers** **Count** **Percentage**

I live in Centerville.	195	48.63%
I live in Fremont but outside of Centerville.	154	38.4%
I live outside of Fremont.	50	12.47%

Answered: 399 Skipped: 2

For those who answered "I live in Centerville," Address (optional)



Answered: 67 Skipped: 334

For those who answered "I live in Fremont but outside of Centerville," Address, District number, and/or zip code (optional):



Answered: 123 Skipped: 278

For those who answered "I live outside of Fremont," City name (optional)



Answered: 38 Skipped: 363

2. If you or your child goes to school in Centerville, please answer this question. If not, skip to the next question. Which school do you or does your child attend?



**Response**

**Count**

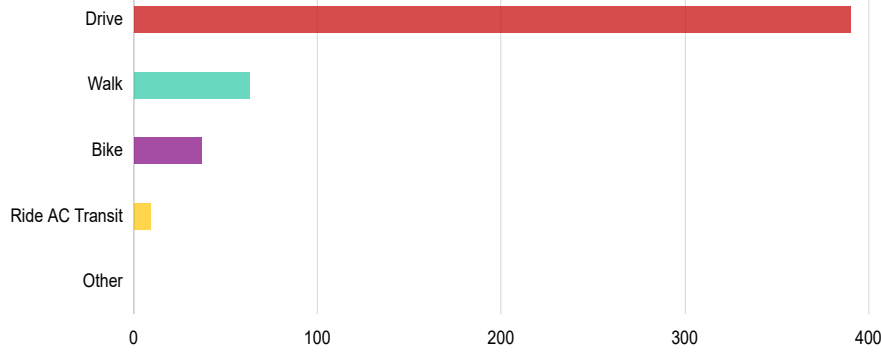
Fremont	39
Holy Spirit School	8
Holy Spirit	5
Washington High School	4

Centerville Complete Streets: Pilot Project Community Survey 1

Washington High	4
N/A	4
Parkmont	3
Centerville	3
Oliveira	2
Centerville Jr High	2
Brookvale	2
Yes	1
Washington HS	1
Walnut Creek	1
Union City	1
Tom Maloney Elementary School	1
Prince of Peace, across the street from Washington High, on Fremont Blvd	1
PLEASANTON	1
Orinda	1
Oliviera elementary	1
Mattos Elementary	1
Mattos	1
Loving Tree Academy	1
HolySpirit School	1
Holy Spirit Schoolz	1
Holy Spirit School, Fremont	1
Holy Spirit School Fremont	1
Fremont Christian School	1
Fremont Christian	1
Citrus Heights	1
Chicago	1
Centerville Junior High and Washington High	1
Centerville Jr High and Washington High	1
Centerville jr hi	1
Centerville JH	1
Centerville and Washington HS	1
Blacow	1
berkeley	1
American High School	1



Centerville Complete Streets: Pilot Project Community Survey 1

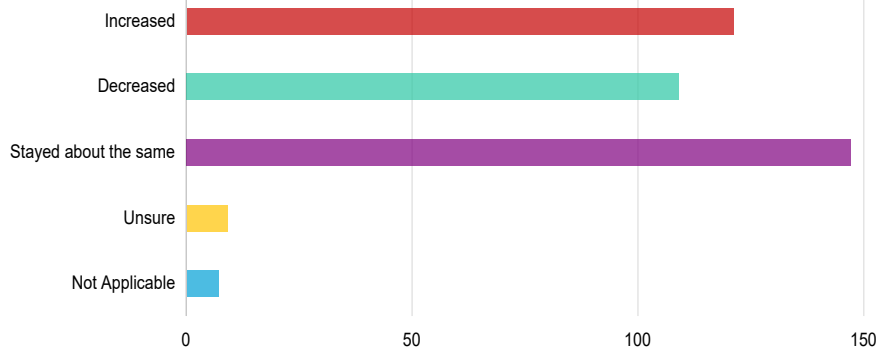


Answers	Count	Percentage
Drive	390	97.26%
Walk	63	15.71%
Bike	37	9.23%
Ride AC Transit	9	2.24%
Other	0	0%

Answered: 399 Skipped: 2

6. Please indicate how your amount of travel along this segment of Fremont Boulevard has changed since the pilot project.

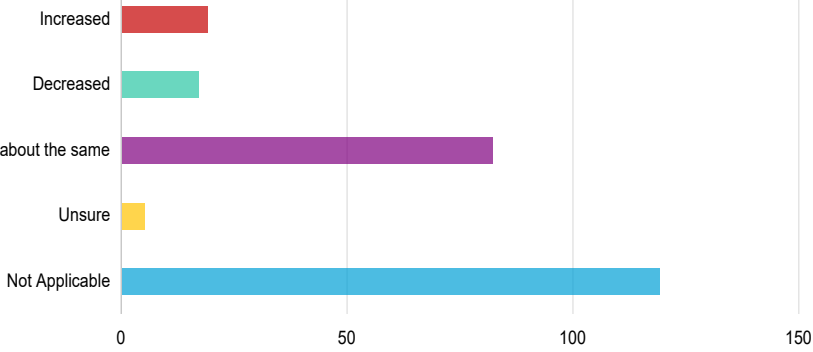
o Driving



Answers	Count	Percentage
Increased	121	30.17%
Decreased	109	27.18%
Stayed about the same	147	36.66%
Unsure	9	2.24%
Not Applicable	7	1.75%

Answered: 393 Skipped: 8

o Walking



**Answers**

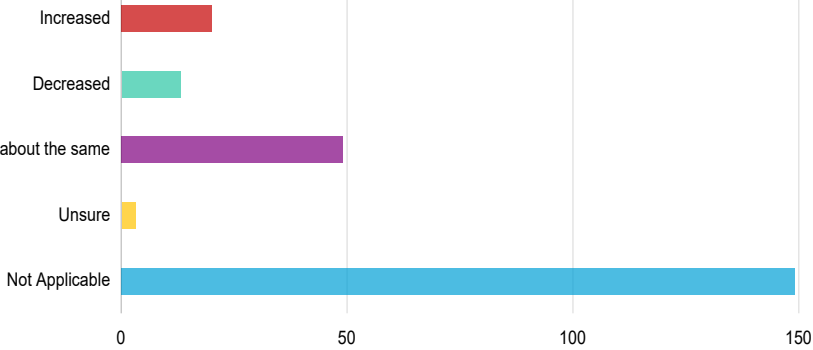
**Count**

**Percentage**

Answers	Count	Percentage
Increased	19	4.74%
Decreased	17	4.24%
Stayed about the same	82	20.45%
Unsure	5	1.25%
Not Applicable	119	29.68%

Answered: 242 Skipped: 159

o Biking



**Answers**

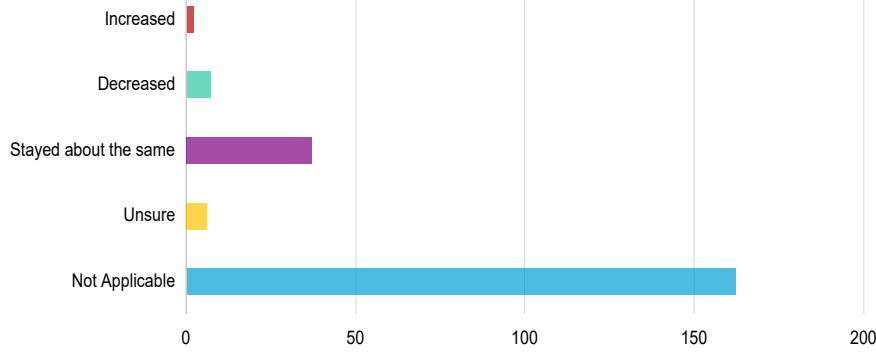
**Count**

**Percentage**

Answers	Count	Percentage
Increased	20	4.99%
Decreased	13	3.24%
Stayed about the same	49	12.22%
Unsure	3	0.75%
Not Applicable	149	37.16%

Answered: 234 Skipped: 167

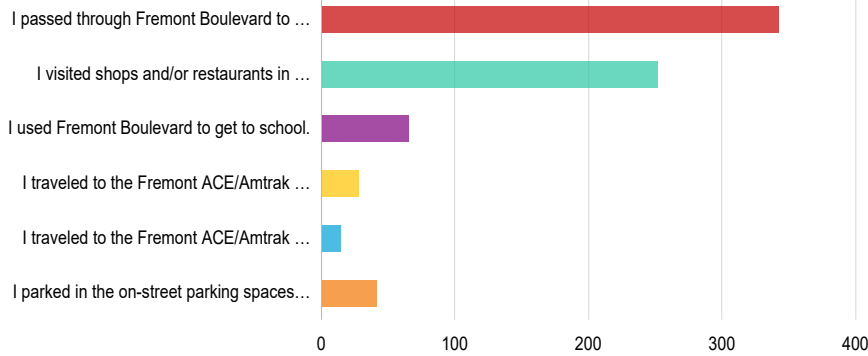
o Riding AC Transit



Answers	Count	Percentage
Increased	2	0.5%
Decreased	7	1.75%
Stayed about the same	37	9.23%
Unsure	6	1.5%
Not Applicable	162	40.4%

Answered: 214 Skipped: 187

7. Prior to the pilot project, how did you use this segment of Fremont Boulevard? (check all that apply)



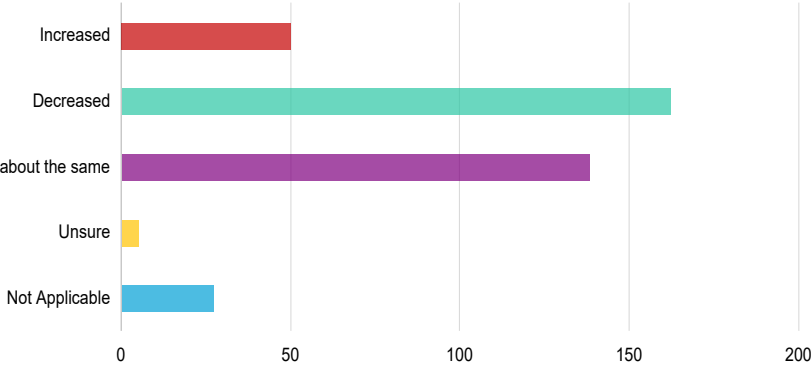
Answers	Count	Percentage
I passed through Fremont Boulevard to visit other locations outside of Centerville.	342	85.29%
I visited shops and/or restaurants in Centerville.	251	62.59%
I used Fremont Boulevard to get to school.	65	16.21%
I traveled to the Fremont ACE/Amtrak station to commute to work.	27	6.73%
I traveled to the Fremont ACE/Amtrak station for non-commute travel.	14	3.49%

I parked in the on-street parking spaces along Fremont Boulevard. 41 10.22%

Answered: 391 Skipped: 10

8. Please indicate how your use of this segment of Fremont Boulevard has changed since the pilot project.

o Visiting shops and/or restaurants in Centerville

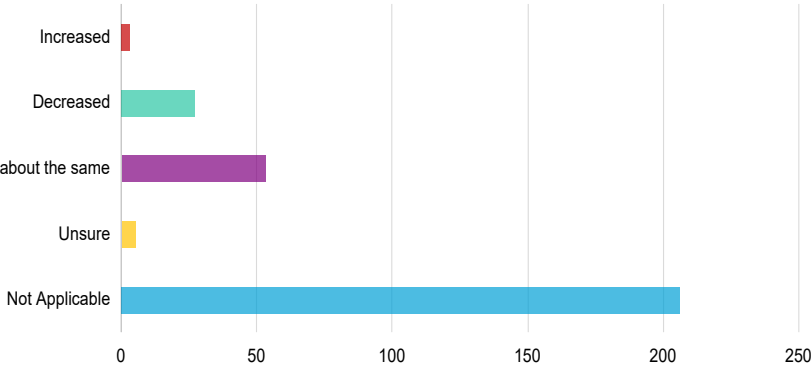


**Answers** **Count** **Percentage**

Increased	50	12.47%
Decreased	162	40.4%
Stayed about the same	138	34.41%
Unsure	5	1.25%
Not Applicable	27	6.73%

Answered: 382 Skipped: 19

o Riding ACE or Amtrak to commute to work



**Answers** **Count** **Percentage**

Increased	3	0.75%
Decreased	27	6.73%
Stayed about the same	53	13.22%

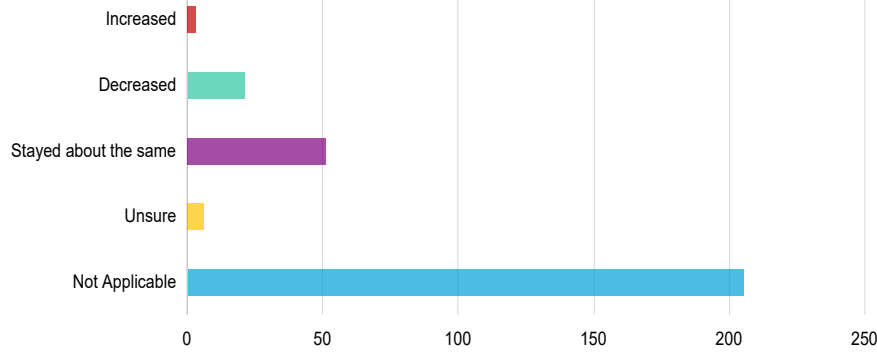


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Unsure	5	1.25%
Not Applicable	206	51.37%

Answered: 294 Skipped: 107

o Riding ACE or Amtrak for non-commute travel

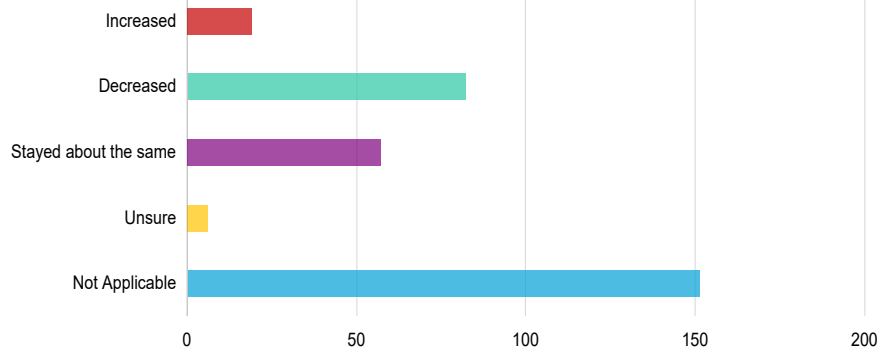


**Answers** **Count** **Percentage**

Increased	3	0.75%
Decreased	21	5.24%
Stayed about the same	51	12.72%
Unsure	6	1.5%
Not Applicable	205	51.12%

Answered: 286 Skipped: 115

o Parking along Fremont Boulevard



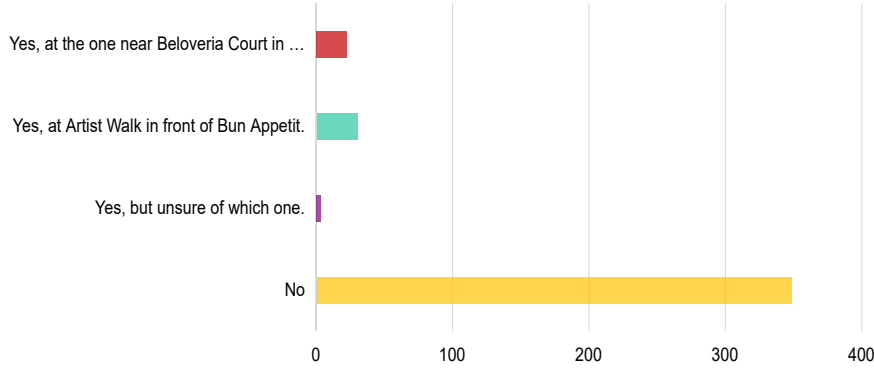
**Answers** **Count** **Percentage**

Increased	19	4.74%
Decreased	82	20.45%
Stayed about the same	57	14.21%

Unsure	6	1.5%
Not Applicable	151	37.66%

Answered: 315 Skipped: 86

9. Have you used the new pop-up patios along Fremont Boulevard? (check all that apply)



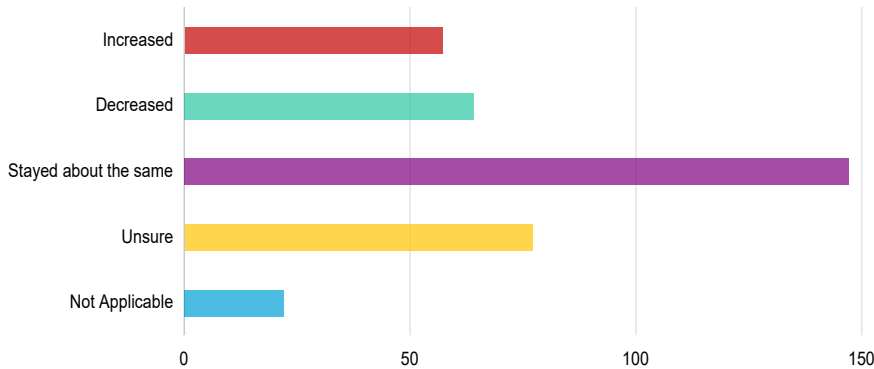
**Answers** **Count** **Percentage**

Yes, at the one near Beloveria Court in front of De Afghanan Cuisine restaurant.	22	5.49%
Yes, at Artist Walk in front of Bun Appetit.	30	7.48%
Yes, but unsure of which one.	3	0.75%
No	348	86.78%

Answered: 393 Skipped: 8

10. Please indicate how you feel the following have changed since the pilot project along this segment of Fremont Boulevard.

o Pedestrian activity



**Answers** **Count** **Percentage**

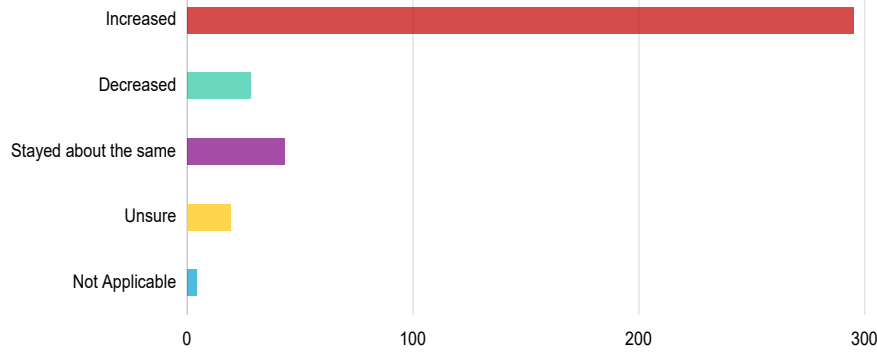
Increased	57	14.21%
Decreased	64	15.96%

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Stayed about the same	147	36.66%
Unsure	77	19.2%
Not Applicable	22	5.49%

Answered: 367 Skipped: 34

o Pedestrian safety

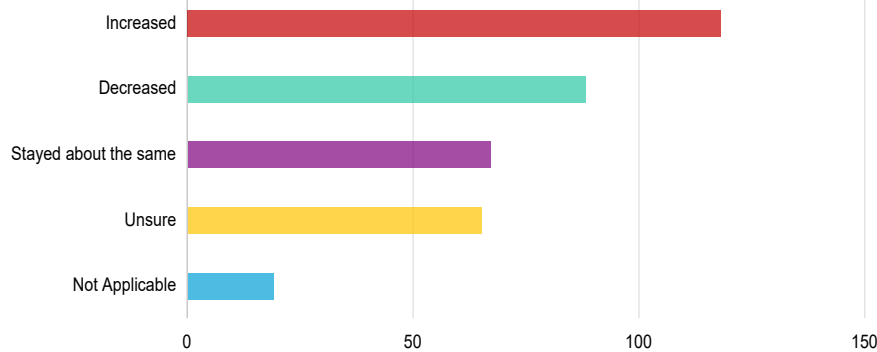


**Answers** **Count** **Percentage**

Increased	295	73.57%
Decreased	28	6.98%
Stayed about the same	43	10.72%
Unsure	19	4.74%
Not Applicable	4	1%

Answered: 389 Skipped: 12

o Bike safety



**Answers** **Count** **Percentage**

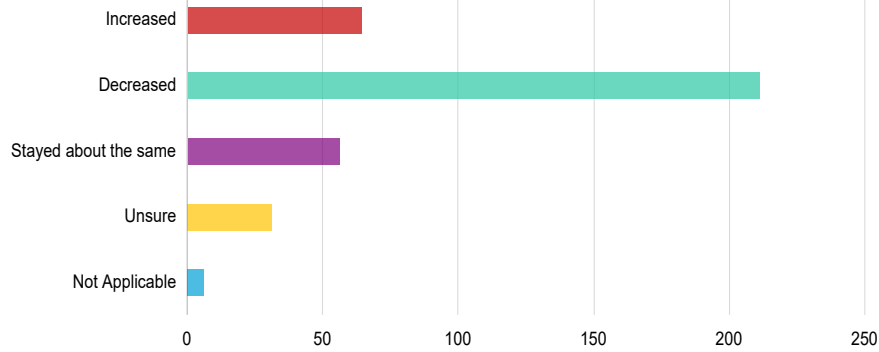
Increased	118	29.43%
Decreased	88	21.95%

Centerville Complete Streets: Pilot Project Community Survey 1

Stayed about the same	67	16.71%
Unsure	65	16.21%
Not Applicable	19	4.74%

Answered: 357 Skipped: 44

o Traffic safety

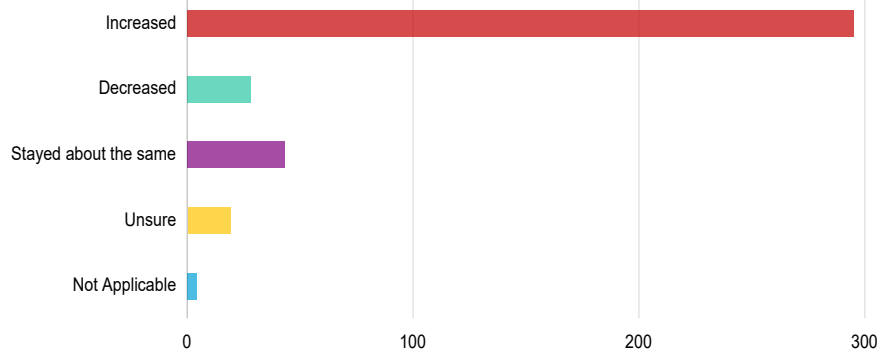


**Answers** **Count** **Percentage**

Increased	64	15.96%
Decreased	211	52.62%
Stayed about the same	56	13.97%
Unsure	31	7.73%
Not Applicable	6	1.5%

Answered: 368 Skipped: 33

o Traffic congestion (overall)



**Answers** **Count** **Percentage**

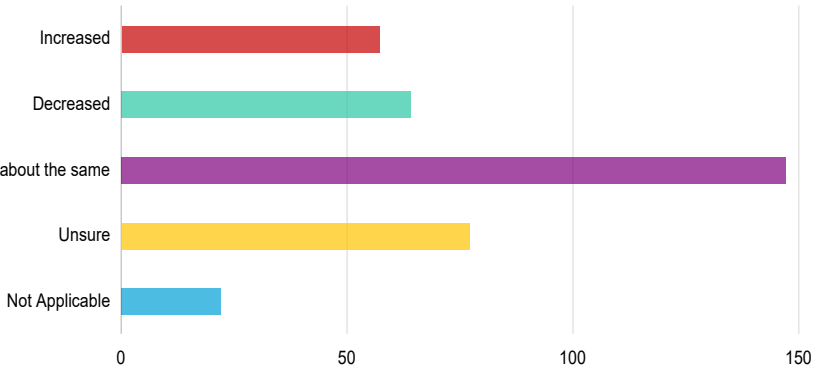
Increased	295	73.57%
Decreased	28	6.98%

Centerville Complete Streets: Pilot Project Community Survey 1

Stayed about the same	43	10.72%
Unsure	19	4.74%
Not Applicable	4	1%

Answered: 389 Skipped: 12

o Traffic congestion (due to the railroad crossing only)



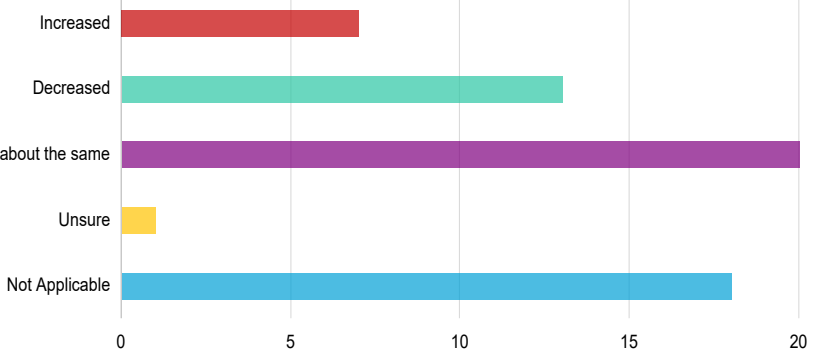
**Answers** **Count** **Percentage**

Increased	57	14.21%
Decreased	64	15.96%
Stayed about the same	147	36.66%
Unsure	77	19.2%
Not Applicable	22	5.49%

Answered: 367 Skipped: 34

11. If you are a Centerville business owner or stakeholder, please answer this question. If not, skip to the next question. Please indicate whether you believe the pilot project has made any impact on the following:

o Pedestrian activity near your business



**Answers** **Count** **Percentage**

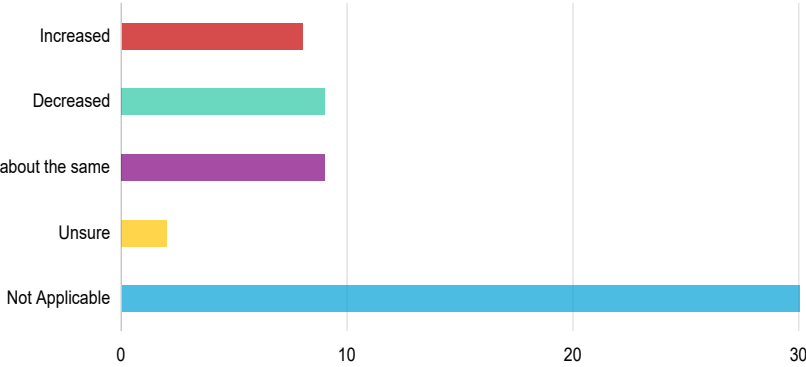
Increased	7	1.75%
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Decreased	13	3.24%
Stayed about the same	20	4.99%
Unsure	1	0.25%
Not Applicable	18	4.49%

Answered: 59 Skipped: 342

o Outdoor dining for your business (i.e., pop-up patio use)

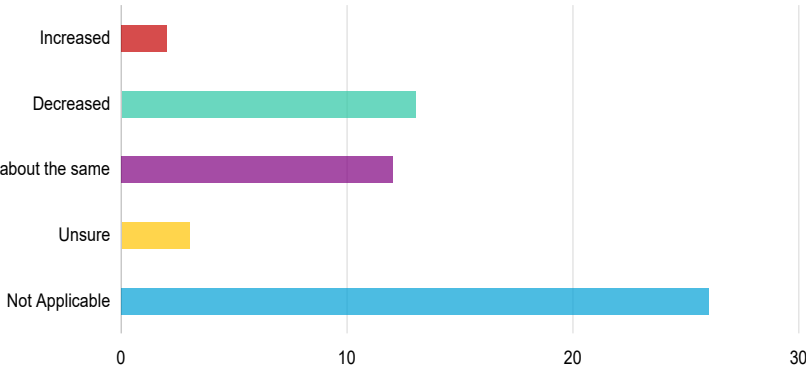


**Answers** **Count** **Percentage**

Increased	8	2%
Decreased	9	2.24%
Stayed about the same	9	2.24%
Unsure	2	0.5%
Not Applicable	30	7.48%

Answered: 58 Skipped: 343

o Your business's sales



**Answers** **Count** **Percentage**

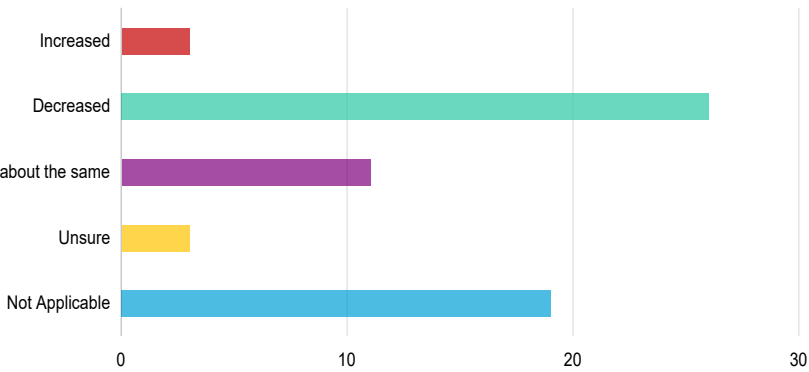
Increased	2	0.5%
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Centerville Complete Streets: Pilot Project Community Survey 1

Decreased	13	3.24%
Stayed about the same	12	2.99%
Unsure	3	0.75%
Not Applicable	26	6.48%

Answered: 56 Skipped: 345

o Ease of access to your business

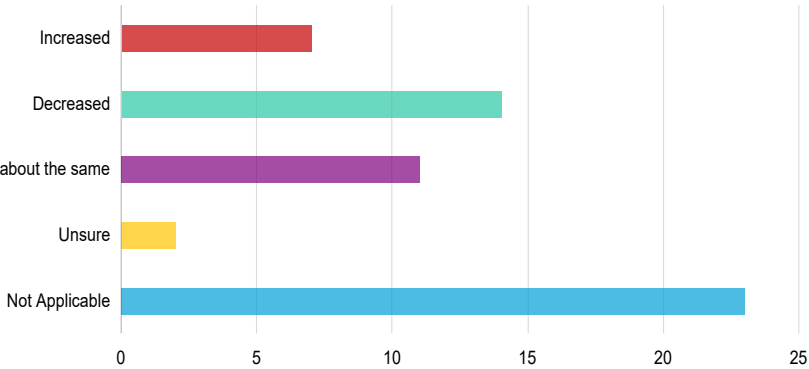


**Answers** **Count** **Percentage**

Increased	3	0.75%
Decreased	26	6.48%
Stayed about the same	11	2.74%
Unsure	3	0.75%
Not Applicable	19	4.74%

Answered: 62 Skipped: 339

o Use of on-street parking for your business



**Answers** **Count** **Percentage**

Increased	7	1.75%
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Decreased	14	3.49%
Stayed about the same	11	2.74%
Unsure	2	0.5%
Not Applicable	23	5.74%

Answered: 57 Skipped: 344

12. Please let us know if you have other comments or feedback about the pilot project, or if you would like to expand on any of your answers above.



Response	Count
Your got it wrong cutting down Fremont Blvd from 2 lanes to 1 lane. Fremont Blvd is a major connector and reducing from 2 to 1 causes traffic jam. I avoid any thing in that area....restaurants or any businesses. The City Council made a BIG mistake approving the Artist walk building so close to the street. Another of Bill Harison and his Development pro Council Members approval. We the Citizens voted them out for those reasons. Fremont Blvd came first....	1
Your attempt to limit commute traffic along Fremont Blvd doesn't seem to be working. With parents taking students to school and picking them up; congestion has only increased and safety of pedestrians and drivers has increased as well.	1
You are just causing increased traffic in the pursuit of more taxable commercial properties. This has been terrible so far for actual residents here as now we have even more traffic when commuting to work. Thanks a lot.	1
Why ?	1
While COVID concerns have kept me out of most public places, I am really looking forward to having more pedestrian space and outdoor dining options nearby. I also used to take the Uline bus into work but when parking got harder that stopped. I would love to see more commute parking available. This would also allow me to come home on the bus and then shop around the pedestrian areas there. When we travel in Europe our family loves spending time shopping and eating in the huge open pedestrian malls. I really hope Fremont will create more spaces like this because they become such a great community hub.	1
When cars wait to turn left to enter Artists Walk due to incoming vehicles, this causes a build up of cars waiting for that car to turn left.	1
what you are doing in reducing lanes is the worst decision Fremont could of done. Don't you see the amount of traffic we have already ??? Who cares about patio restaurants let them go to New Park Mall where there is more space .	1



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<p>What were you thinking? Do you ever drive down Fremont Blvd. in that area before this ? ?It was bad before, but now it's ridiculous. And it's only going to get worse. I won't be shopping in that area again. I refuse to drive through that mess except to go to church..We live in Glenmoor &amp; have been attending Holy Spirit Church since 1974. The traffic through there is horrendous already! If you continue with this, I don't know what we'll do. But we definitely know what we'll do with our vote come election time!</p>	1
<p>What I hear is that locals don't like the change. Whether their destination is Centerville or beyond They don't seem to understand that it is for safety of cars, bikes and pedestrians. And don't get the big picture vision to help the area and businesses be more pedestrian friendly. Pass thru drivers make reckless decisions due to the slower traffic.</p>	1
<p>What city engineers are responsible for this travesty? Very dangerous for bike riders as cars can't figure out what lane is theirs as it continuously changes. Trying to figure out a way around this area.</p>	1
<p>We use Fremont blvd to get to school and pick up from school twice a day. Traffic is getting really bad even worse than before. Due to train station, the traffic is a bit back up. Now it's worse. On top of all this, bike lanes are added in other part of Fremont blvd causing more traffic since all cars drive slower. Plus I haven't seen anyone biking thru bike lane ever since it's added. Also, turning left on Pelrata blvd, all cars are backed up because of only one lane available and most cars waited there to turn left.</p>	1
<p>We need to go back to four lanes of traffic and eliminate all of the confusing paint and poles in the streets</p>	1
<p>We need more. Feel that although the pilot program is great, we need to address the entire area and move forward to attract more businesses. Those businesses need to know they will get the same benefit. It will also help when the former Silicon Sage Project is under construction and people can anticipate the change along with the improvements is a formula for success.</p>	1
<p>We need a middle lane for the cars that want to go in/out of the opposite side parking lots across Fremont blvd in centerville. Since there is no middle lane, those cars are causing traffic jam...or worse, it caused some cars to stop suddenly because they were not expecting other cars to stop in the middle of the traffic flow.</p>	1
<p>We don't like the new changes at all. It makes getting anywhere around here much much harder and traffic is a mess!!! Ch</p>	1
<p>We do not believe the disruption of traffic is worth the dining provided. No one wants to eat right next to traffic. They should set up outside dining on the other side of the buildings where it will not only be conducive to conversation and comfort, but also traffic can move on Fremont Boulevard...the word boulevard means a major street to get somewhere.</p>	1
<p>We are on Peralta Blvd, across from the new park site. I constantly see people dump garbage in the empty lot. It really needs a sign there and a fine for dumping. Our business is across the street and it's very hard for people to drive by garbage and rotten food being dumped. Additionally there is no way to cross the street from our community center to the park. We have had many near accidents . For safety, there should be a crosswalk from the center to the park.</p>	1
<p>vehicles southbound on Fremont Blvd turning left into Artist Walk is causing back up on Fremont Blvd as well as vehicles exiting same location and trying to make a left to southbound Fremont Blvd. That entry/exit needs to be reviewed because it will cause a major collision and may include pedestrians getting hurt.</p>	1
<p>vehicles making a left on a double yellow line to get to the artist walk center which is causing traffic congestion especially on rush hours.</p>	1
<p>Traveling on this section of Fremont Blvd. is terrible . Trying to make a left turn going north on Fremont Blvd at Peralta is impossible. I have ran the red light twice.</p>	1
<p>Traffic seems to have gotten worse since the changes.</p>	1
<p>Traffic on this portion of Fremont Blvd. is a nightmare, especially when school is in session. Since there are no school buses (except for special needs students) most parents have to drive their children to school. This increases traffic and idling cars just adds to air pollution. I have witnessed funeral processions from Holy Spirit take an exurbanite amount of time to leave the parking lot and turn onto Fremont Blvd.</p>	1

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<p>Traffic needs to be slowed between Central and Eggers especially on weekends and early and late during commmute hours. A speed sign in Front of Centerville Middle School may help. There's one in front Washington High.</p>	<p>1</p>
<p>Traffic lights need to be reprogrammed. The light at the corner of Central and Fremont does not allow enough cars to go through in the morning to get to Holy Spirit parking lot. Also the left turn traffic light at the corner of Peralta and Fremont when going southbound doesn't always work. I have spent many times sitting at the light and it wouldn't turn green for me to go left. The other lights cycled through more than once, but that light wouldn't turn green.</p>	<p>1</p>
<p>Traffic is horrible and unsafe on this stretch</p>	<p>1</p>
<p>Traffic is horrible - removing the right turn lanes and fewer lanes causes traffic jams. Massive amount of cars cutting down Parish Avenue due to the lanes narrowing to 1 in area. I speak for my whole family who has lived in Fremont and specifically Centerville area since 1958. We hate what you have done - we are not against change, but you are chasing folks out of the area. We owned a house on Parish until June of this year, but due to the traffic situation that will not change, but only increase (we couldn't even pull out of our driveway and cars are speeding down the street to get around the bottleneck) we sold it. Fremont Blvd is a main thoroughfare - you can't narrow that area and expect anything else to happen. Now everyone (especially those of us who have lived here and know all the back roads) drive through the neighborhood side streets to get from one end of the city to the other during peak periods. I can't imagine the folks who own houses on those side streets are happy</p>	<p>1</p>
<p>Traffic is congested in this area with the reduction in lanes. The parking is still very limited at Artist Walk. Should have been planned into the construction and required by city, rather than retroactively removing usable driving lanes to compensate for lack of planning. Would love to see the city consider current residents when approving new projects and work on making the city more desirable/enjoyable not more congested.</p>	<p>1</p>
<p>Traffic is backing up all along Fremont Blvd..so many different markings are making it confusing to drive safely. There is plenty of room for these restaurants to use rear entrances for outside seating. Buildings should have been set back further to allow a Normal sidewalk in front. I do not see more pedestrians, just more traffic</p>	<p>1</p>
<p>Traffic is awful. I avoid Fremont Blvd through Centerville whenever possible. Please get rid of this pilot program.</p>	<p>1</p>
<p>Traffic is a nightmare this was a ridiculous thing to do on Fremont Boulevard.</p>	<p>1</p>
<p>Traffic increased. Safety issues increased. People jay walking. Cars no where to go but single lanes. Public before and after car, bike and pedestrians stats. My opinion awful results for pilot. Property between Parrish and Peralta is complete eye sore. City going wrong direction and very bad management of this property. Looking to move from Fremont. Many smaller cities have done much better in re-development of their cities and future looking forward. Sad and disappointed resident since 1961.</p>	<p>1</p>
<p>Traffic has been horrible on Fremont Blvd since the changes to the lanes were made. I have seen so many close calls with cars almost hitting other cars and people almost being hit because of the traffic jam and backup of cars trying to get through. Fremont Blvd is a major thoroughfare and it does not seem like studies were done to see how the changes to the lanes would effect traffic.</p>	<p>1</p>
<p>Traffic had increased &amp; it made me late to church services.</p>	<p>1</p>
<p>Traffic congestion is worse than ever! Its insane to decrease the lanes! Backups are now a regular part of life! No one uses those ridiculous parklet tables! Who wants to get exhaust in their lungs while eating! This is the most ridiculous traffic flow the city has done! There is barely any business's along this corridor. Bicyclists rarely ride through there and pedestrian traffic is almost nonexistent!. A waste of money and resources for this project!!!!</p>	<p>1</p>
<p>Traffic congestion has increased since this new project with only one lane southbound. In response to question 6, I take Paseo Padre more to avoid the congestion.</p>	<p>1</p>
<p>Traffic congestion during school drop off hours; traffic lights are not timed well; traffic light needed at Parish Ave as motorists try to turn left onto Fremont Blvd (i.e. church/school traffic); doesn't help that 2 lanes merge into a single lane in front of the church.</p>	<p>1</p>

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Traffic backs up as soon as it goes down to one lane. Sometimes it comes to a complete standstill!	1
Total waste of Taxpayer monies. Instead of embracing the uniqueness of what makes Fremont, Fremont. Th at Fremont is made up of unique quaint small town/districts. Someone at City Hall in the 'Infinite Wisdom', d ecided to try and make Fremont into Santana Row, with College/University type bike lanes. Fremont will nev er be Santana Row, and before you get University type bike lanes all over the city. Why don't you get the Un iversity here first. My personal opinion is City Officials are getting rich from this boondoggle.	1
Too short a distance, and not enough businesses (and during the pandemic) to objectively evaluate. In gene ral, I'm not a fan of street side patios, I don't find it enjoyable to eat sitting next to traffic. I think the only way to make the Centerville project successful is to make it an actual destination, eg: University Ave (Palo Alto), Downtown Pleasanton, Downtown Livermore. And/Or - revise development of the plot between Parish & Per alta and turn it into a 'Restaurant Row' - that's an actual destination that will consistently draw customers.	1
Too much traffic during after school hours!	1
Too many lane maneuver will result in poor safety.	1
Tonight there was a train at the station and i was backed up to HS Church. This reducing the traffic lanes fro m 4 to 3 is terrible. Plus as you drive thru here the road goes to 2 to 1 to 2 to 1 lanes. Stupid and unsafe! dri vers were making their own right turn lanes. i've suggested that since Silicon Sage project is bust take some of that land and put your lovely pop-ups there and leave the traffic to 4 lanes. More and more living units are being forced in the area (Maple Village the latest affront to common sense and neighborhood integrity) impa cting flow, safety and quality of life. The City's insistence that everyone take grossly inadequate mass transit or ride a bike/rental scooter everywhere is a cruel joke. Plus, i would never sit right there on the street to 'enj oy a meal or meet with friends'. But the tax payers opinion means nothing as you have already decided how we are all to live now in destroyed neighborhoods.	1
To the mentally handicapped person or persons who thought this was a great idea you should be fired imme diately! Have you ever driven on Fremont blvd before this stupid project? The traffic sucked before abs cong ratulations you made it worse! Now people are speeding through residential streets to get around Fremont b lvd. When then hit a child that's your fault for implementing this moronic idea! I can do a better job than you and I'm not even an engineer but at least I have common sense. Great job at wasting our tax dollars to mak e traffic worse!	1
Time to drive down Fremont Blvd and connecting side streets has increased significantly. Many cars on side streets are unable to turn onto Fremont Blvd which backs up the side streets. At times it has taken me over 20 minutes to go less than a block to just drive across Fremont Blvd. it seems impossible to get to any locati on along Fremont Blvd school, church, or shop. As a result I intentionally avoid going to locations in this are a when ever possible.	1
This was one of Fremonts worst idea. And I have lived in fremont my entire life 64 years. But the absolute w orst idea is the removal of the right hand yield turn lanes. Who is the genius who came up with that. That ba cks up traffic to a standstill, actually its more dangerous for pedestrians and cyclist. Cyclist need to obey the traffic laws just like everyone else and then they would be safer. You need to increase the flow of traffic NOT slow it down . to where it backs up 20 to 30 cars deep.	1
This survey doesn't include church that has been established for more than hundred years. Access to churc h has become difficult. So much traffic due to lane reduction. I fear emergency vehicle will not be able to pa ss on time. Very disappointed in the current city planning. Too much population with no proper infrastruc tur e. Once we open up after covid the traffic will get worst.	1
This sucks!	1
This street area is getting narrower and narrower and getting busier. Congested car traffic. It is not safe eith er for driving, pedestrians and bikers.	1
This project is completely misleading especially the timing as school has been out of session most of the tim e and many still working from home. Let us stop forcing projects where they do not make sense. There are plenty of other issues Fremont reds to address- major repairs on Thornton for example.	1

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<p>This project is a disaster creating a nightmare situation with traffic flow on Fremont Blvd. I understand the desire to make Fremont more walkable, bikeable, but this did not achieve that and totally messed up traffic in the area.</p>	<p>1</p>
<p>This project has definitely added to traffic congestion and makes it more likely I will be in a traffic accident.</p>	<p>1</p>
<p>This project and all the other street changes that have been made were not well thought out. Drivers are now using side streets to avoid Fremont Boulevard causing a huge traffic increase in residential areas. Poor planning!</p>	<p>1</p>
<p>This pilot project on Fremont Blvd, not just at the centerville area is causing very heavy traffic, noise, congestion's, safety hazard to pedestrians &amp; drivers, car lanes are confusing and commute time went from bad to worst! Population &amp; cars are increasing but roads are getting narrower for commuters.</p>	<p>1</p>
<p>This mess makes our wonderful suburban community feel like San Francisco. I have not seen an increase in bicyclists. When teaching my daughter to drive, these measures were very confusing and dangerous for young drivers. The two way bike lane near AHS will only encourage more wrong way riding which is a major factor in bicycle accidents. Please remove these pilot measures along with the separated bike lane bollards. The buffered bike lane alone are fine.</p>	<p>1</p>
<p>This is absolutely the worst idea ever! I would rather drive up to paseo padre for a "longcut". Why would you reduce lanes on an already congested stretch of road? The congestion may seem better now because of the pandemic with many people working from home. Once everything is back to normal, and people have no choice but to use Fremont Blvd, the stretch of road will be extremely congested, and accidents will happen! With reduced lanes, if there were an accident, people would not even have space to park on the side of the road. Instead of reducing, City staff needs to widen the road for rush hours. Do you guys even drive on this stretch of road? Try it in the morning and in the evening! For local commutes, driving the kids to/from school is such a nightmare! All these bike lanes and green bollards are not helping at all either... What a terrible idea, whoever comes up with this needs to be held accountable.</p>	<p>1</p>
<p>This is a ridiculous project. Fremont Blvd is a major thoroughfare. Reducing the number of lanes has increased traffic and decreased car safety. FYI, getting rid of the turn lanes throughout the city and replacing them with these sharp turns to increase bike safety is a terrible idea. I am sure we will be paying to rip these out in a few years. I have seen bikes now use the street instead of their designated lanes and cars that have to swing out to make these now sharp turns.</p>	<p>1</p>
<p>This is a foolish project. Just for making some bike lanes (I have seen only a very few bikes), the whole lane is blocked making more congestions. The drivers seem outrageous and they make it more dangerous to bikes and pedestrians too. If there is a vote, I would definitely vote to revert those changes.</p>	<p>1</p>
<p>This is a bold experiment that I'm sure will (has) frustrate many motorists, possibly myself included if I will be honest. However as a bicyclist I typically in the past would not have considered bicycling in this area, but am now considering it due to the increased safety. I'm informed about the "stroads" term and hope this all works out for a better Fremont Blvd that becomes a destination rather than a through-fare to get to the Carls Jr drive through after picking up some pants at The Hub.</p>	<p>1</p>
<p>This has become a nightmare since your changes. Traffic backs up well past Central from Peralta. I live 1/2 mile from Holy Spirit and I have to leave home 30 minutes before hand just to be able to get there. Increasing the light timing has also made a disaster for the traffic on Peralta. You have parents from Centreville Jr. High all over the side streets trying to get their children to school. Why you would remove a lane of traffic thinking it would help makes absolutely NO Sense. Holy Spirit has daily mass and people cannot get there due to the traffic jams on Fremont and side streets. It make it much more dangerous for pedestrians as they are navigating through cars that are trying to get out of the mess this has created. I won't patronize businesses on Fremont Blvd. because of this mess.</p>	<p>1</p>
<p>This crazy driving arrangement where children and parents are trying to navigate to/from schools is unconscionable. Moving from one to two lanes and back is inviting traffic congestion, accidents, and injury! A safe community needs less distractions, and more common sense!</p>	<p>1</p>
<p>This city has really messed up driving down Fremont Blvd. The corner of Fremont and Mowry is a mess. You have spent thousands of dollars to make it safer for bike riders at the expense of the much larger amount of drivers. I hate driving in this city now. Plus you continue to build more housing. That only puts more cars on the road. You guys are really dumb.</p>	<p>1</p>

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Think its absolutely terrible. We have bike lanes already, and they hardly ever use the new bike lanes. The over lap and use of the bike lanes to hog the road has led to people driving IN THE BIKE LANES to make safe turns because it is less safe to turn right with these obnoxious barricades! The roads are more congested then ever, burning more gas and electric in said congestion. I have to use the back roads because my usual route has become 15 additional minutes. I work two jobs to keep my family a float and I can't afford to be stuck in this! We are already the housing Trac of San Fransisco, we do not NEED to be like them as well!	1
These changes have made normal everyday traffic much worse. It has caused a great increase in traffic on Peralta Blvd and this increase in traffic has caused a huge delay in the use of Paseo Padre Parkway. I rarely ever see anyone on a bicycle and when I do they are usually on a sidewalk or on the wrong side of the road. These changes are awful. Shame on whoever came up with these ideas.	1
There needs to be better traffic control on Fremont, Mowry, and Blacow. Farwell is becoming a speedway as well. Traffic apps, alternative routes to the freeway are causing this corridor to have too much congestion and the traffic control is inadequate for the volume. Too many large work trucks are clogging Fremont neighborhoods.	1
There isn't enough bike traffic to justify the changes. I see more homeless people sweeping the streets and loitering than bicyclists at any given time. The only bicyclists I've seen are mentally unstable ones shouting to arrest Bill Gates at 2am. Sidewalk patio areas are unused. Most likely because the retail/restaurant space at Artist Walk is either empty or unappealing with Bun Appetite and Sack of Potatoes being the outliers. Traffic get very heavy and the lanes change between 1 and 2 lanes without making sense. Its also very difficult to pull out onto Fremont Blvd from Artist Walk due heavy traffic and sight lines	1
There is too much traffic to only have one northbound lane. And it will get worse as more people start going back to work.	1
There is definitely more traffic congestion along Fremont Blvd since the lanes were reduced. And, it is harder to pull out of Artist Walk onto Fremont when trying to turn left.	1
There are too many transitions from multiple lanes to single lanes within a short distance. Some drivers move to open lanes only to have to merge back in. This section of Fremont Blvd cannot be both a major thoroughfare and a pedestrian friendly area with small shops.	1
The travel time has increased. This was a busy stretch before and now with two lanes merging into one lane after Parish and then again after Bonde it creates a back up, especially when freight trains pass thru or passenger trains. Then there is the cross walk at Fremont Blvd and Bonde that could really use some warning lights to alert motorists of pedestrians wanting to cross. And I don't see many people using the outdoor dining area by the street. I myself would not find it enjoyable sitting there along this busy street with cars, trucks, and buses passing by constantly.	1
The traffic with four major schools is a nightmare.	1
The traffic is horrible. One lane northbound on Fremont Blvd from central to Thornton was a terrible idea. It has increased the congestion and I have had to avoid using Fremont Blvd and takes forever to travel a short distance.	1
The traffic has gotten worse.	1
The traffic congestion is bad. Especially certain times of the day. Now I avoid Fremont Blvd.	1
The traffic congestion is atrocious! Streets are narrow and dangerous, for cars, pedestrians and bikers. Area is not inviting due to all the traffic. There is not many restaurants that are of interest. Centerville planners got it wrong this time. Congested thoroughfare and very narrow streets.	1
The traffic backs up all the way to central Ave and I can't easily get onto the Holy Spirit campus during student drop off. I don't see much use by bikes and pedestrians or at the pop up seating. I think the changes should be reverted so there are 4 lanes of traffic along Fremont blvd.	1
The south bond lanes deviate toward right before or near the parish street. The deviate toward the right just in front of my house driveway at 37497 Fremont Blvd. As result, make me out my driveway to the Fremont Blvd dangerous and will end of accident sooner or later. Please correct accordingly and immediately. Thanks	1

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<p>The slowing and bottleneck of traffic is very bad. Drivers become impatient and it deters shoppers and diners from this area.</p>	<p>1</p>
<p>The single lane on northbound keeps changing side and it increase the chance of accident.</p>	<p>1</p>
<p>The S/B right lane via toward right at 37497 Fremont Blvd. This makes me very unsafe if my car back out of my resident driveway. Please call me to discuss it and make it safe. (510-579-5100</p>	<p>1</p>
<p>The roads are so narrow. You need to open another road to go across from Mowry and Thornton, besides Fremont Blvd. Cars are trying to get through that area and just edging really close with other cars. As an occasional biker down that area, it's actually quite scary how narrow the roads are and how fast the cars are going trying to cross the light (eg Peralta or Thornton).</p>	<p>1</p>
<p>The road has become confusing to drivers and bicyclists with the number of lanes changing from 2-lane to 1-lane, and briefly to 2-lane, then back to 1-lane in a less than half a mile stretch. I do not see this changing make anybody safer. In many occasions I have observed cars cutting in front of other cars in that 2-lane to 1-lane change, so that they can be a couple of seconds ahead. Moreover, given the number of schools near that area, Washington High, Centerville Junior, Stratford, Prince of Peace, Thornton Junior, American High, Oliveira Elem, Brookvale Elem, morning and afternoon school commute traffic has become a nightmare along that stretch. Lastly, the off-street parking for the Artist Walk community is plenty enough, so I do not see the need to have on-street parking for those shops neither. I implore you to turn that stretch of Fremont Blvd back to a 2-lane road as it has always been.</p>	<p>1</p>
<p>The removal of lane for cars added to the congestion in the area. It would have been nice if the city of Fremont had enough insight to have the new buildings in the area positioned further away from The street. so there would be a safe bike lane, pedestrian walkway and driving lanes. Without taking a driving lane away. As for several of the other questions, we have been socially distancing ourselves and staying quarantined a lot of the time.</p>	<p>1</p>
<p>The reduction of lanes has been horrible experience. Now to get to Artist walk coming from north is a nightmare. Overall the experience with this new project is very disappointing</p>	<p>1</p>
<p>the reduction of lanes from two to one is a disaster and backs up all the way past the Holy Spirit stop-light at Central Ave. It is confusing to have a single lane of traffic on a main artery like Fremont Blvd. Also the way that the lanes shift across the roadway (in both directions) is extremely awkward and likely to cause confusion and potentially accidents</p>	<p>1</p>
<p>The reduction in lanes (number and width) has caused my friends and colleagues to completely avoid Fremont Blvd. They say it is much too difficult to get to and through Centerville. We tried meeting at a restaurant once and they won't come back again. That can't be good for the Centerville economy. Very few people use the pop-up seating - all it does is take up much needed space for travel.</p>	<p>1</p>
<p>The reduction from 2 lanes to 1 lane is a bad design and creates unnecessary traffic jams. I would strongly recommend to move it back to 2 lanes of for traffic</p>	<p>1</p>
<p>The Pop-up patio near Artist Walk looks a lot nicer than the one near Afghan restaurant. Also, it seems like the one near the Afghan restaurant belong to the restaurant not to public.</p>	<p>1</p>
<p>The pilot project made traffic more congested. Now it is even more of a headache to pass through that area. People do not know the zipper effect, and they cut each other off. The traffic gets backed up all the way passed the church. It is a nightmare. I get that you wanted to created more parking spaces on the streets, but barely anyone visits the new stores and shops. It only created chaos. It is always clustered at that one lane road now. Also, there are not enough bikers to justify reducing a lane. For example, only one bike using the bike lane per hour, meanwhile, the car traffic lines up and gets backed up for multiple intersections.</p>	<p>1</p>
<p>The pilot project is the stupidest idea I have ever experienced. A total waste of money without accomplishing anything positive.</p>	<p>1</p>

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<p>The pilot project in the Centerville has negatively impacted motorist, pedestrian, and rider safety. I travel this road multiple times per week and find many motorists crossing double yellow lines to make turns into busines ses on opposite side of the streets. Motorists are inconvenienced by lane reductions due to the addition of bike lanes which are RARELY used. When I do see bicyclists, they travel mostly on the sidewalk, making tra vel unsafe for pedestrians. Bicyclists throughout the city of Fremont more often use sidewalks than bike lan es--I see them every day while walking my dog and have had to escape out to the bike lane myself to avoid injury to me and my dog.</p>	<p>1</p>
<p>the pilot program in the centerville area in my opion is causing so much backup eggers and thorton and we cannot turn right from these intersections because of the bike lanes that have been intregrated there seems no right lanes have been turned into bike lanes which makes right turns not available especial from fremont blvd to mowry so i have to wait to make a right turn behind others that are going straight onto fremont. what can of this plan makes sense for traffic except to make more of a backup on fremont blvd</p>	<p>1</p>
<p>The overall concept of providing safe riding lanes for bikes was a great idea; however, the actual roll out of t he test project was not successful. The fact that the contractors that were to build up that vacant area went belly up and went broke really put the City in a predicament. Traffic is a mess. Merge lanes create high stres s for me whenever I drive there. School days increase the traffic and cause more congestion. Combine that with repair work during a busy day and you have a hot mess. I have ridden my bike in that area to see how i t was going, but again the idea was better than the reality. The day I went there all of the gutter areas were clogged with tree debris and that made the bike lanes a danger. Likewise, the intersection by Central and Fr emont Blvd. was a scary area to try and negotiate- and I ride a lot. I don't think I would want to sit at an outd oor area knowing drivers were having issues negotiating the streets. Too risky. A better plan is needed.</p>	<p>1</p>
<p>The only safe intersection to cross is where the lights are to alert drivers of pedestrians all other crosswalks at Parish and Fremont Boulevard are dangerous. Traffic is far worse than ever. The reduction in lanes for no rthbound traffic has created severe traffic.</p>	<p>1</p>
<p>The new project has definitely impacted our ability to enter and leave the Holy Spirit Church. It's much more difficult and dangerous. Traffic is worst during school in session...dangerous for children especially.</p>	<p>1</p>
<p>The new plans cause way more traffic. And the right turn lanes for major intersections are a mess now that you have blocked them off for the bicyclists. You've created so much traffic congestion! I understand we wa nt to keep bicyclists safe, but blocking the right turn lanes is ridiculous.</p>	<p>1</p>
<p>The loss of the north bound lane has made getting to my Godmother's retirement place has become very dif ficult. I come from around American High School and must pay a lot of attention to how traffic is at certine ti mes of day.</p>	<p>1</p>
<p>The lines are very confusing especially at night Need more lighting in that area</p>	<p>1</p>
<p>The lights at Fremont Blvd and Central have been adjusted to allow traffic to flow on Fremont blvd, however barely anytime to get into my work at Holy Spirit School. Also, because of the one lane on Fremont Blvd it b acks up all the way into the intersection of Fremont and Central creating major traffic issues</p>	<p>1</p>
<p>The light at Fremont Blvd and Central Ave is horrible. The light making a left into the church from Fremont B lvd and making a left from Central Ave to Fremont Blvd is maybe 10 seconds. It really backs everything up i n the morning and afternoon school times. Pedestrians crossing the street on Fremont BLVD at the crosswa lk in front of the church do not wait for the crosswalk to turn for them which causes backups. There is a lot o f backup trying to pass centerville school during pickup basically leaving one lane.</p>	<p>1</p>
<p>The lane reduction creates unnecessary traffic during busy hours. Furthermore, it makes Fremont Boulevar d an undesirable route at many times of the day. We find that we are avoiding the area as a result. We are a lso not patronizing the establishments there.</p>	<p>1</p>
<p>The entire Centerville/ Fremont Boulevard lane change is ridiculous. It's confusing and is causing more con gestion and accidents. Fremont is not a city where people will bike. You're just making it harder to get down surface streets.As it is now it's hard to get down 880 freeway with the new HOV lane. Fremont will never be a Palo Alto. You just don't have the community or the demographics for it.</p>	<p>1</p>
<p>The elimination of a lane is causing more pain points and should not be considered a long term solution. Ke ep in mind that the current flow is not a true measure because of COVID and will only increase as we return to some normalcy.</p>	<p>1</p>

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<p>The decrease with one lane of traffic has caused a lot of chaos and headache. Especially with Centerville Junior High and Washington High School back in session. We are now avoiding going down Fremont Blvd; taking a longer route down Thornton Blvd to go down Blacow to get to Mowry Avenue and vice versa.</p>	<p>1</p>
<p>The constant adding and subtracting of lane access creates horrible bottlenecks. I have been trying alternatives because it creates such a frustrating ride. It makes access to Holy Spirit very challenging and it just is a huge pain. I've resorted to driving through the neighborhoods which I am sure is not making homeowners happy in surrounding areas.</p>	<p>1</p>
<p>The congestion on Fremont is significant, so I avoid driving this section entirely (unless I have an appointment there), now driving from Central Ave to Dusterberry Way and Thornton heading north, to avoid Fremont Blvd.</p>	<p>1</p>
<p>The changing from 4 to 3 lanes causes much back-up of traffic and close calls when cars try to merge back into 1 lane going north. the change in lane configuration @ Peralta and Fremont causes much confusion and I have seen many close calls as cars try to get in specific lane that is different. We definitely need a left turn light control the intersection as everyone tries to get through before light changes and make unsafe turns. Personally I now use Paseo Padre as much as possible even if it adds more miles to my trip. As a senior citizen on a fixed income with increased gas prices this takes an added cut from my finances. Also have seen very few people eating on the pop up diners and I walk that street daily. (actually have seen NONE at the one by Artist Walk)</p>	<p>1</p>
<p>The changes made on Fremont Blvd between Nicolet and Alder is terrible. Also the traffic light at Gibraltar has gotten worse re: timing. I think the clock must be off as you have to wait for ever in the evenings and weekend times.</p>	<p>1</p>
<p>The changes have made it very difficult for senior drivers. The lanes have been narrowed or done away with. I do not see that many bicyclists using the lanes. The expense has to be extra nominal. I think the money spent or still being spent could be put to a much better use. Still lots of homeless to be taken care of. Shame on Fremont!</p>	<p>1</p>
<p>The bike lanes need to be protected and the train area is still very unsafe.</p>	<p>1</p>
<p>The area was congested before but a lot more congested now. I don't feel safe biking at the area, and I certainly wouldn't eat at the popup location next to a busy street</p>	<p>1</p>
<p>The area is quiet and residential I don't think bringing more people is a good idea, the city should work in a commercial downtown in downtown or revitalize Niles. It is just making traffic worse and more dangerous. There very few restaurants in the area are both worth the outside dining areas, so it is just making traffic worse for commuters. It might have been ok during COVID but useless now. Besides we are already having a hard time driving in Fremont due to the extra large bike lanes. Unfortunately these plans only want to make me want to skip driving in Fremont. Sorry, bad planning, the one thing that I loved about Fremont was the lack of a busy downtowns and the wider avenues.</p>	<p>1</p>
<p>The amount of Parking isn't enough, if i can't find parking I skip visits to food places</p>	<p>1</p>
<p>The access to my church, holy spirit church, is harder. Travel to my children's school from my home is very hard because the traffic in Fremont Blvd at central and peralta will back up going north so i cannot cross Fremont Blvd without going on small neighborhood streets. I can no longer walk on parish Avenue because in the cross traffic from Fremont Blvd to peralta Blvd. Overall, I can't walk to church and my commute to and from school or to 880 has increased by at least 5 to 10 minutes due to congestion.</p>	<p>1</p>
<p>Thanks for making efforts to improve this part of Fremont Blvd.</p>	<p>1</p>
<p>Thank you for running a pilot and driving this project. Though the traffic congestion was expected this helps tremendously with safety for all people involved while making this a much better attraction as in the case of artist walk.</p>	<p>1</p>
<p>Stop making our streets smaller. Our population is increasing and we need our roads for cars and trucks. Fix our streets and stop creating the stupid bike lanes that I Never see used!! The city has ruined the right turn for vehicles at many of the intersections!</p>	<p>1</p>



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Some observations: 1) You can lead horses to water but you CAN'T make them drink! 2) If you build it, they WON'T come! 3) Please stop with these experiments. You're messing with the charm that made this city a treasured place to live. 4) This Vision Zero program is an unbelievable disaster. 5)	1
So far so good. I like the pop out sitting area. But due to covid, there aren't that many people sitting there. Also, the dust from the empty field across the theater make sitting in front of Afghan restaurant not very pleasant. Maybe after the development for the lot finished, we can than truly benefit from the new setup.	1
Single lane is a terrible idea for Fremont Blvd. Nobody uses the bike lanes or the patios. Rarely see anyone seating at the patios. Please remove them and allow more traffic flow.	1
Since you reduced the lanes it takes forever to go down Fremont Blvd. I avoid it at all costs. How to you reduce the main road to one lane. Crazy.	1
Shutting down lanes and or parking spaces is ridiculous on this narrow road. The residential construction which is NOT affordable has created a mess. I see very few bikes riders or pedestrians and I travel this road constantly to provide service for my business. Drivers are using residential streets and racing through them. They are also parking on residential streets since there is not enough parking spaces in the rentals/homes being built. Parking is a huge issue partly because the city refuses to realize that most people have at lease 2 or more cars. Biking or walking is not an option for most especially with children, groceries or the elderly. This is not a college town and there is not any college in biking distance. Young people want to live in a city to recreation, music and things to do. Most leave the city for activities. Way to much housing built on this street with little parking or shopping services that they truly need.	1
Seems more congested....	1
road becomes narrow and travel time increases	1
Reducing the number of lanes between Thornton and Parish doesn't make sense and is confusing to a lot of drivers. The pop-up patios outside De Afghanan and Artists Walk are empty most of the time. Exhaust from passing vehicles and dusty environment do not make for healthy dining.	1
Recently wanted to turn on Central going north when school let out. Had to sit through three lights. Other day wanted to make a left turn on to Peralta. Set through four light, no traffic going south on two light. On fifth light i ran the red light because cars behind me were blocking all north bound traffic. Others ran red light too. Artist Walk to me is a joke. No parking period, will never shop there or eat there. Had to go to something there and had to park at Dale Hardware. If complex like Silicon Sage were to go in, there would be not parking and increased parking for people living there. When school gets out there could not move. Train crossing problems now i see cars going around signals. I now do not use that street. If businesses go in there i would not support them at all...would be the same as Artist Walk. The was things are set up now a complete joke which has made things totally worse. If places to eat on East side go in, there will be no parking. Total joke	1
Putting corners for bicycles similar to those at intersection of Walnut and Paseo Padre is dangerous for bicyclists. Fremont Blvd in general is not bike-friendly and most bicyclists avoid it - past and current, using Paseo Padre and Thornton and Eggers Ave to get to/from Centerville. Bicyclists are avoiding the Walnut Paseo Padre intersection and using neighborhood streets, thereby negating the envisioned benefit. The car congestion during the work in the current Centerville Fremont Blvd is such that cars are using neighborhood streets to avoid. Again, negating the purpose of the project.	1
Provide more apartments for low income families.	1
Pop-up patios is a good idea but will increase traffic congestion during school pick-up and drop-off times.	1
Pop up patios, bike lanes, decreased vehicle lanes, increased traffic, more cars, more people etc.. all add up to congestion's, traffic, increase travel time, noise, pollution & driver frustrations. Because of all these, some people uses the Holy Spirit church parking as public parking.	1
Please, let's work to truly improve and revitalize this area. It has so much potential to be a vibrant, walkable area full of stores and restaurants, outdoor seating, public art, bike safe lanes, etc. And there are some nice historic buildings that could be restored and add character to the area. But the reality is it really looks so downtrodden and depressed, it is embarrassing to bring people here from out of town. When new development goes in, I also hope there will be attention paid to the aesthetics of the construction, as this really does make a difference in quality of life and how people perceive the area.	1

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<p>Please replace the pilot project with permanent infrastructure</p>	<p>1</p>
<p>Please consider that a great number of Parishioners and School Children use Fremont Blvd to go to Mass and to School. Please make it safe for this group as you plan to do for other businesses.</p>	<p>1</p>
<p>Please buy Centerville Jr. High land and have the FUSD move it on the open land between Acacia Ave. and Temple Way on Peralta Ave. next to Fremont Chapel of the Roses to decrease car traffic and increase child safety. Your Silicon Sage Centerville project is a horrible idea, because that land should be purchased by the city to increase road lane space on Fremont Blvd. If the city buys the land and decreases the number of living units on Fremont Blvd., then it will decrease traffic in Centerville. on Fremont Blvd. In addition, you can increase parking spots for the railroad commuters.</p>	<p>1</p>
<p>Please build this project out more! As Centerville residents a more walkable downtown area would be fantastic for local residents and businesses alike. We'd love to see this.</p>	<p>1</p>
<p>Please build the same patio next to PAV BHAJI HUT and Shack Of Potatoes restaurants</p>	<p>1</p>
<p>Please ban the left turn into the apartment on north bound single lane. Even tho there is double lane divider s people still block the single lane to turn into apartment. Put up a barrier there or give dedicated turning lane</p>	<p>1</p>
<p>pilot program created very bad traffic congestion ,this is a small street did not need pilot program please turn it back to the way it was. i do not know what you were thinking.</p>	<p>1</p>
<p>PILOT is great if you like: congestion on East &amp; West bound lanes of Fremont Blvd., breathing noxious fumes and talking over traffic while you eat at the pop-up patio, contending with the traffic that is now pushed onto the surface streets, counting the speeders in my area Corrigan Dr as they bypass Eggers Dr., encouraging donut performances at Kimbro and Eggers CIRCLE, seeing nervous students in the cross walk as drivers navigate the undersized unsafe CIRCLE, having emergency vehicles curb the CIRCLE to make their destination (Poll the Fire and EMT depts). I led our neighborhood in CIRCLE removal at and Kimbro and Eggers another PILOT, where 100% of my neighbors signed the removal petition only to have the then Mayor ignore the People's choice. I avoid Fremont Blvd always choosing surface streets. I'm sure my pts here will be masked again as leaders pump their chest on the "great job" in Centerville, but I challenge you to surprise me and investigate. Ted White P.E.</p>	<p>1</p>
<p>Parishioners exiting Holy Spirit Church after masses (especially Sundays) from Parish Ave onto Fremont Blvd is problematic, especially turning left onto Fremont Blvd. There have been T-bone crashes and death at this intersection. Additionally, the signal light timing on Central Ave where people turning left from Central onto Fremont has helped some, but there is traffic moving South on Fremont and some turning left onto Parish, is cause for accidents as parishioners drive West and bottleneck at Parish and Fremont.</p>	<p>1</p>
<p>overall the city of Fremont's plan to make things more pedestrian and bike friendly are noble and somewhat successful, but the degree of the corner extensions that have been designed and implemented are too far out, especially at F Blvd and Mowry...</p>	<p>1</p>
<p>One lane traffic has created hazardous conditions. I have witness when there is a traffic back up, drivers use the lane of the opposite traffic to get ahead of traffic. Really bad planning in such a busy street just one lane.</p>	<p>1</p>
<p>On Parish Avenue, they should consider another stoplight to aid in cars turning safely to the left lane towards Central Ave. Also, there are less parking for Stanford employees at the train station, there are paid parking stalls Will there be safer crosswalks to cross from the bus stop to the train station for cars to stop/yield. Any questions on safety with homeless in the area</p>	<p>1</p>
<p>Now that Stanford employees will return to work and use the Transbay bus - we need safe crossing at Bond &amp; Fremont Blvd. I brought this to the attention of city planner ~4+ years ago. An "impromptu" crosswalk was installed on Paseo Padre (btwn Thornton &amp; Isherwood). Likely less than 5 people/day use it. However there are 6+ busses with average of 10 people (ea bus) crossing this busy street in the evening = 60 people/day - yet still no safe crosswalk. Until there is a safe cross walk - we will have to pack our own flashlights and hope not to be hit in the dark evenings light ones too).</p>	<p>1</p>

Centerville Complete Streets: Pilot Project Community Survey 1

North bound backs up from Peralta to past Central numerous times during the day. People are now taking Parish to Peralta then left to return to Fremont Blvd. Centerville Junior parents are now lining up on Parish for their kids to leave school and walk to them. Parish in effect is reduced to 1 and 1/2 lanes during that time. Also, the light at Peralta and Fremont is staying red for Peralta way too long.	1
Never see any cyclists using it.	1
Need turning lane for traffic going south or discourage turning left onto shops	1
Need to consider Holy Spirit church and school as it causes additional traffic delay for parishioners, students, and staff.	1
need a turn lane heading south on Fremont Boulevard that turns into the train station parking lot. Currently, the striping allows a left turn onto Bondi at the expense of a turn lane into the train station. , there is no left-hand turn into the train station parking lot traveling south on Fremont Boulevard. The turn lane is solely dedicated to a left-hand turn onto Bondi and is not frequently used. That left turn lane off Fremont Blvd onto Bondi needs to be shared with a left hand turn lane (southbound FB) into the train station driveway. Additionally- the parklets surrounded by concrete k-rails do not project and upscale image for Centerville. If they were to remain, I'd suggest putting bollards in that are much more attractive than these concrete K rails	1
My children attend Holy Spirit for classes and activities. It makes it more difficult for me to drive them from their Holy Spirit class to their other activities on time since it takes longer to pass through that area now.	1
Much better than before we still need more traffic cops in this area Peralta from Paseo Padre to Fremont Blvd very dangerous traffic runs very fast thru this point	1
Most of my "decrease" answers are more because of the pandemic than because of any change to the road layout. The "bikes go between parked cars and the sidewalk" are nice in theory, but there are two issues I see with them. (1) This layout isn't particularly consistent (yet?) so there is some weaving back and forth. (2) When last I went through there, the signage wasn't really bold and people weren't used to the concept, so there were issues like cars being parked right where bikes needed the space to move in close to the sidewalk. Habit and enforcement will help with that.	1
More traffic	1
More protection for bikes! Please add poles to make the bike lanes safer.	1
Making this section of Fremont Blvd. one lane in both directions was a HUGE MISTAKE. The traffic here was bad enough with 2 lanes each way, then you have the railroad track traffic. You made this section of FREMONT BLVD WORSE!! The street parking is awful as well because now people double park to go into a shops around the Artist area of the road. This is a very busy section of Fremont Blvd and hate driving this area with all the DUMB changes on this road!	1
Making the road a single lane road has made it significantly difficult for the residents of Artist Walk to drive to the other side of the road. We miss the waiting lane in the middle of the road that once existed. Additionally, the traffic jams on Fremont Boulevard have significantly gone up and become an inconvenience since the implementation of the pilot and one side of the road becoming a single lane. We would really appreciate it if we returned to how things were.	1
Making Centerville more pedestrian friendly and active is far more important than traffic congestion. Other well-loved commercial areas in the Bay Area (Mountain View, Palo Alto, etc.) have traffic congestion, but slowing traffic is part of the point. There are ways around for people who want to pass through more quickly. People may complain about the congestion, but this project will improve quality of life in the long term. Ideally, it will also get people out of their cars.	1
Makes getting around harder and all lane changes bad	1
Love the project. Could use more of these across Fremont.	1
Love the Pilot Program and hope to see more improvements once the Silicon Sage Project gets a new owner and they come up with a new plan. The CBCA would like to suggest some ideas to whomever purchases the land.	1

Centerville Complete Streets: Pilot Project Community Survey 1

Love the complete streets concept. Pop out patios are so helpful for local businesses, especially during covid, as I still don't feel comfortable eating indoors and these patios allow for more outdoor seating. Anything that increases pedestrian or bike safety is welcomed!	1
Looks nicer now and feels more like a destination. I am just wondering why the changes were only done on one side of the road rather than on both sides. It would be nice to fix the other side too.	1
Living in Centerville, I travel this route every day, via walking or driving. I've seen the traffic backed up to and beyond Holy Spirit church regularly, Last week I sat through three signals trying to get home. My friends came to meet me at a restaurant. Because of the difficulty getting into Centerville, they refuse to come back. I have to go elsewhere to meet them. I've seen people in the pop-up seating only five times since they were installed - they aren't used. Why prioritize the wants of twenty or so businesses over the needs of the thousands of homeowners/residents in the area? The two lanes between Peralta and Bonde are essential. Every bus passing through is required to stop at the tracks. Other vehicles need to get by. Even if there's a pullout, past history has proven the road often is blocked as a bus stops in the road. Already it causes a backup. Don't choke even more travel. Will the results of this survey be published for all to see? The last one was not.	1
Limiting to one northbound lane is insufficient, especially with the railroad crossing. There was insufficient space to begin with to install both bike lane separation and outdoor dining. People traveling southbound on Fremont Blvd will oftentimes turn left (across double yellow line) into Artist Walk, further congesting southbound traffic. Can we have more police presence to enforce? Thanks.	1
Lane changes increase backup from train tracks. Creates more impatient drivers who are now making right turns with people in the crosswalks.	1
Lane alignment on Fremont Blvd has changed. New alignment seems a bit confusing as the merging from two lanes to one does allow for enough space. Through lane is not straight line in the segment. This can cause unsafe driving condition.	1
Keep the pop up patio	1
I've enjoyed riding my bike on the new bike lanes. But angry drivers are still a concern. Hard to take a left into the Depot coming from the North. While I do see some more congestion, I don't think it's that bad and only takes an extra couple of minutes to go through. I'm looking forward to more positive changes such as this in Centerville so I can visit more often. I have visited more shops during this time but not necessarily because of the pilot changes.	1
It's too much. There are too many cars to cut out lanes. Why make things more congested? The pilot was not successful	1
It would be nice if someone from the city came by and expected everything and cleaned the street and parklet area at least once since we opened it. The tables and chairs are not the best quality and they falling apart.	1
It looks great. Better for local businesses and much safer and pleasant for bicyclists and pedestrians	1
It is the worse traffic experience I had have. They close lines for cars so now you have to wait more time to get the lights. And more time to turn to right or left. Not a lot people walk is more the people drive and I thing they have to think about it.	1
It has made situation worse	1
It feels a bit unsafe to drive this "patch." Because the road curves, it feels "tight" and not enough room to merge. If you want to keep this, I think you need to reduce the speed to 25 miles per hour.	1
Is Fremont trying to make a "downtown" area like Main St in Pleasanton or 1st St in Livermore ?? If so, you need attractions to come to. All you have is a couple average restaurants, Oh wait we the homeless drinking, doing drugs and exposing themselves at Bill Ball Plaza. Also we have the "Mayor" living in a cardboard house with a pile of garbage around it in front of Taco Bell. Maybe people will come to see all of the gang graffiti? Sounds like a great family outing. Now Traffic, Going north on Fremont Blvd, Two lanes going into one lane, going back to two (for 50 feet?) going back one lane and curving around? That will help traffic safety and congestion ... PLEASE!! I really could go on and on about this ill conceived project, but the City of Fremont is going to do what they want. Being a 58 year resident of Fremont I have seen idiotic proposals, I just wish this one wasn't 200 yards from my front door.	1

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<p>Intersection of Peralta &amp; Fremont Blvd is FAR WORSE than before the lane changes. 1. Due to TRAINS crossing &amp; BUSES stopping on Fremont Blvd the backup and confusion for cars has dramatically increased. A. Frequently DESPITE NO CLEAR INTERSECTION cars going both directions (but particularly NORTHBOUND) on Fremont Blvd pull into the intersection of Fremont B &amp; Peralta, thereby BLOCKING the intersection. Vehicles turning North from the Western side of Peralta also block the intersection. B. DO NOT BLOCK signs are sorely needed all four directions of the intersection. 2. Signal too long after 9am. The Northbound light on Fremont Blvd is too long after the 9am hr, cars crossing either direction on Peralta sit, watching few/no cars crossing North &amp; Southbound. 3. Cars using left turning lane to pass: From the train tracks northbound, I've seen cars using the left turn lanes to pass. Particularly scary between Bonde Way and Bogie's Pet Supplies.</p>	<p>1</p>
<p>In the morning, northbound traffic backs up from Peralta to the church. This causes cars to turn on Parish Avenue to bypass the traffic to reach Peralta and the cars speed in the morning.</p>	<p>1</p>
<p>Improved bicycling safety with separation from cars is very much appreciated.</p>	<p>1</p>
<p>I'm sorry to say that I think Fremont missed the mark on these new buildings and street changes. We used to love going into the Centerville area and eating dinner and lunch on a regular basis. Fremont has destroyed a lovely downtown area in favor of terrible high rise buildings. Sorry you missed the mark on this one. We still shop at Dale Hardware every week and eat at Dino's.</p>	<p>1</p>
<p>I'm not sure who's idea was to shorten the amount of lanes in this stretch of Fremont Blvd but it was a BAD idea. It's sooo congested now! Why would you want to do that? Crazy in my opinion. I don't even see anyone using the outside dining area or even anyone riding their bikes through this area.. Overall, it's a bad idea and someone should remove what was placed here and put back 2 lanes each way. What a waste of my tax money. SMH!!</p>	<p>1</p>
<p>If you're patio dining then the speeding buses or cars bring a lot of dust with them which is a bit annoying as you've to cover your food every few seconds. What could probably be done to reduce it is have paved road like Castro street which will reduce the dust on the street</p>	<p>1</p>
<p>If (when) the corner of Peralta and Fremont Blvd. is reestablished in commercial/residential buildings, it appears to me that the congestion at that corner is going to become huge. Have you considered that circumstance? During the hours I have driven through the area, it seems OK, but I've heard others say that rush hours are very congested.</p>	<p>1</p>
<p>I'm sure it's going to be hard getting into my church with all the traffic that will occur</p>	<p>1</p>
<p>I would like to see Fremont find more businesses for the Downtown. I would also like to see Fremont invest in better traffic light management.</p>	<p>1</p>
<p>I went to one of the first meetings and stated my opposition to these for Fremont Blvd. The input was ignored. Centerville Jh will be adding 350 students to their Middle School. Thornton will be adding 650 more students. The left turn off Fremont onto Thornton is already horrible. The bottleneck created is going to get worse. I see very little bicycle traffic on Fremont Blvd. The fact is Thornton and Fremont Blvd are arteries to 880. Very disappointed.. I am yet to meet anyone who is in favor of these changes on Fremont Blvd,</p>	<p>1</p>
<p>I used to use Fremont Blvd. more often (in my car), but I now use Paseo Padre as often as I remember.</p>	<p>1</p>
<p>I used to go to Holy Spirit Church but the traffic gets so congested that my church activity has decreased. I attend online masses more often to avoid the road congestion. It's hard to get to and from church now a days.</p>	<p>1</p>
<p>I use Fremont Blvd. much less than before. As a longtime business owner in Fremont and former Centerville resident, I feel this change made traffic and access much worse and it makes much less apt to use Fremont Blvd. or visit the Centerville area. I do all that I can to avoid the area. These changes have made it much more difficult to use Fremont Blvd. There is very little use of the bike paths and these changes make it much harder to visit the area.</p>	<p>1</p>

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I truly feel that the confusion caused by the road changes have decreased driving, biking and pedestrian safety. People don't seem to know exactly what lane to be in at any one given time. The congestion has caused people to make stupid moves to try to speed up the commute and leading to increased driver frustration that often leads to more incidences of road rage. I, personally, feel that this was a failed exercise partially spurred on by the original poor decision to have such high density housing and shops so close to the street in part of that corridor.	1
I think the pilot program is confusing and has definitely resulted in increased traffic congestion. The amount of traffic in Centerville had already increased over the years with the addition of Artist Walk, etc. The removal of traffic lanes has made this problem worse, not to mention a hazard. I rarely see the bike lanes being used, and don't feel they were necessary. Although I have not witnessed accidents as a result of these changes, I have seen close calls and I would be surprised to learn that there have not been an increase of both vehicle and pedestrian accidents as a direct result of these unnecessary changes. I avoid Centerville now when ever possible.	1
I think the merging of the northbound lanes near Holy Spirit is unsafe. Traffic is heavy on Fremont Boulevard in both directions. I hardly see any bicyclists on Fremont Blvd. I have seen a few cyclists and a group of cyclists doing wheelies. There should be severe penalties for such unsafe riding. I don't like the idea of the pop-up patios. Takes away parking. Not safe for drivers or restaurant customers.	1
I think the increased traffic congestion in the area due to these changes is just not worth it. I honestly avoid anything and everything in the area due to the congestion. People in this city are car dependent, that is not going to change. Increasing the traffic congestion is making for a decrease in the quality of living for those in this area.	1
I think it is good to the community anyway	1
I think if you move ahead with this plan you need to have a continuous single lane. Not have one lane go to two at Peralta and back to one. You need better delineators where people aren't suppose to turn out of or into driveways with left turns. Also the layout of lanes at Peralta needs safer transition at curve.	1
I support making it safer for bikes and walking. Of course there will be some hiccups along the way, but when problems occur they should be addressed quickly. Not everyone will ever be happy. Thanks for trying.	1
I ride a bike, but won't use bike lanes on Fremont because I don't feel safe.	1
I really like this development! It is much safer for cyclists (many of whom are children) and drawn me to the businesses in the area.	1
I often drive left at Central and Fremont and that lane merge definitely causes traffic and unsafe conditions. On the other hand, I like the way the pilot looks and I haven't noticed the pop up restaurant areas on the street, but those are nice to have. I made my first stop at a business, the bun appetite, however I was very unsure of parking since there were apartments right there. The parking seemed very limited.	1
I now avoid the area. I've gotten stuck behind cars trying to turn left into businesses. I've had people cut in front of me because they didn't realize their lane was ending or speed up to cut in front of me for unknown reasons.	1
I now avoid Fremont Blvd.....take Paseo Padre or Blacowe instead. Fremont Blvd is too confusing for this Senior Citizen!!!!	1
I no longer live or work in the area	1
I love the bike lanes but I'm sick about the out-of-control growth in Fremont. Every small space is being crammed with housing. People are not going to give up their cars! So decreasing driving lanes is actually a safety issue right at Parish.	1
I hope to see more projects like this which build a connected community and increase walkability in Fremont!	1
I haven't noticed any adverse effects from the changes as I drive through the area, much to my surprise.	1
I have to use alternate routes to get around town. The traffic is horrible	1

Centerville Complete Streets: Pilot Project Community Survey 1

<p>I have lived in the Centerville district of Fremont all my life. I have attended Holy Spirit Church all my life. I think the changes made to Fremont Blvd is a ridiculous plan. The traffic was bad before but is much worse now! I have to look for alternate ways around this town now!! NOT HAPPY with whoever planned and executed this disaster.</p>	<p>1</p>
<p>I have lived in Fremont since 1962. I taught at Holy Spirit School beginning in 2008 until 2020. The one lane after the school going North on Fremont Blvd. is dangerous. There is a lot of confusion at the intersection of Fremont Blvd. and Parish Ave. It now goes from two lanes to one.</p>	<p>1</p>
<p>I have biked on this corridor a few times during this time and felt way safer. I look forward to the whole corridor being made safer.</p>	<p>1</p>
<p>I have avoided going out except when necessary because of COVID so I have not gone to Centerville Complete Streets area often this last year.</p>	<p>1</p>
<p>i hate what you are doing . more congestion. !!!!! Its awful</p>	<p>1</p>
<p>I go to daily mass at 7:00 am at Holy Spirit. The light at Central and Fremont is a timed light of 2 min or more. If I arrive just as it turns red I sit for 2 min and at this hour traffic on Thornton is light. Fix this light.</p>	<p>1</p>
<p>I go to church in Holy Spirit. Also I used Fremont Blvd to go to restaurants and shopping center in Fremont HUB. There is traffic congestion every time I used Fremont Blvd.</p>	<p>1</p>
<p>I find myself completely avoiding this area. I use side streets to get where I'm going. A one lane main street in a city with 225,000 is just nuts. Doesn't work. Love patio dining, but not at the expense of common sense. It needs to be planned for. Since it wasn't, it doesn't work.</p>	<p>1</p>
<p>I find it confusing when the two lanes turn to one. Especially during rush hour. If you don't know, it can easily cause an accident when someone panics and tries to enter the lane or just doesn't look or doesn't yield.</p>	<p>1</p>
<p>I filled out the survey regarding this proposed project. I thought it was a bad idea and it has definitely made using Fremont Blvd a horrendous mess. I have to go out of my way and use Paseo Padre Parkway to get from Brookvale area through Centerville. I'm assuming this is what was on your plan all along. Very frustrating that you didn't even consider the existing residents or their comments on the original survey. Shame shame on you.</p>	<p>1</p>
<p>I feel like the pop up patios are useless. Not many people using them. The metal ramp for handicap accessibility sticks out is dangerous as I've seen people trip on them. In addition, the patio is poorly designed as it now obstructs my signage and the front of my dental office. Patients now have to walk farther as it also replaced parking in the front. I'm hoping the city decides to remove them after this trial period.</p>	<p>1</p>
<p>I don't like the way the lanes have been cut back to one lane on one side of the street.</p>	<p>1</p>
<p>I don't like the change. It's caused more congestion. There aren't enough bike riders to justify the changes.</p>	<p>1</p>
<p>I do some some traffic backup in both directions when someone is trying to make a left turn into one the many driveways between Thornton Avenue and Peralta.</p>	<p>1</p>
<p>I do not like the change as I travel this several times a week and maybe see 1 bike rider a week and have not seen anyone sitting outside at the street dining. It has also taken a longer time to go thru the area and there is no way to not stop traffic if you need to turn into businesses on the west side of the street if you are going north bound. This traffic problem is going to get worse when the new construction of apartments/condos are built in Centerville.</p>	<p>1</p>
<p>I DO NOT like one lane in one direction and two in the other. At busy parts of the day it causes congestion. It is VERY congested and backed up when Fremont Blvd. is blocked when freight and commuter trains cross it. My wife and I rarely see anyone seated during the day (morning, noon, afternoon) at the pop out patios. We need ALL the lanes back and longer fill left turn lanes in both directions at Peralta Ave. especially toward Maple St.</p>	<p>1</p>
<p>I do not agree that certain businesses should have an advantage over others. There is more housing going up, but less lanes for traffic which causes congestion throughout the day</p>	<p>1</p>

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I dislike this. Please make it go back to normal. Traffic is awful in Fremont and taking up the road and eliminating right turn lanes is not efficient. Road rage is on the rise.	1
I am hopeful that staff can make modest concessions/improvements to the major abandoned project that will provide incentives for a dependable, well funded developer to step in and complete the project. Changes that will not require starting over with a lengthy approval process and will encourage interest from the development community	1
I am concerned about how this has affected access to Holy Spirit Parish, especially to get to mass on the weekend. Parish Ave is the main access point for me and it's been harder to get in and out of. I do appreciate the other changes as they make these businesses more accessible	1
I am a Fremont citizen for more than 35 years. I use Fremont Blvd two to three times a day. There is only two ways to get through this Section. Fremont Blvd or Paseo Padre Pkwy. Both have increasing clogged due to the lane reduction. I have not seen a single bicyclist for the last three months. Additionally, I fear that with three lanes how can an emergency vehicle pass without further delay. Very disappointed with city planning. The survey doesn't talk about how to get to other locations. This is the artery from south Fremont to center.	1
I absolutely LOVE the changes, and applaud Fremont for making efforts to move people out of individual cars, and to improve bike usage and pedestrian activity. Keep up the good work!	1
I	1
huge mistake due to horrible traffic congestion. I will never eat at a pop up cafe that borders traffic. lots of noise from cars due to loud music. lots of people honking horns trying to get out of there and soot from trains. what a huge mess centerville is now. pop up cafes should be in parks where the scenery is better, noise significantly reduced. Centerville is ruined forever beautiful Billy Ball Park is horrible. the city took out trees grass etc. Reducing lanes made this area a horrible mess. I would discourage anyone looking at housing here. Fremont used to be beautiful but you made it a mess .	1
Horrible planning to reduce roadways in areas where walking and bicycling are not heavily relied on, only to make traffic worse and more chances of traffic collisions happening. Avoid areas of any of the new projects.	1
Horrible idea. I now drive other streets to get to and from and so do many other drivers. I've also noticed people doing more donuts in Centerville at intersections. What about this unsafe activity. What we need is less progressives with Moronic ideas in Government. You can reach me anytime at 510.882.1307	1
Having Less lanes is ridiculous. Traffic constantly backs up and sometimes I will drive through the neighborhood to get where I want to go. You should be ashamed of yourselves for doing this. The bike lanes are always empty	1
HATE THE NEW LANES WE BELONG TO NUMEROUS ORGANIZATIONS AND THE NEW STREET DESIGN IS ALWAYS TOPIC OF CONVERSATION I HAVE NOT HEARD ONE PERSON WHO LIKES TRAVELING IN FREMONT. I HAVE LIVED HERE OVER 40 YEARS AND NO LONGER LOVE FREMONT NEVER SEE ANYONE IN BIKE LANES COST ALL THIS MONEY AND RUINED DRIVING ON FREMONT BLVD AND PASEO PADRE.	1
Happy to see more pedestrian oriented options happening along Fremont Blvd.	1
Going to work every Morning is crazy!!	1
Going to 3 lanes in a busy section of road is ridiculous. What a mess.	1
Going from four lane to one lane is totally unacceptable! Imagine this scenario, school traffic, a funeral, a person trying to parallel park in the middle of the street, a train blocking Fremont Blvd, and an emergency vehicle trying to get thru all at the same time! No place to go! I rarely see any bicycles in that area! Who would chance it? This whole project is a very bad idea!	1
Gibraltar and Nicolet are backed up during school hours due to the inability to make a right turn onto Fremont Blvd from the side streets. It was bad before now it is very difficult to get out of the neighborhood. Dropping down to one lane north bound is also a detriment to travel. Coming north bound through the area has made me use the alternate side streets to bypass the back up.	1



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<p>From the Holy Spirit church to Thornton, I don't why there is only one lane that causes heavy traffic especially at rush hours.and especially after mass celebration at the Holy Spirit.</p>	<p>1</p>
<p>Fremont's population is increasing and you take away lanes? It's a suburb with not many things within walking distance. Don't make it harder for consumers to run errands or get around.</p>	<p>1</p>
<p>Fremont is too large to be a walking city. More and more housing is being built which only increases the amount of cars per household. It makes sense to expand roadways, not shrink them for walking. There aren't enough amenities around to create walking areas and instead Fremont planning is only actively increasing traffic, which will continue to grow due to the natural demand of the city. If you want to switch areas to walking you need convenient pop up adding all basic needs within numerous communities. I.e housing with a grocery store, coffee, and 2 eateries within one mile.</p>	<p>1</p>
<p>Fremont has destroyed the look and feel of Fremont with the installation of these stupid bike lanes and green and white poles. The lanes have narrowed so much we drive miles out of the way to avoid these things because we do not feel safe driving where they are present. They create confusion and traffic congestion along with impatient drivers. Trucks are unable to make right turns with the new 90 degree white poles. Emergency vehicles are hampered when a motor vehicle cannot pull to the right to let them pass as there is no place to pull over. What you consider a safety program, I consider a dangerous practice. We have lived in Fremont for 59 years, but, because, and solely because, of these new bike lanes and poles, we are considering moving out of Fremont. The congestion is certainly contributing to an increase in exhaust emissions as traffic slows or stops with the motor running. How many bikes versus motor vehicles use the roads?</p>	<p>1</p>
<p>Fremont Blvd worked very well before this change. I attend Holy Spirit Church and school and find the increase traffic and congestion unneeded. Many drivers are impatient and traffic has become congested due to this change.</p>	<p>1</p>
<p>Fremont Blvd northbound reduction to one lane, not a good idea. It made the left turn from Parish Ave to Fremont Blvd southbound very difficult to cross and dangerous in the morning and evening commutes. The bike lanes are a waste - All that work to accommodate to accommodate a very small minority of commuters, and inconvenience the majority by increasing traffic on the street??? I'm still not inclined to ride a bike on Fremont Blvd for fear of getting hit by a car, or getting mugged. It's still not safe. The shopping and businesses are nice, but there is not enough parking, generally speaking. I try to avoid driving on Fremont Blvd, especially Fremont Blvd and Thornton Ave northbound in the afternoon. The right hand turns along Fremont Blvd, also cause traffic because we have to wait for pedestrians crossing the street now (before they can just chill on an island and not impede the right turn). Overall, I'm not a fan of the changes.</p>	<p>1</p>
<p>Fremont Blvd is still 5 lanes at Bonde, which is where I often cross by bike. I see no reduction in traffic volume or speed at that location. Further north, without a center turn lane, I've seen some drivers do some wacky improvisations to turn on or off the street. I'd rather see a standard road diet, one travel lane in each direction, plus a center turn lane. For the bike lane, instead of slaloming, it should be consistently on one side or the other of the parking and patios.</p>	<p>1</p>
<p>Fremont Blvd is more difficult to travel. My friends living north of Centerville avoid the road - that can't benefit the businesses. I agree, it is very hard to get places along Fremont Blvd. Even without them, the road is still very congested. As I travel from the area of the Hub, I often have to wait through multiple traffic light cycles just to get home. North of Eggers there is no place to turn right before Peralta in order to get home. We just have to sit there and wait. Since the traffic is squeezed to one lane, it is too slow. At least having the two lanes between Peralta and Bonde allows cars to move past the stopped buses at the tracks. Do not squeeze that area please. It would be best to return the eliminated travel lane to allow people to visit Centerville again. The City's plan has backfired. Economic growth is not drawing people to the area. The obstacles are too powerful.</p>	<p>1</p>
<p>Fremont Blvd is getting really busy and we really need proper light at Peralta and Fremont intersection, unprotected left is causing so much delays and unsafe at this busy street... Popup patios on busy Fremont Blvd is neither fun nor safe they need to be fully enclosed and protected. It feels like downtown which it is not. Roadside parking on Fremont Blvd is dangerous people just open car doors and stand or backup to park which is dangerous too.</p>	<p>1</p>

Centerville Complete Streets: Pilot Project Community Survey 1

Fremont Blvd is a main thoroughfare. To restrict traffic flow through this area is asinine. Especially with all of the high density housing being built. This ill conceived plan is a recipe for eternal congestion. As a result, I have noticed more and more traffic on Eggers Dr. and Mattos Dr. as I cut through Glenmore Gardens in order to avoid the catastrophe created by this pilot project. I can only imagine how unhappy the residents of those neighborhoods feel with the increase in traffic. Furthermore, the juxtaposition of the pop up patios with the fast food establishments lining the boulevard is just plain tacky. Stop attempting to create an ambiance of trendy sophistication on Fremont Blvd that is not and never will be there. With Centerville in such close proximity to the so called "Downtown" area would it not make more sense to focus these ideas on that area? Capital Ave. is much less traveled and will not inconvenience nearly as many people trying to go about their daily lives.

1

Fremont Blvd is a Main Street in the city. Now all the side streets are filling up to avoid that stretch of road. Terrible.

1

Fremont Blvd is a main artery for folks traveling in and through Fremont. With 3 schools (American High, Centerville Jr High, and Washington High) all within a relatively short distance between one another, this is a highly congested roadway at certain times of the day. These schools are all on the northbound side of Fremont Blvd and the removal of one lane is a major bottle neck and choke point for many drivers. When school is not in session, commute hours in the morning and afternoon are also highly impacted by the removal of one northbound lane. This pilot project was very poorly thought out. I go out of my way to avoid traversing this stretch of Fremont Blvd.

1

Fremont Blvd is a busy street that is used everyday and what I don't understand is why they have to reduce the number of lanes. When I take this road to go to other areas outside of center like during the weekdays/school days it is more congested than before. The addition of the bike lanes is ok but We need more lanes for regular commute.

1

For the past 45 years that we have lived here, Fremont Blvd was the main street for all city residents. It has become a bottle neck separating us north of the tracks from the rest of the city. There aren't many alternatives for our travel to the rest of Fremont. The only place in this bottle neck that we ever visit now is Holy Spirit Church. The bottle neck makes it very difficult and unsafe, particularly in the merge just north of Holy Spirit where we now have a big vacant bare dirt lot. The shops and restaurants that we used to frequent were torn down, for what it is not obvious! The construction of Artist Walk should never been allowed so close to Fremont Blvd that it obstructs traffic. The bicycle lanes and the green markings are so confusing and really make driving on Fremont Blvd more hazardous. The changes on Fremont Blvd have really impacted our quality of life. I would never think of walking through this part of Fremont. I used to but not any more.

1

Flow of traffic is terrible. People aren't confident due to lane changes, bicycle restrictions and barriers and right hand turn changes. Traffic has definitely increased throughout town.

1

Flow of traffic is poor. Lanes narrow and disappear for no apparent reason. Pop up patio at de afghanan seems a good idea similar to downtown in Menlo Park or Palo Alto. Fremont blvd is a poor place to emulate these downtowns as they are not main thoroughfares as Fremont blvd is. The types of businesses at the "artist walk" are not conducive to a downtown either. It feels like a strip mall with bad parking.

1

expanded bike lane causes car congestion. i don't see too many bikers using the bike lanes in this section of Fremont Blvd.

1

Even though I've generally avoided driving Fremont Blvd due to lane decrease, I think this project is long overdue and hope pop-ups are here to stay since I'm not comfortable dining indoors due to Delta variant of COVID. Not happy that developer went bankrupt. Empty lot is an eyesore.

1

Eliminating the northbound lane has increased traffic congestion. Many vehicles now avoid the area by turning onto parish drive, to Peralta, then to Paseo Padre. Eliminating the center turn lane has created hazardous traffic as vehicles attempting to turn across the center line block traffic in both directions. I avoid this section of Fremont Blvd as much as possible, especially during morning or afternoon commute times. The pop up patios appear to be rarely used. Who wants to sit out in a patio with the number of vehicles passing by?

1

Centerville Complete Streets: Pilot Project Community Survey 1

Effects may be lessened due to Covid19 impact on general activities, e.g. fewer people commuting to work during morning hours. I generally try not to drive Fremont Blvd north/west-bound because it takes a longer time to reach the left-turn pocket from Fremont Blvd to Thornton Ave; I take Paseo Padre to Thornton Ave instead. When commuting via bike to the train station, I used to cut through the Peralta parking lot and the Bill Ball Plaza instead of taking a right from Peralta to Fremont Blvd, but haven't commuted since the Covid19 shutdown started in March 2020.	1
Eating in the outdoor spaces along busy Fremont Blvd is not pleasant, I ate at DeAfghan restaurant outdoors, once, and will not go back.	1
Don't live there anymore.	1
Decreasing the lanes to ONE Northbound was a terrible idea!	1
Crowded. No space for bicyclist. One lane	1
Congestion do to HS School and jr high and Washington HS. Parish has become a cut through to avoid Fremont Blvd.	1
Changes in this stretch of Fremont Blvd has created more traffic jams. Safety hazard at railroad tracks. Citizens not familiar with lane changes run into other lanes and cut traffic off The overall changes made in Fremont, adding bike lanes, narrowing lanes, reducing lanes, is extremely frustrating. This is not a bike city, a walking city. I've lived in Fremont for 60 years. City traffic control, recent traffic changes at major intersections is totally unnecessary. Hope to move from Fremont soon. City Managers and Traffic Department are less than satisfactory.	1
Centerville is a Traffic Nightmare..... No bicycles ever use the bike lanes!!!!	1
Centerville is a Traffic Nightmare..... What a horrible waste of Taxpayers Money!	1
Centerville is a DISASTER!	1
Cars crossing double lines to turn into the Artist Walk complex, slowing traffic behind them	1
Can you make the traffic lights more intuitive and sensitive to the traffic situation. I cross the intersection of Fremont Blvd from Central Ave. During the 7:50 AM to 8:10 AM traffic, I turn left to Fremont Blvd, or I go straight to the Holy Spirit Church. The red light takes as long as almost 3 minutes most of the time. That is a long wait.	1
Can count on one hand the number of times I've seen people eating at pop-up patios.	1
Bikers are using the sidewalk the same way as before and cars are piling up. Safety for pedestrians hasn't improved, but traffic has gotten worse. Bikers are safe as always by going on the sidewalks.	1
Becoming difficult for folks driving cars as the lanes are condensed into one lane.	1
Because of this pilot project my car got hit in my left door panel due very narrow and crooked lane the car in the left lane change his lane and got confused and went to my lane and hit my car , it happened last month	1
Because of the changes, I for the most part avoid Fremont Blvd. Thus I do not go to the local businesses or restaurants.	1
Bad Idea to use this common public street that already heavily congested traffic for this kind of project, it decreases traffic safety especially popup patio outdoors and having all cars parked along side that outdoors. it increases commute time since cut off one line reserved for traffic - I do not see this is helping bike or pedestrian - honestly every times, I passed by all along project bike line in Fremont, I hardly every seen any bike at all - These were not SF streets	1
Aside from the reasons mentioned above, the pilot project produces a lot of confusion. With Artist Walk, traffic has become burdensome and with the upcoming construction in by Holy Spirit Church, traffic will be worse. I cannot imagine how it would be like when everything goes back to normal.	1
As you make it more difficult to travel to and thru Centerville, I find myself going in the opposite direction for restaurants and shopping. Unfortunately, it is easier for me to go to Pleasanton for shopping or a meal than it is to stay in Fremont.	1

Centerville Complete Streets: Pilot Project Community Survey 1

As I have previously stated, to conduct a study during a pandemic in which no children have been attending public schools since March 2020 until approximately two weeks ago has provided the City with false data. And although a majority of children are back in school, there are still hundreds that have chosen to do distance learning. So to fully understand the traffic impacts, the City should not use any of the traffic data it has collected this far. We have not, and will not, see the full impacts of this change until many of the vacant businesses have opened and there has been more time for traffic data to be collected now that a majority, although not all, of the public schools are back.

1

As a former cyclist I am disappointed that so many cyclists flout the law and regularly use the sidewalk as their bike path. The sense of entitlement to do so and aggressive attitude should you point at the bike path especially for them? Just gets abuse in return. Otherwise it's good to see the upgrades and more of a city center live and work vibe. I don't like the Mowry fremont blvd intersection. Encourages bad behaviour from pedestrians to all motorists. Delays traffic for deliveries and bus and carflow. Just my opinion. Not a fan of the pop up eating area. Car n bus exhaust with your food? Beside the building I am used to. We'll see. Good effort Fremont. Thank you.

1

As a driver, I think it's too uncomfortable to pass this road due to the project. Especially in front of Bun appet ite and right turn from Peralta blvd to Fremont blvd!!!

1

an improvement for the Centerville area but the traffic flow through that area is unsafe, people are constantly making a left hand turn (crossing the solid double yellow line) blocking traffic to go into the apartment complex. Making a left hand turn from Thornton, the curve of the street lane is narrow and I get very nervous till I am passed that bend in the street where people make a left hand turn into the Chevron gas station.

1

Access to the Holy Spirit Church and School has become more cumbersome because of the increased traffic, pedestrian crossings and bike activities along Fremont Boulevard and crossings by pedestrians and bicyclists. The waiting time entering Holy Spirit Church and School (turning left from Fremont Boulevard to Central Ave.) should be decreased specially from 6:30 to 8:30 am, 2:30 to 3:30 pm on weekdays, and from 6:30 am to 1:00 pm on Sundays.

1

A waste of tax payer dollars. The city's growth has expanded and so infrastructure needs to keep pace.

1

• The way the bike lanes are (and aren't) protected often means that cars will still block the bike path, and sometimes cars do so in a way that makes it difficult to maneuver around them. I've created this illustration for what I often encounter, specifically in front of the old Centerville Theater: <https://imgur.com/p4wXY57> Cars will often just park on the bike path itself because the poles are arranged in a way that doesn't actually enforce the bike lane. It almost defeats the purpose of having the bike lane so separated out. Rather than forcing bicyclists to snake around, is there not some way to enable parklets while also protecting bicyclists and ensuring that bicyclists have a clear and safe path? Otherwise the street is arguably still "incomplete". • The northbound merge right after Parish is short and hazardous for both cars and bicyclists because it is so short and immediately after an intersection (albeit not a high-traffic side street).

1

The pop-up patio in front of the donut shop is a waste. I have never seen anyone sitting there. The donut shop isn't even open five days a week maybe three at the most. The whole artist walk concept is a waste. It has not created any value to Centerville. Most businesses are not even open in the front on Fremont Boulevard.

1

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Answered: 284 Skipped: 117