



**City of Union City
Bicycle And Pedestrian Advisory Committee (BPAC) Meeting
on Tuesday, February 21, 2023 at 7:00 P.M.
Virtual Meeting**

1. ROLL CALL

The meeting was called to order by Chairperson Swenson at 7:03 pm.

Members Present: Chairperson Tim Swenson, Vice Chair Glenn Kirby, Mandeep Gill, Jo Ann Lew, and Steve Nichols

Members Absent: None

Union City Staff: Marilou Ayupan, Steve Adams, Trieu Tran, Tommy Cho, Jonathan Segarra

BPAC Consultants: Christina Guarino and Iris Osorio-Villatoro (Winter Consulting)

Presenters: Shawn O'Keefe, Ety Mercurio, and Danielle Sanchez (Mark Thomas), Dylan Passmore (Toole Design), Aaron Elias (Kittelson)

Members of the Public: Andreas Kadavanich (Bike Fremont), Liz Ames (Union City Resident), Richard Tanaka (Union City Resident), James O'Brien (Alameda County Transportation Commission), Robert Prinz (Bike East Bay), William Yragui (Fremont Resident), Trinity Nguyen (VSCE), Matt Turner (Alameda County Transportation Commission BPAC Chair)

2. APPROVAL OF MINUTES

a. January 17, 2023 BPAC Meeting Minutes

Chairperson Swenson moved to approve the January minutes. Consultant Christina Guarino announced that there was a mistake in getting Member Jo Ann Lew the January Minutes, and since Member Lew could not review them yet, the approval of the January BPAC Minutes was postponed to the next BPAC meeting.

3. PUBLIC COMMENTS

- a. Members of the public have an opportunity to bring up topics not on the agenda.
- b. Members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. When called upon, unmute yourself or dial *6.
- c. When making a public comment, please state your name and address; if possible, please have your video on; chat will be disabled.

Members of the public can email qlp@unioncity.org if they have any questions or comments related to the Quarry Lakes Parkway project.

There were no public comments.

4. COMMISSION MATTERS

- a. Committee members have an opportunity to bring up topics not on the agenda.

There were no commission matters.

5. PROJECT PRESENTATIONS & DISCUSSION

- a. Quarry Lakes Parkway Phases 1-4 review buildout geometry comments
- b. Quarry Lakes Parkway Phases 3 & 4 Update

Shawn O’Keefe, the Consultant Project Manager for Union City for the Quarry Lakes Parkway (QLP) project, gave a presentation on QLP Phases 1 - 4. Mr. O-Keefe clarified that the intersection buildouts previously shared demonstrate the ultimate buildout once all phases are completed, but what will happen in the near-term will be increments of that final goal. Mr. O’Keefe reviewed comments and questions from the BPAC and the public from the last meeting. Mr. O’Keefe then provided design status updates for Phases 1 and 2 and conceptual design and coordination updates for Phases 3 and 4.

Dylan Passmore from Toole Design then further reviewed key feedback received, including: sidewalk and bicycle path delineation options, protected intersections, lane width, disallowing right turn on red, bicycle signals, and dual turn lanes.

BPAC Comments:

- Commissioner Glenn Kirby: I am very pleased with where we are in this process. We have thoroughly examined the entire project build-out, and it is crucial for us to contribute to this near-term project. I like how you are taking a closer look at the dual turns for protection. The vertical separation is important, and it needs to protect pedestrians and abide by ADA requirements. A slight lip can trip a bike up, so there needs to be a clear delineation, such as a difference in texture. I am not pleased about the Walnut Ave. intersections since they create unnecessary conflicts between bicyclists and pedestrians. We need to make sure that the near-term project functions well. If we built out the full project and designed it for 35mph, I’m concerned it wouldn’t stay that way. If 85% of people using a road perceive that it is safer to travel at a higher speed, then ultimately the speed limit gets raised, like on Mission Blvd.
- Commissioner Mandeep Gill: I am glad to see that things are on track to get the cost assessments in May or June. Will there be meetings about QLP outside of BPAC?

- Shawn O’Keefe’s response: Tonight we will address some of the bigger questions about the transportation components, but I don’t know if a decision has been made about additional meetings.
- Commissioner Jo Ann Lew: I am happy with the progress of this project. If there will be separate signals for street bicyclists and for pedestrians/vehicles, that is going to create a lot of clutter on the street. I prefer simple designs and less clutter on the streets. When this project was the East-West connector, the purpose of it was to relieve some of our Union City street traffic. Union City has designated truck routes for construction developers and vehicles carrying heavy loads. Is it still true that QLP will provide traffic relief to Alvarado-Niles Rd and Dyer Rd?
 - Marilou Ayupan’s response: QLP is expected to provide relief specifically to Decoto Road, a parallel route between Paseo Padre and Mission Boulevard for all modes including trucks. Most trucks use the major boulevards for deliveries to the major shopping centers on Decoto Road, Alvarado-Niles Road, etc. QLP will also serve as a major public safety route because it avoids Decoto Road’s two (2) existing active at-grade railroad crossings used by Amtrak/Capitol Corridor with 16 daily trains in each direction.
 - Commissioner Lew’s response: That would justify the 11ft lanes because emergency vehicles need lanes that wide. Decreasing lane size would hinder the ability of emergency vehicles to drive on the road.
- Chairperson Tim Swenson: Has there been analysis on the impact of reducing the lanes from 12ft to 11ft on lane sharing? Railroad Ave in Pittsburg looks very similar to what QLP will be, and the pedestrian walkway is higher than the at-grade. How deep is QLP going to be and what is the distance so I can compare it with Railroad Ave?
 - Mr. O’Keefe’s response: I’m not certain off the top of my head, but we can research it. Generally, when comparing situations where the railroad is at-grade and we are going underneath, the minimum standards tend to be similar, especially when considering ADA requirements.
- Commissioner Gill: Are there places where pedestrians can press a button to cross a sidewalk?
 - Mr. O’Keefe’s response: To avoid jaywalking, we’ve placed a mid-block crossing between Quarry Lakes Drive and Alvarado-Niles Rd. Given the potential future development on both the north and south sides, it was important to ensure appropriately spaced crossings. To promote pedestrian safety, we’ve incorporated a jog in the middle of the intersection that encourages pedestrians to turn right and check for oncoming traffic before proceeding.

Public Comments:

- Robert Prinz: I wanted to give you a heads up about the Walnut Ave Bikeway Project in Fremont. The city conducted a thorough accessibility review and received valuable feedback from the California School of the Blind and Deaf, which resulted in some updates to the project. This feedback may also be applicable to this project. As we discuss tradeoffs, it’s important to ensure that our priorities are in order, and we prioritize safety improvements over vehicles.
 - Mr. O’Keefe’s response: I would be interested to see the accessibility review documents. If you can send those our way, I would appreciate that.
- Andreas Kadavanich: The size of the intersection is too large even with the final buildout. We should be looking into scaling them out as much as possible now and for the final stage. One way to get it smaller is to not have three lanes going in each

direction. My main concern is that when we looked at the plan when it was presented, it looked like it was designed for vehicles first, and then features were bolted on to make it look more bicycle and pedestrian friendly.

- Matt Turner: I agree with the folks that have spoken before. A bus lane and a privately owned vehicle lane would go a long way towards narrowing the intersections and allow for improved public safety and emergency vehicles. The overarching things to consider for this project is that 60% of vehicle traffic on the surface streets has origin and destination outside of Alameda County. I am concerned that our project, which is intended for megaregional commuters, may end up prioritizing their needs over those of our local community. I agree with Commissioner Kirby about the 2-3 inches of lips potentially being an ankle twister. That should be separated with landscape. A 20ft center divider is an inaccessible piece of city property, which, if it was put off to either side, could be a linear park with canopy space between bikes and pedestrian.
- Liz Ames: As a BART director I am very concerned about this project because this is designed for vehicles first. This is going to be a diversion for Highway 84. If we really were concerned for safety, we would build slow streets that do not accommodate a high level of traffic. I hope that we have a community meeting near the project site that talks about the 35% design.

6. GOOD OF THE ORDER

There were no good of the order items brought up for discussion.

7. UPCOMING BPAC MEETINGS

- a. April 18 or May 16, 2023
- b. June 6, 2023
- c. July 18, 2023
- d. September 19 or October 17, 2023
- e. November 21, 2023

8. ADJOURNMENT

The meeting adjourned at 8:13 pm.