



**City of Union City  
Bicycle And Pedestrian Advisory Committee (BPAC) Meeting  
on Tuesday, April 18, 2023 at 7:00 P.M.  
Hybrid Meeting**

**1. ROLL CALL**

The meeting was called to order by Chairperson Swenson at 7:00PM

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

Members Absent: Mandeep Gill

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

BPAC Consultants: Christina Guarino and Ngan Nguyen (Winter Consulting)

Presenters: Trieu Tran (Union City) and Shawn O'Keefe (Mark Thomas)

Members of the Public: Andreas Kadavanich (Bike Fremont), Liz Ames (Union City Resident), Maria Ramirez, William Yragi

**2. APPROVAL OF MINUTES**

- a. January 17 and February 21st 2023 BPAC Meeting Minutes

Member Jo Ann Lew had two comments regarding the January 17<sup>th</sup>, 2023 BPAC Minutes. On page 5 under public comments, it is written that Robert Prinz referenced "Dog Lake" twice. Member Lew stated that she could not identify a place called "Dog Lake," which should be corrected to "dog-legged (crossing)." Additionally, Member Lew commented that Member Mandeep Gill referred to "housing in the hills," but could not find a housing development named that and that there are not hills immediately around Quarry Lakes Parkway. Christina Guarino will check with Member Gill to see what he meant and make the appropriate update.

Chairperson Tim voted to postpone the approval of the January BPAC Minutes to the next BPAC meeting.

Chairperson Tim then moved to approve the February 2023 BPAC Minutes. Member of the public Andreas Kadavanich stated that the meeting minutes need to be published ahead of the BPAC meetings so the public can review them as well. Mr. Kadavanich stated that there was a typo in the February Minutes, and Ms. Guarino stated that she would make that correction. Assuming that the correction gets made, Vice Chair Kirby moved to approve the February 2023 BPAC Minutes, Chairperson Swenson seconded, and all members approved the February BPAC Minutes.

### **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](mailto:qlp@unioncity.org) if they have any questions or comments related to the Quarry Lakes Parkway project.

- Mr. Kadavanich: Regarding the General Plan Update, there was an implementation item to create the Vision Zero Action Plan in Fiscal Year 2022/2023. It appears that the stated deadline will not be met. This is very important for the Bicycle and Pedestrian Master Plan. I understand you may not have resources to finalize this now, but I would like to see the commission add this item to a future BPAC meeting agenda to decide what the new deadline should be.
  - Chairperson Swenson asked if Ms. Ayupan had any updates on the Vision Zero Plan.
  - Ms. Ayupan: The Climate Action Plan has many documents that need to be updated. It will hopefully be in the upcoming Capital Improvement Program (CIP), and we will address it then.
- Mr. Kadavanich: There was a proposal to bring in a speaker to present on video recording that bicyclists can use to help with data collection for law enforcement. I've been hit and severely injured before, and my bike camera really helped with insurance. When can that item be added to the agenda?
  - Vice Chair Kirby: The organization is called Cyclist Video Evidence. It would be beneficial if we invited him to attend a BPAC meeting to encourage people to ride with cameras to document incidents.

### **4. COMMISSION MATTERS**

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

There were no commission matters brought up for discussion.

## 5. PROJECT PRESENTATIONS & DISCUSSION

Agenda Items A and B were switched from the original BPAC agenda.

### I. Safe Routes to School Mini Grant 2022 Update:

Trieu Tran (City of Union City Engineer) gave a presentation on the Safe Routes to School Mini Grant. Mr. Tran reviewed the project history, project partners, project funding, and the final improvements. The Alameda County Transportation Commission (Alameda CTC) handles safe routes to school funding. Improvements were made to two schools from the New Haven Unified School District: James Logan High School and Guy Emanuele Jr. Elementary School.

#### BPAC Comments:

- Member Lew: Does the school use crossing guards?
  - Mr. Tran: I am unsure. At Alvarado Elementary, they do. Guy Emanuele Jr. Elementary School is in a local neighborhood and not at a high velocity speed roadway like Decoto. All crosswalks to get to the school are lit and have light-controlled intersections with pedestrian push buttons and give the indication that you can safely cross.
- Member Lew: Did you get feedback on these improvements, especially at Guy Emanuele Jr. Elementary School?
  - Mr. Tran: Yes, I was in contact with the school's principal, and we made it known that we were trying to make improvements. He was happy to see that there was going to be a crosswalk installed at the parking lot.
- Member Lew: Have children been hurt there? What's next? I would like to know if there are other projects regarding safety in case we want to provide advocacy or funding.
  - Mr. Tran: The 2018 Safe Routes to School assessment identified safety improvements for all of our schools in the New Haven Unified School District. There is a long list of improvements that we can make and doing them depends on the available funding. The Safe Routes to School program has a major funding round every couple of years. We haven't had the opportunity to apply to the most recent one, but when it comes up again, we will be applying for those funds.
- Vice Chair Kirby: Come back to us when you're in the planning stages so that we can potentially help advocate for grant funding if you're looking to expedite some of these projects.
  - Mr. Tran: The most recent one was the Smith St. railroad crossing near Alvarado Elementary School. We asked for your letter of support and received that from Member Swenson, the county, and MTC, which all went to Congressman Swalwell's office. We are in contention for a million dollars of funding to make improvements at that railroad crossing.

#### Public Comments:

- Mr. Kadavanich: I really support this project. James Logan High School looks so much better. I like how we have concrete, rather than just paint. If you need letters of support from bike advocates, we are always willing to support safe routes to school. A lot of money is available, such as from TDA 3 (Transportation Development Act Article 3),

MTC, and the state, especially for those who haven't gotten money in the past. Look for opportunities in the Bicycle and Pedestrian Master Plan.

- II. Quarry Lakes Parkway Phases 1-4 "Complete Streets" Near Term Design Recommendation: Shawn O'Keefe with Mark Thomas, Consultant Project Manager for Union City for the Quarry Lakes Parkway (QLP) project, gave a presentation on QLP Phases 1 - 4. Mr. O'Keefe provided a design and status update for Phases 1 and 2, presented the preliminary design and coordination for Phases 3 and 4, then reviewed the near-term intersection design for Phases 1 through 4. Updated cost estimates are planned to be shared this June. Mr. O'Keefe explained that they are building context-sensitive near-term designs that will accommodate present day traffic levels, while also building a sufficient framework for the long-term design. The next steps for this project are to: review the concept with public safety departments, Union City Transit, and public works maintenance staff, continue the final project design, and then prepare the draft resource agency permit applications.

BPAC Comments:

- Chairperson Swenson: On Alvarado-Niles Rd, we prefer Class II or Class IV bicycle lanes.
- Member Lew: I don't know the difference between Class II and Class IV bicycle lanes. I care about safety the most. Regarding traffic volumes, the short-term design will be based on traffic volumes from the city.
  - Mr. O'Keefe's response: Without Phase 5 being implemented, which is the piece between Old Alameda Creek and Paseo Padre Parkway, the volumes will be much less. We are looking at a reduced cross-section at the intersection because we don't need that many cars through that roadway.
- Member Lew: Do you have a budget for that piece (Phase 5) to start work in 2024?
  - Mr. O'Keefe's response: No.
- Member Lew: For Phases 1 and 2, will those portions of QLP be usable?
  - Mr. O'Keefe's response: Yes, those were picked because they have independent utility. The connection in Phase 1 gets people to 7<sup>th</sup> St. That will be a usable section from Mission Blvd. to a new tee intersection at 7<sup>th</sup> St./Chesapeake Dr., which connects into a more traditional intersection. From a safety perspective, we're bringing it back to a more traditional intersection. In Phase 2, we need to realign Quarry Lakes Drive, and then connect Alvarado-Niles over to Quarry Lakes Drive to allow for development to happen at the Gateway site.
- Member Lew: For the opportunity areas that are marked in blue, do they allow u-turns at the intersections?
  - Mr. O'Keefe's response: The blue zones will be evaluated in the next phase. We will be putting turning templates on top of the intersections to make sure that cars can do u-turns and the buses can make their appropriate turns. This is the conceptual design.
- Member Lew: When will those be completed?
  - Mr. O'Keefe's response: During the final design stage.
- Member Lew: My preference is giving bicyclists as much space as possible. Are the areas in blue in the aerial review of the conceptual design intended to be painted?
  - Mr. O'Keefe's response: Ideally not, we will work with the city's Public Works Department to determine use of those spaces. For example, a dual left turn can be eliminated to create a single left turn, and in the near-term, we can plant

landscaping there. These areas are opportunity zones that we've identified that don't have to be used for vehicular travel lanes.

- Member Lew: I want to make sure bicyclists are safe with surrounding traffic and landscaping.
- Member Nichols: Will the first phase near the Corp Yard and dog park disrupt the bus system? As Air Liquide gets torn down, will it affect traffic flow?
  - Mr. O'Keefe's response: We might move traffic, but it will not stop bus operations. It's a priority for the City to maintain those systems.
- Member Nichols: How close is this to the approved Bicycle and Pedestrian Master Plan?
  - Mr. O'Keefe's response: We looked to that for guidance and are looking for opportunities to enhance where we can.
- Member Nichols: Depending on which phase you are working on, how does it affect BART and the intermodal stations, like in Phase 3?
  - Mr. O'Keefe's response: Phase 3, the 11<sup>th</sup> St. connection, will provide people direct access to the Station District on the east side of BART.
- Member Nichols: Is this in line with the Bicycle and Pedestrian Master Plan?
  - Mr. O'Keefe's response: Yes. This is identified as a key improvement.
  - Ms. Ayupan's response: We met with MTC on the Southern Alameda County Integrated Rail study which discusses the future Intercity rail station and ACE connection in Union City. They will be presenting next month and will show how connected the intermodal station and QLP are.
- Vice Chair Kirby: Using the Alvarado-Niles example, where it's green is where you are approaching the intersection and need delineation. Make people aware of the shift when bicyclists are approaching the intersection.
  - Mr. O'Keefe's response: Yes. The idea is when you are getting to the intersection, you are seeing areas where you're being put between two vehicular lanes then that makes sense to put the green paint. If you are already protected by a buffer or a raised element, then you do not need the green paint in that zone.
- Vice Chair Kirby: Experienced riders would prefer Class II because it allows us to flow smoothly through the intersection when the light is green. Class IV is a state of the art design for all ages and abilities. I am not pleased that that's the direction we're going because it creates unnecessary conflicts between bicyclists and pedestrians where you move the bikes away from the travel lanes and then they cross between their pedestrian islands. I prefer Class II because there is the extra green box ahead of the crosswalk for people who don't want to shift over and make a left turn from the left turn pocket. With the Class IV option, I'm going to be looking for a way to move to the left and stay in the travel lane. I'd like to see accommodations for people who like to do both. I am pleased and excited to see construction beginning soon. This is a great example of adjustments being made to a project to reflect shifting priorities and feedback received. The near-term solutions reflect BPAC and public comments.
- Member Nichols: I was initially interested in the Class IV design because it keeps bicyclists away from cars, but you can't go straight through. The Class II design allows cars to cross the bicycle lane when making a right turn. Near the Costco in Hayward, there's a straight lane that becomes a right turn only lane, and the bicycle lane crosses that lane. When I'm on that crossing bicycle lane, I'm worried that some cars behind me may hit me, because I appear to be going into their lane. Cars may not see the bicycle lane. In this case, where Alvarado Niles Rd. bicycle lanes are painted green, the cars

see the green. It's making an actual change, not going straight. I'm in favor of Class II, because bicyclists like Vice Chair Kirby can go straight through and stay in the bike lane. It's not the bike lane crossing the car lane, it's the car lane crossing the bike lane.

- Ms. Ayupan's response: Mark Thomas can speak about how we are looking out for the 8 to 80 years old crowd. The Class I system to the north will be separated from recreational and inexperienced cyclists. They don't have to deal with conflicts with vehicles. In Fremont, pedestrians and bicyclists share the same space. We have heard in the Bicycle and Pedestrian Master Plan that our residents want trails off the road and to have their own space.
- Mr. O'Keefe's response: It is a complex design with Class I infrastructure adjacent to Class II buffered bike lanes. The cyclists that are in the streets are in Class II within the protected design that we've shown, and they do not commingle with the trail users. The 8 to 80 years old group have their own space, and the cyclists that are more comfortable in the roadway have their space too. There are challenges to this design at the intersection, but there are benefits to having separation of the bike lanes and trails as well.

#### Public Comments:

- Liz Ames: I was hoping for more Class I bicycle lanes here. This may be a high injury network, as is Decoto. I do appreciate the safety concerns, and I'm wondering if we can have a community meeting closer to this site and talk about this particular design, Alvarado-Niles particularly. Two people were killed on Alvarado-Niles by QLP. We also want to save the farmhouse. We want to reduce vehicle miles traveled (VMT) and we want people on their bicycles, not feeling at risk from ages 8 to 80. When I look at this project, I still think of Highway 84 because it is the bypass from Mission Blvd. highway to the Dumbarton Bridge. I hope that this group, with a design team, comes up with a plan with Class I and has a community meeting to talk about this particular intersection.
- Maria Ramirez: I was around 200 young people last week, and they were asking: "What about us? How is our air, our water, and our future?" I don't hear you talking about the climate crisis and the seawater rising. Safety is an issue, but so is health. We need a community meeting, because the young people are not aware of the farmhouse going and the new freeway connector. All they see is the roads are clogged when they go to and leave school. We didn't learn anything from Covid when people were working from home and the air was clearer. Now the roads are clogged again. How will people on bikes or on foot feel safe on roads that have cars and trucks speeding? We've been promised an update on the cost, but we haven't had one. We would like an updated cost estimate by June.
- Mr. Kadavanich: I look forward to reviewing the plans in detail after they get posted to the project website. I saw almost nothing about improving the pedestrian crossing distances. At most of the intersections, you still have a 90 ft or greater crossing distance. With regards to comparing Class II and Class IV, you have this beautiful Class IV trail for an off-street bikeway, but next to it you have a Class II bicycle lane on the street. The intersections are confusing. If you remove the Class II bikeway, it makes all the intersections a lot easier. People like me and Member Kirby that like to go straight through quickly, we would be allowed to take the road, because we do not have to use the Class IV bike lane - you only have to use the bike lane if a Class II bike lane is present. I'm troubled by one of the earlier slides that said that the on-street bicycle lane might be a future bus lane. It goes against everything we talked about in terms of reducing VMT and sustainability. If we're going to add a bus lane, why are we converting the bicycle lane instead of a vehicle lane? On Alvarado-Niles, those

intersections only work if you have no right turn on red. We brought that up in the last meeting and nothing was mentioned today. Please have these detailed plans published for public review.

- Chairperson Swenson: Were the presentations not available on the City website as part of this meeting? Is there a reason why we're not able to publish material prior to the meeting?
  - Ms. Guarino's response: Only the agenda is currently available on the City's website.
  - Ms. Ayupan's response: Our goal is to always publish it in advance, but in this case, we were still working on some updates. In the future, we can publish at least the draft ahead of time.
- Member Nichols: When you presented this to City Council, what was their input?
  - Ms. Ayupan's response: We had a workshop within city staff on the bicycle pedestrian element, but not regarding the operations of no right turn on red. There was a lot of discussion about that, but we have not formalized any decision in terms of signalization operations.
  - Mr. O'Keefe's response: The November 22nd Council session included discussions about Phases One through Four, but it was not a Council specific item.
- William Yragi (via Zoom): This is a fantastic plan in terms of building out multi-use trails. This plan provides a greater multi-use trail access between Union City and surrounding communities. We're always going to promote Class IV bicycle lanes. The maximum distance that you can separate children from vehicles is important. The objective here is to reduce VMT. You increase the probability of people biking and walking when you improve safety, so safety is a really important aspect of this design. This is an advantage to the community. It's an advantage to all of us in terms of reducing carbon emissions and footprint. Mission Peak Conservancy agrees that this design and development of more multi-use trails is an advantage to the local community and to all of us in terms of reducing our impact on the planet. This presentation is well done, and we appreciate the work and efforts of public service departments and the Union City staff to make this happen.

## **6. GOOD OF THE ORDER**

- a. Bike to Work Day on Thursday, May 18<sup>th</sup> by Bike East Bay
  - i. Energizer Station at Union City BART Station – BPAC volunteers welcome

Chairperson Kirby has worked in the past at the energizer station and will be available for the event.

Member Nichols thanked Public Works User Services, Larry Orozco. The corn hole tournament raised between \$3,000 - \$4,000 for the Larry Orozco Team Bike Workshop off of Mission.

Chairperson Swenson shared that there is a folding bicycle manufacturer called Zizzo in town, located on Faber and Eigenbrodt.

Mr. Kadavanich shared that he appreciated that we celebrate and support Bike to Work Day. Mr. Kadavanich also shared that Bike Fremont is hosting a Bike to Work Day pizza party on May 18<sup>th</sup> from 3-6 PM. Everyone is welcome, and it's free.

## **7. UPCOMING BPAC MEETINGS**

Please visit [here](#) to find past BPAC meeting information.

a. May 16, 2023

a. MTC's Southern Alameda County Integrated Rail (SoCo Rail) Study -  
Proposed Union City BART Inter-City Rail Station (for future ACE service)

This will be an opportunity to talk about the future ACE rail connection at the Union City BART station. [NOTE: Since the April 18 BPAC meeting, this presentation has been moved to the June 20<sup>th</sup> BPAC meeting.]

b. BART Pedestrian At-Grade Crossing Update

This presentation will discuss finalizing the Union City Bike Lanes plan. The City is hoping to go to bid this summer and begin construction in the fall. The City will share the final striping plan once they are completed. [NOTE: Since the April 18 BPAC meeting, this meeting was moved to June 20<sup>th</sup>.]

b. June 6, 2023 [NOTE: Since the April 18<sup>th</sup> BPAC meeting, this meeting was moved to June 20<sup>th</sup>.]

c. July 18, 2023 – New BPAC Members

d. September 19 or October 17, 2023

e. November 21, 2023

## **8. ADJOURNMENT**

The meeting adjourned at 8:18pm.