

## Union City BART (Phase 2) Station Improvements and At-grade Pedestrian Crossing Component

On June 27, 2013, the Alameda County Transportation Commission awarded \$5,730,000 in Vehicle Registration Fee (VRF) Grant Funds to the City of Union City for Phase 2 of the City's Intermodal BART Station Improvements project.

These funds, when combined with another \$17 million in funds from other sources for the Phase 2 project, are essential for the transformation of the Union City BART Station into a two-sided multimodal station serving light rail, buses and planned heavy passenger rails.

City has recently installed substantial amount of infrastructure, such as roads and utilities, to provide the backbone for developable parcels. The approximate 30-acre of land is gradually transitioning to mixed-use Transit Oriented Development (TOD) which will capitalize on its proximity to the station. An adjacent 60-acre, located just south of the station, was developed as medium-density condominiums and single-family residential lots. Additional information regarding projects completed in the Station District is available under Alameda CTC link on City's web page.

Segment A of the substantially complete but ongoing BART Phase 2 Station Improvements project consisted of reconfiguring the interior concourse to allow for a new east-entry with unrestricted passage through the station. The new opening will connect the station to City's new public plaza and TOD area. Thus, the BART Phase 2 Station Improvements project will create a direct pedestrian link from Transit Oriented Development (TOD) housing to transit facilities.

The interior reconfiguration of the station included construction of a new station agent booth, two new platform elevators for expanded vertical circulation, reconstruction of the patrons' restrooms, restoration of the station agent break room and installation of surface upgrades in the concourse area. New fare collection equipment and fare gates to serve the future east entry have been furnished in the expanded concourse area. Two new end-of-platform emergency exit stairs were also constructed at each end of the east platform with safe patron dispersal areas for emergencies.

Segment B, the Railroad Pedestrian Crossing Component, will construct the pedestrian at-grade crossing at the Union Pacific Railroad's Oakland Subdivision tracks to enable access between the BART station, transit facilities and TOD housing. Currently, patrons heading to the BART station from the TOD area have to walk north to Decoto Road, cross the existing at-grade railroad crossing and then walk south to arrive at the BART station and vice versa. The proposed new at-grade crossing will prevent this circuitous route and serve as a free, unrestricted passage that will meet the current railroad safety standards while substantially reducing the number of pedestrians using the existing at-grade crossing at Decoto Road. The City has successfully negotiated with UPRR to permit the proposed at-grade crossing in exchange for closing an existing at-grade and vehicular crossing elsewhere in the City as well as making other safety improvements at several railroad crossings. The Pedestrian at-grade crossing is currently under design.

Together, the Segment A and Segment B improvement elements, when completed in 2018 and 2019 or 2020, respectively, will improve transit access and mobility for residents and commuters in Union City. A special thanks to all our funding partners including Federal Transit Administration, California Department of Finance (Proposition 1C), One Bay Area Grant and Alameda CTC.

#### **2000 Measure B Grant – Bicycle & Pedestrian Master Plan Update**

In 2017, the Alameda County Transportation Commission (Alameda CTC) awarded \$150,000 from the 2000 Measure B Disc. – BP funds to help update the City’s Bicycle & Pedestrian Master Plan. The update to the B&P Master Plan, which was last undertaken in 2006, will consider the latest design and safety advancements in bike lane design, such as bike lane buffers, as well as include in the Plan all the citywide improvements implemented since the last update.

The City Of Union City’s update to the Bicycle & Pedestrian Master Plan will provide a more current vision for the bicycle and pedestrian network that ensures consistency with the local needs of residents while also considering countywide initiatives in this Planning document. The grant fund amount represents a substantial contribution to the update effort, being 50% of the total cost of the Plan update, which will be supplemented by other local funds.

#### **2014 Measure BB Grant – Union City Blvd. Class II Bike Lanes Project**

In 2017, the Alameda County Transportation Commission (Alameda CTC) awarded just over \$6.5 million from the 2014 Measure BB TEP- 44 funds to design and build this project. These grant funds will be used to construct approximately two miles of Class II buffered bicycle lanes in each direction on Union City Blvd. from a point 600 ft. south of Alvarado Blvd. to the southerly City limits at the Ardenwood Bridge. The new bike lanes will incorporate a raised protective buffer between the travel lanes and the bike lanes and eliminate the last remaining two mile long bike-lane gap along Union City Blvd. The project will also implement other associated improvements such as reconfigured lanes, traffic signal modifications and the addition of an approximately 1,500 linear feet long right-turn pocket in the south-bound direction at Rocklin Dr. The project is currently in design and is planned to go to construction in late 2019 or early 2020.

The grant fund amount represents a major contribution to the project cost, being almost 75% of the \$8.8 million total cost of the project. The rest of the budget will be supplemented by CMA TIP, Transportation Fund for Clean Air (TFCA) and other local funds.