



**City of Union City
Bicycle And Pedestrian Advisory Committee (BPAC) Meeting
on Tuesday, July 19th, 2022 at 7:00 P.M.
Virtual Meeting**

1. ROLL CALL

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

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

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

Members Absent: Steve Nichols

Union City Staff: Marilou Ayupan, Steve Adams, Tommy Cho, Trieu Tran, Chief Derrick Thomas (UCFD Division Chief)

BPAC Consultants: Corinne Winter and Christina Guarino (Winter Consulting)

Presenters: Trieu Tran (Union City Staff)

Members of the Public: Dave Campbell (Bike East Bay), Andreas Kadavanich (Bike Fremont), Richard Tanaka (Union City Resident), Sarabjit Cheema (Union City Resident)

2. APPROVAL OF MINUTES

a. June 21st, 2022 BPAC Meeting Minutes

Members discussed the process for approving the June 21st meeting minutes and the timeline for receiving minutes in the future. There was a delay in sending out the June 21st minutes, resulting in members not having enough time to review them prior to this meeting. The only correction noted was that Member Nichols was marked present at the June 21st meeting, when he should have been marked as absent. Members agreed that they will have until July 29th to provide any comments or edits of these minutes.

3. PUBLIC COMMENTS

a. 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.

There were no comments from members of the public.

4. COMMISSION MATTERS

There was confusion around cancelling a placeholder calendar event for this BPAC meeting. It was established that the BPAC consultants would send out calendar invites far in advance to remove the need to send a placeholder calendar event.

5. PROJECT PRESENTATIONS & DISCUSSION

- a. Safe Route to School (SRTS) Pedestrian Improvements (Meyer Drive near Logan and Decoto Road near Emanuele)

Mr. Trieu Tran gave a presentation on the Safe Route to School (SRTS) Pedestrian Improvements project. This project is located on Meyer Drive near Logan and Decoto Road near Emanuele. Mr. Tran first provided a project overview and reviewed the timeline of this project, which began in February 2021 when Alameda County Transportation Commission (Alameda CTC) announced a \$1.7 million Measure B funded SRTS mini-grant. The last SRTS assessment was in 2018. James Logan High School and Guy Emanuele Jr. Elementary School were the two schools selected for the improvements. Mr. Tran gave an overview of the needs identified for both of these schools and described how they prioritized these needs. The award of the construction project will be announced at the regular City Council meeting on July 26th, 2022. Construction will occur during September and October of 2022.

BPAC comments:

- Member Jo Ann Lew: For Guy Emanuele Elementary School, are there students who live on the other side of the Decoto district and have to cross Decoto to get to school? That seems like a dangerous way to get to school. This is similar to children needing to cross Union City Boulevard to get to their elementary school.
 - Mr. Tran's response: Yes.
- Member Lew: The speed limit feedback signs are a joke; no one slows down in response to them. Will there be a police officer there to watch drivers and give tickets to people who drive over the speed limit? Even the presence of a parked police car would encourage people to slow down. Meyers Drive is an especially dangerous crosswalk. I wish they would close that street.
 - Mr. Tran's response: Speed limit feedback signs are a tool in the toolbox that traffic engineers use to slow speeding. When you reach the speed limit, the sign flashes at drivers to catch their attention. If we see that it's not effective, we can have enforcement and give tickets as needed. Meyers Drive was the highest priority for us.
 - Ms. Marilou Ayupan's response: In the general plan and other planning studies, Meyers Crossing has been identified as a location that needs to be improved. The design team that put that together designed it to standards, meaning they

looked at the site distance requirement for pedestrian crossing and they added raised medians to slow traffic.

- Chairperson Gill: I can see the benefit of the city announcing that tickets will be given to people driving over the speed limit. I've seen signs that show the number of car accidents that have occurred in a specific area, and similarly it could be helpful to have signs that display the number of speeding tickets given in this area to slow down drivers. I like the flashing speeding light signs. I have a nephew who was riding his bicycle in San José and was mildly hit by a car turning. Was the \$200,000 you mentioned just for the study, or was it for making all of the changes you outlined?
 - Mr. Tran's response: The county gave out \$1.7 million to all the cities. Because we received a mini-grant, it was just \$81,000 of that total amount. We used our city funds to add another \$100,000 to that total. With that money, we are able to address the areas that have the highest level of need.
- Chairperson Gill: What are the next couple of improvements you would like to make at James Logan High School?
 - Mr. Tran's response: There are improvements called out for the main street, Royal Ann Dr., which turns into H Street. We would like to assess the priorities for all the schools. Meyers Drive has been looked at for quite some time, as well as Decoto. A lot of the children going to Guy Emanuele Elementary School have to cross Decoto, which is a very fast road. If we get another round of SRTS state funding, we will rank and address other priorities.
- Chairperson Gill: I see why elementary schools should be prioritized because young people don't know how to ride as well as high school students. Thank you for doing this work!
- Chairperson Gill: What studies did you look at to do your prioritization? I know there are studies about where there have been incidents. I believe that's in the county database.
 - Mr. Tran's response: When the assessments were made, the consultant companies worked directly with the county and people at the New Haven School District. They likely went on site walks to identify areas of concern, conducted surveys with the students and parents, and collated that information to create those improvements identified. Crash data from Statewide Integrated Traffic Records System (SWITRS) should have also been included.
 - Ms. Ayupan's response: As part of our Bicycle-Pedestrian Master Plan, Decoto was identified in the High-Injury network (HIN) from Mission St. to the Union City limit line. Any bicycle or pedestrian improvements on Decoto are well received. We are constantly looking at ways to reduce injuries on our major corridors.

Public comments:

- Mr. Andreas Kadanavich: Will the data from the flashing speed feedback signs be recorded? Can it be analyzed to show the average speeds and maximum speeds to guide policy for future mitigations? Or does it just flash?
 - Mr. Tran's response: I don't know what model we have. I only know that it flashes and displays the driver's speed. I will look into this because it's important.

b. MTC's Complete Streets Checklist for Alameda CTC Grant Applications for UCB Bike Lanes and Dyer Street Rehab, Phase II

Mr. Tran provided background on the Metropolitan Transportation Commissions' (MTC) Complete Streets Checklist for the Alameda CTC Grant Applications for the UCB Bike Lanes project and the Dyer Street Rehab project, Phase II. Mr. Tran explained that a couple of months ago, Alameda County and the MTC released a call for the 2024 Capital Improvements Program (CIP). This is a large sum of money that cities in Alameda County can apply for. They recently submitted two projects to request funding for: \$5 million for the Union City Bike Lanes project and \$1 million for the Dyer Street Rehab Project, Phase II. Because they are both bicycle and pedestrian projects, they had to submit complete streets checklists.

There was only one box throughout the checklists that they were unable to check, which was regarding serving low-income neighborhoods previously identified by MTC as Communities of Concern (COC). Based on the new 2020 census data, MTC renamed the program Equity Priority Communities (EPC), which included other economic and demographic factors. Union City along with other East Bay cities such as Newark no longer have any EPCs, so we are unable to get points for our low income residents on the grant application checklist. Union City's COCs included Decoto neighborhood on the east and Contempo neighborhood on west side. It is possible that many people didn't take the census in 2020, so it's uncertain if this is accurate.

BPAC comments:

- Member Glenn Kirby: EPCs still exist in Union City. It's either a reflection that they've become more homogenous in the city, that the economics have improved, or the rise in real estate values has resulted in different economics in that area now. I'm not sure if there's been that much of a fundamental change in Decoto or old Alvarado, but I hope it means they've become healthier economically.

Public comments:

- Mr. Dave Campbell: I don't remember if I've wrote letters of support for this project; I hope I did. The Bike Plan outlines protected bike lanes for Dyer, and the checklist states buffered bike lanes. How is the application consistent with the Bike Plan? I want to make sure it is accurate and consistent. It would be useful for the committee to see what you wrote.
 - Mr. Tran's response: The design is similar to what Phase I was, which was buffered bike lanes. We provide vertical protection in the design at the intersections. There is a vertical protection element that's planned for Phase II as well. The application doesn't require providing the specific details, rather keywords like "buffered" and "vertical protection." The Master Plan identifies a stretch of bike lane to be protected or buffered. In the current environment, we are not able to implement protected bike lanes. We are doing buffered bike lanes, rather than protected, on Dyer St. There have not been many negative comments for Phase I.

- Ms. Ayupan's response: Your point is well taken. We did get pushback from residents who don't understand the need for bike lanes and bike improvements. We are doing a gradual approach to slowly build infrastructure, so more people become bicyclists in our town. Once Dyer St. is completed to Union City Blvd. (UCB) and UCB is completed from the Fremont city limit line to Smith St., we are hoping to generate future bicyclists in our city. We are not ready for Class IV yet. I have received complaints about the improvements in front of Veteran's Park, mainly from the baseball families because we removed parking in front of baseball field. City Council members relayed an incident to me where parents had a fight over parking. We support that you champion these projects. We are trying to balance the needs of those who support this infrastructure and those who question it.
- Mr. Campbell's response: Every city and community has to navigate this pushback; it's a balancing act. You need to describe this in the checklist, rather than just say it's completely consistent with the Bike Plan.
 - Ms. Ayupan's response: The Manual on Uniform Traffic Control Devices (MUTCD) has a diagram based on speed and whether it should be Class I, buffer Class II, or Class IV. Lighting is a big part of where conflicts are. Several pedestrians and bicyclists recently have been hit at night in San Jose in early evening. A chef was recently struck by a vehicle late at night in Berkeley. Class IV protected bike lane are not guaranteed to keep cyclists safe at night, especially if drivers are not looking or aware for bicyclists. We are trying to minimize those incidents in our city.
- Chairperson Gill: One thing that seems to be in our control is the street sweeper machine that cleans bike lanes. I'm not sure how expensive that is. I'm an astronomer, so regarding lighting, it can be an issue to just add flood lights. San José really cares because there's the observatory on Mount Hamilton there. It's great to have bright lights, but they need to be pointed down. The International Dark Sky Association can give guidance on that. Some of that is not required by regulations currently, but it's cheaper and we should pay attention.

c. UCB Bike Lanes Project Update

Ms. Ayupan gave an update on the Union City Boulevard Bike Lanes Project. This project will be reconstructing the existing median, taking 9ft on both sides for a buffered bike lane, and reconstructing the median for the future Class IV bike lane. They are also narrowing the vehicle lanes to 11ft to slow traffic and adding other traffic control elements. Ms. Ayupan reviewed the original 2017 Alameda CTC UCB Bike Lanes project, then discussed the updated & improved bicycle and pedestrian design elements of the proposed 2022 UCB Bike Lanes project. The project improvements will cost an estimated \$18.3 million, and the City has submitted a \$5 million grant application to Alameda CTC for additional funding.

Ms. Ayupan then gave an update on the Cargill Brine Pipeline project. East Bay Discharge Authority approached Union City in late 2020 about the Cargill Brine Pipeline project that goes along UCB. At the City Council meeting on July 26th, East Bay Discharge Authority will be presenting their Brine Discharge Project, Union City will present on the UCB Bike Lanes

project, they will discuss the advantages of combining the Bike Lane and Pipeline projects, then they will review the required construction and costs. Ms. Ayupan provided an overview of the Cargill Mixed Sea Salt Brine Transport Pipeline, how it aligns with the UCB Bike Lanes project, and the advantages of combining the project.

BPAC comments:

- Member Kirby: Will this project improve the existing Class II bike lanes on UCB between Alvarado Blvd. and Smith St.?
 - Ms. Ayupan's response: We will look at it. The diagram displayed on the slide is not accurate because it doesn't show the Class II bike lanes.
- Member Kirby (regarding the previous presentation on MTC's Complete Streets Checklist): I wanted a chance to read the checklist before commenting. I'm assuming this checklist has already been submitted, but I wanted to highlight Dave Campbell's comments that in the future, the language should be more accurate and consistent with the Bicycle and Pedestrian Master Plan. In the future, we should be clearer on our incremental approach when we fill out a checklist like this.
- Chairperson Gill: I'm wondering if Cargill is paying their fair share. There are going to be a lot of costs that they will be paying for the pipe and the people to put it in. Our project is \$18 million, and they are paying us less than \$1 million, although you didn't specify those costs. I find it weird that they continue to make salt that they can't sell, then they pump the brine into the deep Bay through a 16-mile pipe, which is expensive compared to trucking it away. Can you help me understand?
 - Ms. Ayupan's response: It's not an easy project to understand. They will present at the beginning of the City Council meeting on July 26th, feel free to ask them questions then. After they approached us at the end of 2020, they presented to our City Council in March of 2021. We hired an engineering consultant who is familiar with combining these complex construction projects to put together this cost sharing agreement. Our city attorneys looked at it, and it took several months of negotiation. I agree with you that it would be nice to have more money, but through the negotiations, I think they agreed that this is a fair contribution. Their estimated pipeline project alone is about \$3 million, so the total combined costs are a little bit over \$20 million.
- Member Kirby: What's the diameter of the pipe material? Is this going to be a project that will have a term where all of this brine is removed and there won't be anymore created, can the 16 miles of this pipe be repurposed? If anyone has contacts with the design engineers, it would be great to have movement on this.
 - Ms. Ayupan's response: It is 16-inch high density plastic pipe (HDPE). From what I know, it's going to take 20 years to deplete the millions of tons of sea salt. I've also heard that there could be an opportunity to reuse this pipe for recycle, treated water from the Union Sanitary District (USD). USD's goal is to eventually treat sewage water for future use such as park irrigation, etc..

Public comments:

- Mr. Kadavanich: I typically don't ride my bike on UCB when there is a lot of traffic. I prefer to ride when there is less traffic, so I can use one of the lanes and the cars can go around me. During the construction phase, this will go down to a single lane. Is there enough space to have a single car lane with a bicycle lane?
 - Ms. Ayupan's response: To clarify, I don't think we are going to go down to a single lane. The City Engineer is asking that the designer look at two lanes for each direction during construction at all times because it is the only north-south corridor in our city.
- Ms. Sarabjit Cheema (via chat): I am interested to find out the real motivation to build the pipeline.
- Mr. Campbell: Can you explain how during construction, if you keep two lanes for vehicles, we'll keep the bike lane on the street? If you do this combined project, are you delaying the bike improvements by doing so?
 - Ms. Ayupan's response: We would have to look at the staging in terms of bike lanes because there's not bike lanes today. Designers will look at how they can accommodate bicyclists if possible. There could be signage that tells people to use the sidewalk or share the road in the travel lanes. I will ask that comment to the designers as they develop the staging plan. We aligned this with the opportunity to get money from Alameda CTC. We hope to get funding because the project meets all of their regional goals. It completes a gap San Francisco Bay Trail system. It's a bikeway that doesn't exist today and it's going to connect to the bike facility on Dyer St. Among other issues, these gap closure projects scored well when we submitted the grant. We are hoping to get something, so by the time the project is ready to be awarded, they are lined up together and we can move forward.
- Mr. Campbell: There are bike lanes along a portion of this street - will they stay during construction?
 - Ms. Ayupan's response: I will ask the consultant. The red portion along Smith St. is where it exists today.
- Ms. Ayupan: I'm reaching out to Bike Fremont. The City of Fremont put round curbs as part of Class IV bike lanes on Niles. What are your thoughts on those? As you approach Union City, it's from Nursery to the Niles Bridge. Have you seen those?
 - Mr. Kadavanich's response: I don't think I have.
 - Member Kirby's response: I've ridden through this area many times, and I don't recall them. If they are far enough away from where I'm riding, I hope they are not a hazard for me. We had problems with some of the elements that were in the early Fremont design - we called them turtles, armadillos, or something else we didn't like. If this is similar, it could lead to a problem. I'll pay more attention the next time I go through there.
- Mr. Campbell: Oakland installed a side inlet storm drain on Telegraph Ave. It's the only one I've seen in the East Bay.
- Member Kirby's response: The side inlets I like are on old Dublin Canyon Road, going from Castro Valley out to Dublin and Pleasanton. Wide side inlets were installed because there was someone in Public Works for Alameda County who used to commute to work on his bicycle on that road. I would like to see something that would

work well in an urban setting that can be accepted as a design standard for the type of projects that we're evaluating.

- Mr. Campbell: That is what they have on Telegraph Avenue in Oakland, at least in one location. We are also working with El Cerrito and Caltrans on a project that's on San Pablo Ave. We're approaching Caltrans to approve side inlet storm drains for the reason you're describing. I'm in agreement.

6. GOOD OF THE ORDER

There were no items to cover for this section.

7. UPCOMING BPAC MEETINGS

a. September 20, 2022

If anyone has items that they would like to add to the agenda, contact Chairperson Gill, BPAC consultant Corinne Winter, or Ms. Ayupan.

Ms. Ayupan announced that the City Council meeting on July 21st will provide updates on the geometric design of the Quarry Lakes Parkway project and provide updates from the July 12th meeting. Ms. Winter then stated that the consulting team and city staff are looking very closely at all the comments made at the last meeting discussion, and will be working with the chair to figure out what would be most meaningful and timely to discuss at the September meeting.

8. ADJOURNMENT

The meeting adjourned at 8:28pm.