



**City of Union City  
Bicycle And Pedestrian Advisory Committee (BPAC) Meeting  
on Tuesday, October 18, 2022 at 7:00 P.M.  
Virtual Meeting**

**1. ROLL CALL**

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

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

Members Absent: None

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

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

Presenters: Shawn O’Keefe and Danielle Sanchez (Mark Thomas), Aaron Elias (Kittelson), Dylan Passmore and Andrew Kotalik (Toole Design), Christopher Thnay (AICP)

Members of the Public: Andreas Kadavanich (Bike Fremont), Liz Ames (Union City Resident), Richard Tanaka (Union City Resident), Flavio Poehlmann (Fremont Resident), Maria Ramirez (Union City Resident), Monika Aeschbacher (Fremont Resident), Marcia Pando (Union City Resident), Bob Czerwinski (Fremont Resident), Charles Jones (Union City Resident)

**2. APPROVAL OF MINUTES**

- a. September 20, 2022 BPAC Meeting Minutes

Chairperson Mandeep Gill requested that the chat log from the September meeting should be reviewed to ensure that all public comments are integrated into the minutes. Chairperson Gill will send the consultants specific instructions of what is missing from the minutes within a couple of weeks. These minutes will be revised and then accepted at the next BPAC meeting.

**3. PUBLIC COMMENTS**

- a. Members of the public have an opportunity to bring up topics not on the agenda.

- Union City resident Charles Jones shared that he would like to see safer streets in the Decoto area. Mr. Jones witnessed a car accident yesterday at the intersection of 5<sup>th</sup> and E St. He also frequently witnesses drivers doing donuts in front of his mother's house at this same intersection – drivers have run into her house several times. He would like to see road bumps to slow people down or this intersection turned into a four-way stop sign. He lives on 8<sup>th</sup> and E St. and has witnessed several dangerous car accidents there as well.
  - Marilou Ayupan requested that this individual submit his thoughts on the public works request form on Union City's website. These form submissions are shared throughout the departments at City Hall.
  - Fremont resident Flavio Poehlmann shared that this is a relevant issue to share at BPAC because road design can reduce speeds and narrow roads to prevent drivers doing donuts.
  - Chairperson Gill suggested having intersection design as a topic for a future BPAC meeting.
  
- 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.

#### **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**

- a. Local Roadway Safety Plan (LRSP)

Trieu Tran gave a presentation on Union City's Local Roadway Safety Plan (LRSP). This project is in collaboration with Advanced Mobility Group (AMG) consultant Christopher Thnay. Mr. Tran first provided the background and objectives of a background on LRSP, reviewed the existing conditions assessment, then summarized current and future outreach efforts. The project team aims to enhance the safety of Union City's roadway system. Mr. Tran shared that the U.S. Department of Transportation has a website dedicated to showing proven safety countermeasures which Union City will be using in this plan. The City is going to create a project website, distribute an online survey to gather community feedback, and work with multiple departments to implement future strategies.

BPAC Comments:

- Member Glenn Kirby: When looking at the collision analysis, are there any bicycle or pedestrian incidents there that did not involve a motor vehicle, such as a bicyclist hitting a pedestrian or a bicyclist hitting a barrier? The data would be misleading if most of the bicycle and pedestrian incidents also involved a motor vehicle.
  - Mr. Thnay's response: We analyzed five years of data. When the police report an accident, how it gets classified depends on the primary collision. If a vehicle is involved with a bike, it's also classified as a bike collision. If a bicycle is involved

with a pedestrian, it classifies as both. There are two levels of categorization: the primary classification and the secondary classification. If there is a collision with the vehicle at fault, the vehicle will be the primary classification, and the bicycle is the secondary classification. If we see a certain roadway where there's a concentration of either type, then we dig into it more. We work with the police department to pull the details of the collision report that shows exactly what happened. This is a higher level to look at before we look deeper.

- Member Kirby: At this point, is there a way to know if that one bicycle incident in 2022 was between a bicycle and a vehicle, between two bicycles, or between a bicyclist and a pedestrian?
  - Mr. Thnay's response: We don't know how many parties are involved or the details of the collision. This is a high-level view. We plotted it out on a map to see if certain areas have problems.
- Member Kirby: From our perspective as a Bicycle and Pedestrian Advisory Committee, this data is not that useful. When we go into the next bar graphs that are further in that talk about things like improper turn or speed or some of these other factors, we do not know if they're related to just motor vehicles or if there is a bicycle speeding or if there is a bicycle making too fast of a turn. Automobiles are the biggest threat to each other as well as the biggest threat to bicyclists and pedestrians. So it should be motor vehicle focused, but I was hoping the data could be more detailed.
  - Mr. Tran's response: It may seem like it's automobile focused, but we are looking at it from a lens of roadway safety as it relates to motor vehicles, bicyclists, and pedestrians.
  - Ms. Ayupan's response: When we are looking at design solutions, we look at specific solutions for specific areas. Traffic engineers and design engineers look at the reports, dive into the details, and develop solutions and safety measures from that data.
- Member Kirby: I would be interested in knowing if we have any incidents where bicycles have hit pedestrians, because that's important in the design criteria. We don't want to create intersections that set up situations where there are conflicts between bicyclists and pedestrians in the crosswalks.
- Chairperson Gill: Andreas sent a chat that he searched the general database, which is based in Berkeley, and he saw zero collisions between bicyclists and pedestrians. Is there currently a protected pot of money that some of the most egregious intersections can start getting treated?
  - Mr. Tran's response: Whatever additional money we can get is great for us to start implementing these measures. One pot of money is the highway safety improvement program funding that requires cities to have a LRSP prior to putting in the application for that funding. If we don't have this LRSP, we're losing out on a chunk of money.
- Member Jo Ann Lew: How did you collect the data?
  - Mr. Thnay's response: This is five years of data that the California Highway Patrol (CHP) made available from the Statewide Integrated Traffic Records System (SWITRS) database. This data allows us to zero in on various factors like the parties involved.
- Member Lew: If someone is involved in a minor accident where the police don't need to come to the scene and the person files a police report online, do those reports get included in the data?

- Mr. Thnay's response: I was the traffic engineer in Palo Alto for seven years, and this would be classified as property damage (PD) only. They would submit this form. We will reach out to Union City's police department to see their process.
- Ms. Ayupan's response: I think this information is included in the data.
- Member Lew: Regarding the locations listed on the bar graphs, will you also look at other locations that are not listed that also have accidents, like the main thoroughfares? What would happen on a residential street?
  - Mr. Tran's response: The bar charts show the top 10 locations of where these accidents occurred. When we develop the plan, it won't be specific to a particular intersection, but it will be broad enough that we can apply it to residential streets at other intersections that have similar characteristics.
- Member Lew: In addition to looking at places that have a track record of accidents, look at other residential areas that are unsafe but do not have a similar history. These areas deserve to be looked at too. Similar to Charles, drivers frequently do donuts in the intersection where I live.
  - Mr. Tran's response: This is a broad plan. It focuses on the areas where the data shows accidents have occurred, but we will also look at smaller, residential streets. We will focus on making improvements at proven high injury areas.

#### Public Comments:

- Andreas Kadavanich: Tims (<https://tims.berkeley.edu/>) is a free, user-friendly interface to look at this data. The quality of the data depends on the quality of police reports. Anything that is not reported to the police is not in there. You can only look at collisions, not near misses, which would be helpful to see.
- Maria Ramirez: Was any data collected during COVID when everything was shut down? I remember that was an eye-opening moment when there was less traffic and cleaner air. Why can't we push for people to work from home instead of getting in their cars and driving to work, which leads to a more polluted environment?
  - Chairperson Gill's response: Data from 2020 was included and we saw a dip in collisions.
  - Mr. Tran's response: We did. The data does show five years in the past, from 2017 to 2021. There was a dip in collisions when there were less people on the roadway in 2020 and 2021.
- Liz Ames: I view Quarry Lakes Parkway as a speedway, because it's going to go below the two sets of tracks, then the BART tracks, then back up to Alvarado. It won't be a pleasant place to walk. Speeding will be an issue. There were two fatalities and a severe accident on Alvarado-Niles. We want to identify areas of emphasis. This roadway could have people driving over 35 mph next to Quarry Lakes, which is a big recreational facility. We're creating a safety problem with 35,000 cars per day going through an area that already has fatalities. What is the staff's view on improving safety through the Quarry Lakes Regional Park?

#### b. Quarry Lakes Parkway Update

##### i. Complete Street Intersections

Sean O'Keefe, the design consultant project manager from Mark Thomas, gave a presentation on the complete street intersections design for the Quarry Lakes Parkway project. Dylan Passmore and Andrew Kotalik from Toole Design and Aaron Elias from Kittelson joined Mr. O'Keefe in the presentation. Mr. O'Keefe began the presentation by giving a project overview,

then he described the current status, reviewed the intersection design, then concluded by showing an updated project schedule.

#### BPAC Comments:

- Member Kirby: I'm supportive of this presentation. I also support working on the design for all four phases of this project together. By doing that, you can coordinate the design across phases, coordinate with other agencies, and obtain permits you need such as fish or wildlife. You gave an example of a Class II bike lane that was for the through traffic and the right turn lane was for the outside. The vehicles turning right had to make a lane change and the Class II bike lane continued through. That's consistent with how bicycles are treated in the law. Bicycles are regulated in the vehicle code, so when the traffic light is green, bicyclists should be able to travel through the intersection. At the Walnut and Civic section, when the light turns green and a bicyclist is in the bike lane, it appears that they do not have a through right of way across that crosswalk. I see a problem where pedestrians are going out to the traffic island to push the button to cross, and they look straight ahead rather than looking at the bike lane. If that conflict is created where a bicyclist can't move through the intersection on a green light and they hit a pedestrian, they are violating that pedestrian's right of way. Bicyclists are being treated more like pedestrians in this design than they are like we're treated in the state vehicle code.
  - Mr. Passmore's response: Correct. The pedestrians have the right of way there, so the bicyclist would have to yield. In Fremont, they have emphasized that bicyclists need to yield to pedestrians with those extra yield teeth. The position where the cyclist needs to wait for the signal is in that advanced position where the stop bar is ahead of the crosswalk. If there are no pedestrians in the crosswalk, the cyclist is required to wait behind them. I don't like this part of the design. They used concrete across that for that crossing, so the zebra stripes don't stand out very well because of the low contrast. They have not bracketed the crossing with the warning surfaces, which is not where best practice is headed.
- Member Kirby: I understand that we're trying to make intersections safe for everybody. For those of us who don't want to have our riding experience diminished below what we think we're entitled to under state law, I would like to see the recognition of the fact that when you have a conflict like this, there should be a provision for the bicyclist who wants to continue through the green light at speed to be able to stay closer to the travel lane. Bicyclists should have enough space between the edge of the travel lane and the pedestrian island to be able to stay closer to the travel instead of crossing the crosswalk. Accommodate all ages and abilities by also accommodating those with higher abilities. The state law says that bicyclists can take the lane except if there's a bike lane. If there's a bike lane, we're required to use it. In order to avoid the conflict of crossing that intersection and having a collision with a pedestrian, we would also not be able to stay in the travel lane without violating the law unless there was a buffer or shoulder provided. I'm seeing this as being a legal conflict.
- Member Tim Swenson: If you're in the buffered bike lane with people making a right hand turn from that lane, how do you make a left-hand turn? Are you supposed to wait for the perpendicular light to cross over? Or should you join the turn lane with the cars? How would that person there make a left turn?
  - Mr. Passmore's response: The through bike lane approach is intended for people who are more comfortable with vehicles. If that person wanted to proceed to a

two stage left turn, that's where that slot comes in. They could use the two-way bike lane to do that. If they're wanting to make the left turn and stay on the roadway, that person would have to make those two lane changes across and into the left turn lane to then make the left turn lane with traffic.

- Member Swenson: If a bicyclist is at the limit line at the light, are they not allowed to make a left turn from there?
  - Mr. Passmore's response: Correct. They need to change lanes to get all the way over. What you're describing is why we're creating these protected corners to give someone who isn't as comfortable riding with traffic. They can cross in two stages safely.
- Member Lew: Regarding the Walnut Ave. and Paseo Padre intersection, if a bicyclist is late entering the intersection and someone is ready to make a right turn, does the bicyclist need to stop and allow the vehicle to finish their right turn?
  - Mr. Passmore's response: The turning vehicles would be required to yield to bikes. This is potentially a gray area of who arrives first and who sees who. With this design, we can be aggressive with the radius of the corner island. That helps vehicles making a right turn slow down. The idea is that you have enough space so that the driver can see the approaching bike through their passenger window. There are several features in this design that help everyone, especially helping drivers see bicyclists and pedestrians.
- Member Steve Nichols: Is there an overlay of Quarry Lakes where some of these design concepts will best fit that area? We have talked about concepts in Fremont and Oakland; which of these concepts will best fit what we are trying to accomplish here?
  - Mr. Passmore's response: The concepts in the last two slides were drawn up based off of the amount of right of way that we have at each of these intersections. These are intended to capture the concept of what would be realistically applied at those two locations. We haven't shown the whole design, since that would be a lot for us to get through.

#### Public Comments:

- Monika Aeschbacher: I'm a Fremont resident and an avid bicyclist. I like the additional bike lanes that Fremont added, they make me feel safer. I have the same concerns about the left turns. I usually pretend I'm a pedestrian and stop traffic while I cross. I need more information and labeled roads. Did you study round-a-bouts? How do those underpasses look for bikes? It seems like we zoom in on details and don't look at that big picture. I should not have to have all of this preliminary knowledge just to understand what's going on. I'm a fairly intelligent person, so I should be able to understand a plan I'm presented with. I should also be given alternatives like roundabouts. There seems to be a lot of things that haven't been thought about and that seem to be missing.
  - Mr. O'Keefe's response: Over the last year, we have discussed intersections and cross-sections as they relate to the big picture. There is a website for the project where you can see more about the project.
  - Mr. Passmore's response: We dialed into a couple specific locations for this meeting.
- Flavio Poehlmann: I noticed that the speed limit would be 35 MPH, but we know that speed limits are irrelevant because the design speed is what matters. For the straight sections of the road, how will you make the design speed consistent with the speed limit? 10 ft wide lanes are what we need, and you have 11 or 12 ft. I estimate that the

speeds we will see will be closer to 50 or 60 MPH. Because of the 2000 housing units you mentioned, I wonder if you have done any trip generation calculations, because a four-lane road for 2000 housing units is overkill. I am concerned about the double right turn lanes on 11th Street, because 11th Street goes right by the BART Station and the transit-oriented development. I am concerned about you designing 11th St. for massive cross-traffic between Decoto and Quarry Lakes Rd. which concerns me. I would like to know what the bike infrastructure will be on 11th Street, because that's the connection to the BART Station. The road is overdesigned, and the lanes are too broad, which goes back to Glen Kirby's comment about accommodating both vehicular and separated riders. If we did not oversize the road, we could accommodate both types of riders. We are paying the price for having the extra vehicular capacity that is not needed.

- Mr. O'Keefe's response: The posted speed there will be 35 MPH. There will be 11 ft lanes. There won't be 12 ft lanes. We are using narrowed intersections and protected intersections where we can. We can also do things for signal timing that will slow people down, so it is not a straightway. We also have curbs up and down that will slow drivers down as it relates to the grade separation work. We are doing what we can through detailed engineering design to slow drivers down and provide traffic calming through narrower lanes and other measures.
- Mr. Poehlmann: It is a concern, especially for the straight sections. I understand the intersection designs and how they can slow down the turns, but because they are long straight sections, I am concerned those will turn into a speedway.
- Mr. Kadavanich: I hope that you will put this on the agenda again for a second review. In the designs, are you showing the bicycle lanes in the protected portion at sidewalk level or street level? Your concept design shows them at street level on Walnut Ave at sidewalk level. Having a curb is good for separating bicyclists and pedestrians. Are you going to have a leading pedestrian phase, and are you going to have separate bicycle signals with leading phases? It doesn't look like you have any provision for people coming to 11th Street who want to make a left turn onto QLP – they end up on the right side. On the buffered bike lane, people may want to do that just so they're already on the other side when they come to the next intersection. You have an incomplete intersection there because there is only one crossing direction.
  - Mr. Passmore's response: The protected bike lane is at sidewalk level. The height is to be determined. There would be a landscape buffer and lighting between the sidewalk and the bike lane. The buffered bike lane would be at roadway level. In terms of the leading pedestrian and bike interval—it depends if it's the corner where bikes are going to be waiting in a more advanced position. If we did decide to do it, we would need a bike head or at least a sign that says bikes use pedestrian heads. In some of these locations, we are talking about having protected phasing. In those locations, you do need a bicycle signal head or a sign that says, "use this standard head bikes," or something similar, to have a separation between bikes and vehicles. A cyclist on 11th Street making a left turn onto QLP would happen in the protected bike lane crossing. This is something that we need to sort out, because it is strange to accommodate bikes in one way but not the other.
  - Ms. Ayupan's response: This presentation is high level. Mark Thomas is not scoped to do the final design of these intersections yet. We hope to come back in the summer of next year to present the detailed design of all the intersections. We need to add that this is a transit corridor for Union City transit and Dumbarton Express. When they depart from our corporation yard off 7th Street, they will use QLP heading westbound, then take a right on 11th Street to the east plaza or a

right on Alvarado-Niles Rd. Because of this, we need to accommodate our transit routes on the right-turn lane.

- Ms. Ames: I am frustrated with this project. We just saw that we want to identify areas of emphasis to improve our safety in our roadways and need to have a funding strategy to improve our local roadways. There are a lot of cities and suburbs included that don't need or build new expressways to provide for the existing bus service that we have – the Dumbarton express. A lot of cities end up taking out their roadways and making them human-scale, meaning it's pedestrian and bike-friendly which allows you to feel comfortable. This is a two-dimensional space that dives underneath the tracks; this looks like a dead zone and uncomfortable. We need to reconsider the design and look at different options to make this an exciting pedestrian human-scale project where people live, work, and hang out. I hope that the City can do what they said in the beginning, which is a great path to identifying the areas of emphasis and improving our streets.

## ii. FAQ

Ms. Winter updated the BPAC on the status of the FAQ document for QLP that the consulting team and the City have been putting together. The FAQ will answer many of the questions that people have asked throughout the BPAC meetings. Additional questions that were asked at this meeting will be included. The document will be edited and shared again at the next BPAC meeting.

### BPAC Comments:

- Member Swenson: Regarding item #16 in the FAQ, what is meant by the “physical state” of the Peterson Farmhouse? Does it mean that the physical state of the farmhouse is good or bad? It seems to allude that it has a bad physical state. I have heard from the City before that it has some problems. My concern is that this is a house that is currently rented out, and therefore it legally must be in a good state of repair by California law. If it is not in a good state of repair, then the city needs to fix it. I am worried that the City is setting the Peterson Farmhouse up for failure by saying that they are going to repair it, but at the same time rent it out.
  - Ms. Ayupan: The QLP project does not impact the Peterson Farm. That probably shouldn't be on there. This project builds the local roadway, and the disposition of Peterson Farm relates to the future development site. The City and the technical experts will look at the FAQ to have the focus on the QLP project that was approved with the 2009 East-West connector environmental impact report (EIR). At the next BPAC, I will make sure that the subject matter experts are available to answer these questions.

### Public Comments:

- Ms. Ames: I concur with Member Swenson. I went to a planning committee meeting, and City staff said that they potentially couldn't preserve the farmhouse because of maintenance concerns, yet we are implementing this project that will have to maintain and operate its infrastructure. We have the responsibility to preserve our history and culture. This is not the time to think about the expressway and multimillion-dollar housing projects that most people cannot afford to live in. I don't understand why this community and group can't mandate the Farmhouse be preserved. I hope that this



group can think more collectively about urban design and pedestrian and bike infrastructure only.

- Mr. Czerwinski: I would like to speak about FAQ item #11 regarding Alameda CTC's Mitigation Monitoring Committee. I was the chairman of the combined Union City and Fremont Citizen Monitoring Watchdog Committee. This is still required as the threat continues by digging adjacent to the Pacific State Steel Heavy Metal Superfund Cap and digging within a close tolerance of the Niles cone groundwater basin. The combination of those two can potentially contaminate our regional drinking water which can cause an environmental disaster.
- Mr. Poehlmann: Will the FAQ be discussed at the next BPAC meeting prior to being published? I want to discuss it further. The FAQ document is not fair or unbiased. There is a question that says, "Does the QLP go through the Niles Canyon?" and I don't think that is a frequently asked question. The concern is the four-lane road that connects 880 Dumbarton Bridge to Mission Blvd which leads to Niles Canyon, and whether or not it will increase pressure on Niles Canyon. By misrepresenting what the question is, you are trying to make them look less serious or ridiculous. The cost estimate is another example—it is incredibly low. There are no funding resources identified and the cost estimate is outdated. There should be transparency on where you want to get the money, which is from the Intermodal Station Funds.
  - Chairperson Gill: I think that several board members would say not to post this yet because it is incomplete.
  - Member Nichols: We should make a motion to vote on postponing publishing the FAQ until it can be discussed further at the next BPAC meeting.
  - Member Lew: I don't see a problem with the FAQ. When I was at the planning commission meeting to discuss the Peterson Farmhouse, they mentioned it was dependent on the contractor and that the land was sold or involved with a development agreement. It's up to the developer in regard to the Farmhouse.

Chairperson Gill held a vote for the FAQ document is not posted until it is worked on and brought back to the next BPAC meeting for discussion. All five BPAC members voted in favor of this motion. The consultant team and the City will collect all of the questions asked during this meeting and any additional emails received following the week after the BPAC meeting.

- Member Kirby: Corinne, Christina, and Marilou have all done a great job at translating the comments from BPAC members and the public. I am confident that they will take all of the questions and comments and turn them into a better draft document.

#### Public Comments (cont.):

- Ms. Aeschbacher: I think this is disingenuous. The project you're planning here is not shown in its entirety. It's the first time that I saw that there is another end as well, not only on Mission Boulevard, but that it also connects to Paseo Padre. How are you going to do that? Are you going to go under Alameda Creek or over Alameda Creek? I know it's not Union City, but you should include all of the information about this project. What will happen with the homeless encampment? In the planning commission meeting, somebody talked about how beautiful old Alameda Creek is and how this project will contribute to the recreational value of this neighborhood. I'm very frustrated with how there is a lack of collaboration between Union City and Fremont, even to take care of the homeless and homeless encampment that's been going on for at least 10 years.

Why would you not address something like that? What are the mitigating measures for the people who are adjacent to the construction zone during construction?

- Member Nichols: The City Public Works and Design Team have done a great job. There is work to be done. There is a homeless problem that the City has been working on diligently. It's a conversation to continue having. I think the BPAC is not a place to discuss a problem like homelessness when we're trying to work on this. I hope the next meeting answers everyone's questions and we can continue to help each other understand it.
- Chairperson Gill: Homelessness is impacted insofar as there is an encampment nearby since construction would affect that encampment. We are not going to solve everything here now.
- Ms. Ames: The graphics are not good, so it is hard to imagine the underpass without seeing the elevations and seeing how the scale of the project is not conducive to human activity. It's more conducive to cars speeding through. The Ramirez's farm site has not been analyzed, but it is related to the road. We are building an expressway, Highway 84, on a farm and historic site. The City should have revised the 2009 EIR. We asked the City to do this. It's disingenuous to say that conditions are the same as they were in 2009, when now we must look at vehicle miles traveled and reevaluate the agricultural land. We're not talking about saving the farmland at all. The whole area has been downgraded to housing, a highway, and a small park that's not located where the farmhouse is. I hope we can provide better graphics with more accurate elevations and talk about the mitigations.
- Mr. Poehlmann: I want to thank the BPAC because you all are getting pulled into something that has been a decade long controversy, and you're trying to do the best job you can. There is a lot of frustration among residents with City leadership and that's what you are experiencing here. The lack of transparency is frustrating for people. There was a comment about the Peterson House not being addressed properly in the FAQ, and the reaction was to remove it. That's the wrong direction. What people want is transparency and to feel that their concerns matter. Union City leadership has had poor transparency and has done work against the residents. We know there was bad mouthing about the residents at ACTC. We are getting misrepresented in a certain way. The FAQ document misrepresents our concerns. If it continues like this, there will always be animosity. People want to be heard and have legitimate concerns about this project. People think this project is too big for this area, and it is not fair how people are being treated by the leadership, which is supposed to care about what their residents are concerned about. It's on the Union City leadership, elected officials, partly on staff, but it's not against the BPAC.
  - Chairperson Gill's response: Sean, Chris, and everyone else who has reported tonight is doing a great job. The BPAC is trying to bridge a lot of topics and do what we can for the people of Union City and adjacent areas. Thanks to everyone for coming. We're not going to solve things here. We hear your concerns.

### iii. Annual Report

Ms. Ayupan shared that as part of the Alameda CTC funding requirements, they are preparing annual reports on all of their activities related to the QLP project. This is a high-level report that will be submitted to Alameda CTC and made available to the public.

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

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

## **7. UPCOMING BPAC MEETINGS**

a. TBD

There will not be a BPAC meeting in November. The next meeting is likely in January. Everyone will be informed via email.

## **8. ADJOURNMENT**

The meeting adjourned at 9:22 pm.

## **9. ZOOM CHAT**

19:13:26 From Andreas Kadavanich to Everyone:

<https://www.unioncity.org/521/Public-Works-Service-Request-and-Reports>

19:18:01 From Andrew to Everyone:

<https://highways.dot.gov/safety/proven-safety-countermeasures>

19:20:42 From Mandeep Gill to Everyone:

To Trieu, later: so if a car and bike are both involved, which category does the accident go into? Or into both?

19:21:44 From Marcia to Everyone:

thank you for that question

19:33:01 From Marcia to Everyone:

Agree

19:35:59 From Andreas Kadavanich to Everyone:

When I search <https://tims.berkeley.edu/> for crashes involving both bikes and pedestrians in this timeframe, I get zero results.

19:39:49 From Liz Ames to Everyone:

What will be the safety priorities, project cost and funding plan to improve local city roadways? yours. liz ames

19:42:57 From Liz Ames to Everyone:

It appears two fatalities and a severe accident occurred on Alvarado Niles Road near Quarry Lakes? Will the City use this data to fund the Quarry Lakes Parkway? If so, the proposed quarry lakes parkway will increase automobiles significantly by 35,000 vehicles per day and make safety concerns worse. Yours. liz ames

19:45:29 From Liz Ames to Everyone:

Given the City requires voter approved taxes to fund the City's general fund and the implementation of the General Plan, what is the current cost of Quarry Lakes Parkway and how much general fund money is going towards this expressway? yours. liz ames

19:47:54 From Marcia to Everyone:  
@Andreas Kadavanich- thank you for the link

19:50:35 From Jo Ann Lew to Everyone:  
QLP is the next topic.

19:51:57 From Marcia to Everyone:  
thank you Liz Ames.

19:55:56 From Marcia to Everyone:  
Is a transcription of this meeting available?

19:56:49 From Corinne Winter to Everyone:  
We don't have a transcript but we do take detailed minutes.

19:57:33 From Monika Ae to Everyone:  
Could you put a "who is who" in the chat? Dylan Passmore? Role, company? And so on

19:57:50 From Liz Ames to Everyone:  
The cost estimate for Quarry Lakes Parkway has not been updated in several years, when will the total project cost be provided for transparency and accountability? Salex Tax Measure Z is going to the voters to support the general fund and will sales tax revenue support the capital, operating and maintenance of the proposed Quarry Lakes Parkway project? yours. liz ames

19:58:12 From Corinne Winter to Everyone:  
Yes. Christina Guarino and Corinne Winter are the consultants from Winter Consulting who facilitate this meeting. You can reach us at christina@ and corinne@winterconsultants.com.

19:58:48 From Corinne Winter to Everyone:  
We also keep the official email list for meeting notices for QLP if you are interested in being added, please email us.

19:59:16 From Mandeep Gill to Everyone:  
Monika- if it helps -- Dylan works for Toole Design, one of the companies U.City is contracting with in QLP design.

19:59:21 From Corinne Winter to Everyone:  
We are happy to make the minutes available to you.

19:59:44 From Monika Ae to Everyone:  
Yes, it helps, thank you.

19:59:47 From Corinne Winter to Everyone:  
Toole Design also led the city's recent Bicycle and Pedestrian Master Plan Update.

20:00:21 From Monika Ae to Everyone:

Great, thank you.

20:00:29 From Corinne Winter to Everyone:

They are working under Mark Thomas, where Shawn O-Keefe works, the lead on the QLP project. I'm sorry it's so confusing. Maybe we should make an org chart, lol.

20:03:41 From Corinne Winter to Everyone:

Finally, if anyone has formal comments you would like the city to receive on QLP, there is an email [QLP@unioncity.org](mailto:QLP@unioncity.org)--that goes to Christina and me and we track those and share them with the appropriate city/consulting staff.

20:04:21 From Monika Ae to Everyone:

Taking notes but yes, it would help to clearly identify stakeholders.

20:04:22 From Liz Ames to Everyone:

Is the 4-lane Quarry Lakes Parkway design going to accommodate 35,000 vehicles per day? If so, how can the City manage speeding on this corridor given the large underpass spanning 3 railroad lines? Managing to slow traffic by using right turn conflicts is not reducing volume of cars and speed conflicts in the outer lanes. If we are seeking funding for public safety for our streets, how can the City afford another expressway like Quarry Lakes Parkway? yours. liz ames

20:08:53 From Liz Ames to Everyone:

The graphics don't reflect the underpass design that is inducing increased speed and vehicle volume. A decision zone at both ends of the Quarry Lakes Parkway at Alvarado Niles Road and Mission Boulevard, exposes road users to vehicles speeding and creating a place to possibly run red lights. Can you show how a 2-dimensional drawing of the underpass interfacing with intersections? thank you. liz ames

20:10:29 From Monika Ae to Everyone:

I feel that we're missing the more important design elements and are focusing on details

20:12:00 From Maria Ramirez to Everyone:

How safe do you bikers feel with these plans, have you cycled on roads similar to these plans?

20:13:41 From Liz Ames to Everyone:

The I intersection graphics are not showing the elevations and it's difficult to show the challenges. Love the Fremont Walnut avenue civic center design but the speeds are much slower than the Quarry Lakes Parkway proposals. If the City is focusing on separating bikes from vehicles like on Walnut Avenue, The City should build buffered bike lanes and or protected bike lanes along the 10 corridor and 10 intersections that need safety improvements. Thank you. Liz Ames

20:15:41 From Monika Ae to Everyone:

Right turn for bikes here will be dangerous, to say the least

20:16:37 From Monika Ae to Everyone:

Yeah, that would be an issue too

20:17:06 From Liz Ames to Everyone:

These cyclists need to be completely separated from vehicles like on Walnut avenue in Fremont. The Quarry Lakes Parkway at Alvarado Niles Road is challenging with speed and volume creating potential accidents and fatalities especially near the Quarry Lakes recreational area. yours. liz ames

20:20:08 From Liz Ames to Everyone:

If we are in final design - why are we not seeing a new estimate and schedule tied to proposed funding? How is this project going to start construction in 2 years without transparency and accountability. We need the details of the design to back up the estimates and a funding plan that is acceptable to community. This is unacceptable given the City's financial condition requiring voter approved taxes for basic city services. yours. liz ames

20:23:32 From Liz Ames to Everyone:

The irony is we are talking about the Quarry Lakes project that the City has not provided any new details given the inflationary concerns, potential recession and financial City challenges. The City mentioned at the last Planning Commission Meeting, they could not afford maintaining and preserving the Peterson Farmhouse. Yet, can the city afford maintaining and building this 4 lane expressway? We need transparency! yours. Liz Ames

20:29:01 From Marcia to Everyone:

The City mentioned at the last Planning Commission Meeting, they could not afford maintaining and preserving the Peterson Farmhouse. Yet, can the city afford maintaining and building this 4 lane expressway? We need transparency!

20:30:03 From Marcia to Everyone:

I agree with Liz and would like to know more about funding.

20:30:14 From Corinne Winter to Everyone:

Thank you for your comments Ms. Ames and Marcia.

20:31:16 From Liz Ames to Everyone:

Furthermore, the City is going to the voters and asking for money to repair existing streets, parks and other facilities. Let's reconsider this Quarry Lakes Parkway as a CAR free greenway. Cities are not building roadways and now considering pedestrian corridors. Thanks Marcia you are on the right track to challenge this project.. We should be getting the sierra club and greenbelt alliance to question this project....see car free ideas at much less cost ..<https://thebolditalic.com/get-out-and-embrace-san-franciscos-new-car-free-streets-20b7aeedc957> yours liz ames BART Director

20:34:10 From Andreas Kadavanich to Everyone:

Where can we send comments after the meeting?

20:34:23 From Corinne Winter to Everyone:

QLP@unioncity.org is the best place to send comments

20:36:32 From Corinne Winter to Everyone:

<https://www.unioncity.org/499/Quarry-Lakes-Parkway-Project>

20:36:36 From Corinne Winter to Everyone:  
This is the project website

20:39:22 From Maria Ramirez to Everyone:  
I'm glad all these comments are coming before this group so they can question and not be rubber stamp like so many city entities

20:46:47 From Bob Czerwinski to Everyone:  
These highly engineered intersections are effective, but costly. How much does it push the QLP total cost.

20:47:00 From Flavio to Everyone:

1. How to make design speed consistent with posted speed limit of 35 mph, especially on long straight sections?
2. Two thousand housing units do not justify 4 lanes, especially not in TOD area. Have you done ITE trip generation calculations to justify 4 lanes? According to ITE guidelines 2,000 homes produce less than 1,000 peak hour trips in TOD area, but ITE capacity is 1,900 vehicles/hr/lane. So road is way over-designed.
3. Why does 11th St have double-right-turn lanes? 11th goes right past the BART station and pedestrians from TOD have to cross 11th to go to BART. The double-right turn lanes suggest you are expecting massive cross traffic between Decoto and QLP. Isn't that a bad idea, considering that many pedestrians will have to cross 11th to get to BART.
4. What is the bike infrastructure on 11th? It is the last mile to get to BART.
5. Considering that road is over-designed for vehicles, you could reduce lanes, to accommodate vehicular riders separately from the all-ages and all-abilities intr

20:47:06 From Liz Ames to Everyone:  
There are so many needs in the city - bigger priorities! Let's identify areas of emphasis on our existing roads, prioritize and develop a safety plan for existing local roadways...we can't afford this expressway. Dumbarton Express does not need another 4-lane expressway to get to the bridge. The transit routes can use Decoto Road. let's study the options -we have no funding for this project

20:48:48 From Andreas Kadavanich to Everyone:  
Pedestrians have to cross 7 lanes at ANR. What's the total distance?

20:49:02 From Monika Ae to Everyone:  
About public transit: was there a separate bus lane studied? I have taken the bus going south regularly and sat on Mission with all other traffic coming home for 20 to 30 minutes, just because there was no bus lane. So it's not gonna work.

20:51:09 From Liz Ames to Everyone:  
A separate bus lane or bus on shoulder could be explored on Decoto Road. Options to consider is a human scale design near the BART station and more pedestrian and cyclist oriented design. This expressway is replacing Highway 84 funding by local taxpayers. A highway connecting mission boulevard to the Dumbarton bridge. This is not transit oriented. yours liz ames

20:51:46 From Monika Ae to Everyone:

@Liz +1

20:55:49 From Timothy Swenson to Everyone:

Before sending out the FAQ, it would be nice to get clarification on "state of the farmhouse", since the answer could not be address in this meeting.

20:56:22 From Corinne Winter to Everyone:

Understood Vice Chair Swenson, we will take a look at that.

20:57:00 From Corinne Winter to Everyone:

If any other BPAC members have comments on the FAQ or additions/clarifications needed, please email them to Christina and me this week.

20:57:04 From Marcia to Everyone:

thank you Liz

20:58:43 From Marcia to Everyone:

thank you Bob. awesome

20:58:54 From Liz Ames to Everyone:

Monica - all please email me at liz4bart@gmail.com -let's think differently about urban design at transit stations. <https://medium.com/@jvannpashak/human-centered-cities-must-be-built-at-a-human-scale-a6c1336a0428> yours. liz ames

21:00:03 From Monika Ae to Everyone:

Will do, Liz

21:01:01 From Maria Ramirez to Everyone:

Concur with Flavio and Bob, @00%

21:01:22 From Marcia to Everyone:

100%

21:03:52 From Flavio to Everyone:

Unilaterally claiming that the Mitigation Monitoring Committee (Citizen Watchdog committee) is not needed is a HUGE red flag. A project so controversial needs a resident watchdog committee and that is what the cities agreed to a decade ago.

21:05:14 From Marcia to Everyone:

agreed Flavio, thanks

21:05:37 From Liz Ames to Everyone:

The City is working with the developer and can make the developer save the farmhouse and historic site. The City is in charge as the land is owned by the public - not the developer. yours. liz ames

21:06:33 From Liz Ames to Everyone:

The City can work with the developer and is making the conditions to optimize the development for our community. Thank you. yours. liz ames



21:09:09 From Monika Ae to Everyone:

To be included in the FAQ: How does the Paseo Padre end of the QLP look like? How does it magically go under or over Alameda Creek?

21:10:42 From Monika Ae to Everyone:

To also be included in the FAQ: What will happen with the homeless encampment?

21:12:16 From Monika Ae to Everyone:

What are the mitigating factors you would take during construction that hopefully will never happen? To be added to FAQ

21:13:23 From Monika Ae to Everyone:

Alameda Creek, sorry

21:15:01 From Monika Ae to Everyone:

???

21:16:45 From Liz Ames to Everyone:

the 2009 EIR was not updated and there are new environmental requirements that are not being met. Namely VMT - vehicle miles traveled - is a major environmental concern. More VMT causes more congestion. We are not doing our best here. The problems can be solved with good design. yours. liz ames

21:17:44 From Flavio to Everyone:

the host needs to unmute me

21:19:08 From Liz Ames to Everyone:

Staff has a responsibility to recommend the 2009 EIR should be updated and also is not recommending the Peterson Farmhouse and agricultural land be preserved. The City chose to make overriding considerations - meaning - no mitigation will be made. You can also increase transparency - ask for an updated cost estimate and roadway graphics. You can ask the City to make this happen...let's do this! yours. liz ames

21:20:22 From Monika Ae to Everyone:

It's exactly that. Maybe not voicing my concerns in the right place but people are not being heard.

21:20:45 From Liz Ames to Everyone:

I think the BPAC can make a difference and push back to the leadership... - thank you all - I hope we can make this project change direction with your help. yours.. liz

21:21:21 From Marcia to Everyone:

next meeting is Nov?

21:21:48 From Marcia to Everyone:

thank you everyone

21:22:48 From Marcia to Everyone:

ok, stay healthy and safe

21:22:52 From Corinne Winter to Everyone:  
Likely Jan

21:22:54 From Marilou Ayupan to Everyone:  
No November BPAC. Move to January