

QUARRY LAKES PARKWAY PROJECT

Frequently Asked Questions (FAQ) List

Union City's Bicycle and Pedestrian
Advisory Commission (BPAC) Meetings

- 1. What is the relationship/connection between Decoto Road and Quarry Lakes Parkway (QLP)?**
 - *QLP is a new four-lane local street, parallel to Decoto Road between Paseo Padre Parkway in Fremont and Mission Boulevard in Union City, that improves transit service for AC Transit and Union City Transit routes along Decoto Road.*
 - *QLP provides public safety (police and fire) first responders a new, safe, and dependable access road that avoids the two (2) existing Decoto Road at-grade railroad crossings.*
 - *QLP provides a secondary access road to and from Union City BART Station for Union City and Fremont residents.*
 - *QLP supports the build-out of the Station District Area development surrounding the Union City BART Station.*

- 2. Is QLP a highway like the former Caltrans' Route 84 of the early 2000s, or an expressway like Alameda CTC's former East West Connector approved in 2009? QLP is not a highway, nor an expressway as identified in Caltrans' Highway Design Manual (HDM). QLP will be designed to City standards as a new local four-lane street with a proposed speed limit of 35 mph like Alvarado-Niles Road and Decoto Road. Union City along with all Bay Area cities adopted Metropolitan Transportation Commission (MTC) "Complete Streets" policies in 2012, allowing local streets to include improvements for all modes of transportation (i.e., automobile, pedestrian, bicycle and transit), and reduce automobile speed limits for safety.**

- 3. Does that give the City more control over speed limits and intersection design? Yes. The City can use narrower automobile travel lanes to calm traffic, and design intersections to facilitate safe crossings for bicyclists and pedestrians. This may include increased lighting for safety and adding bulb-outs to slow vehicles down while shortening the crossing distances at intersections. The horizontal and vertical curves are designed to be consistent with a lower-speed facility, which will be posted at a proposed 35 mph.**

4. **Did Caltrans use federal funds to purchase any of the properties needed for QLP?** *No. This was recently confirmed by the Caltrans Right-of-Way Department in July 2022.*
5. **Will QLP eventually go through Niles Canyon in Fremont?** *No. QLP terminates at Mission Boulevard in Union City.*
6. **What is the distinguishing characteristic of a bicycle boulevard compared to other facilities?** *There are no proposed bicycle boulevards or Class III bike lanes on QLP. These types of bike lanes are for residential neighborhoods with “sharrow” (share the road) markings along the residential street. As a multimodal corridor, QLP will provide a more robust bicycle network with new facilities, including a large, separated 20-foot Class I multi-use trail and bikeway, and buffered Class II bike lanes along the street for experienced bicyclists.*
7. **Are there any toxic materials on the sites related to QLP? If so, how will toxic contamination be handled?** *Potential hazardous materials have been identified along portions of the corridor. The former East West Connector’s Soil Remediation Plan will need to be updated, reviewed and approved by the Department of Toxic Substance Control (DTSC) and Alameda County Water District (ACWD) during the Final Design of Phases 3 and 4. Under the oversight of DTSC and ACWD, the approved Plan will dictate to the contractor the process for handling and disposing of toxic materials that may be encountered during construction.*
8. **When will updated cost estimates be available for QLP Phases 1-4?** *The design phase of Phases 1 and 2 is focused on updating the 2011 East West Connector (EWC) Plans to meet current design criteria and standards, including Complete Streets designs, National Association of City Transportation Officials (NACTO) policy, and context-sensitive solutions to support existing and proposed land use opportunities. In addition, the project team is performing value engineering evaluation to identify potential cost saving alternatives such as drainage design strategies, minimizing reconstruction of existing streets, and others. Once the design of Phases 1 and 2 has been updated to meet current design criteria and standards and has received early concurrence from the regulatory and permit agencies and project partners, the project team will update the project costs in early 2023. Updated cost estimates for Phases 3 and 4 will also likely be completed in late 2023.*
9. **Has the City done a cost/benefit analysis?** *No. Cost/Benefit Analyses are performed in the early conceptual phases to determine if the project is viable*

and is not required for Final Design phase. The project team is performing value engineering evaluation to identify potential alternatives that reduce costs and schedule as noted above.

- 10. Because the QLP roadway will be depressed and dip under the existing BART and railroad tracks, how will the lower roadway section impact the existing water aquifer and how will the aquifer be protected?** *As identified in the certified 2009 East West Connector EIR, the existing water aquifer will be protected with a concrete boat slab known as a “Deep Soil Mixed (DSM)” wall below the street section and above the aquifer. The design of DSM walls in QLP Phases 3 and 4 will need to be updated, reviewed and approved by Alameda County Water District (ACWD). During construction of the concrete slab, ACWD will be onsite to inspect the work.*
- 11. What is the status of Alameda CTC’s Mitigation Monitoring Committee?** *The Alameda CTC’s Mitigation Monitoring Committee is no longer required since Fremont and Union City are now responsible for the design, construction and maintenance of Decoto Complete Streets and Quarry Lakes Parkway. As Project Sponsors, Fremont and Union City will ensure all required mitigation measures included in the certified 2009 East West Connector EIR are addressed and implemented. Union City has already presented the updated QLP project to the regulatory agencies for early consultation and has received initial concurrence on the proposed drainage design strategy, the stormwater treatment basin, and the impacts to Old Alameda Creek.*
- 12. What is the City’s parkland deficit now? Does the City have an ordinance to maintain adequate parkland?** *Union City has 35 parks totaling over 138 acres. In addition, approximately 58 percent of Union City’s total land area (approximately 7,150 acres) is made up of parks, recreational facilities, trails, and other open space, with approximately 1,800 acres being publicly accessible. Union City does not have a citywide parkland standard but does have a requirement that is applied to new residential development in certain instances. Specifically, Chapter 17.30 of the Union City Municipal Code requires any project that includes a residential subdivision to provide 3 acres of property (or an equivalent in-lieu fee) to be devoted to neighborhood and/or community parks for every additional 1,000 residents that the project will generate.*
- 13. Restoring Old Alameda Creek and riparian areas rather than channelizing Line M and building storm retention ponds is a good concept. San Francisco Estuary Institute has recommended Alameda Creek as habitat for the steelhead trout. How can we make these elements part of the QLP project moving forward?** *Since the segment of Old Alameda Creek between*

Quarry Lakes Regional Park and the Alameda County Flood Control Channel is currently dry and under-utilized, this segment is probably not appropriate for steelhead habitat at this time. Recommendation for steelhead trout habitat is likely appropriate for segments of the existing and active Alameda Creek system.

- 14. Is the Peterson Farmhouse, near QLP and formerly owned by Caltrans, a national historic site?** *The Peterson Farmhouse has been determined to be eligible for listing in the National Register of Historic Places and the California Register of Historical Resources.*
- 15. Did Caltrans, the previous owner of Silva Farm (aka Ramirez Farm) and the Peterson Farmhouse, need to designate the farm as agriculture given the land has been farmed over the last 4 years? Is this land possibly a farmland of statewide importance?** *According to the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP), there are no areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance at or within the vicinity of the Silva Farm or Peterson Farmhouse. Additionally, these areas are not designated as Agriculture on the City's General Plan or Zoning maps, nor as part of any State program.*
- 16. Can the Peterson Farm complex be preserved and protected under CEQA?** *The Peterson Farmhouse has been identified as a Historical Resource by Caltrans. The physical state of the farmhouse is such that long-term preservation cannot be guaranteed. Caltrans prepared a "Historical Resource Compliance Report" as part of the conveyance of the property to the City, which required preservation of a 1/2-acre area surrounding the Peterson Farmhouse. The report also requires that this area be utilized as park space and, where possible, as many of the contributing features be preserved, including the Farmhouse. The City is also required to ensure that the future developer install interpretive panels describing the history of the area, and that a future road and future park be named after the Peterson Farmhouse. These requirements were carried over as mitigation measures in the Station District Specific Plan EIR.*