

Appendix B

## **Notice of Preparation and Responses**



## Notice of Preparation

To: DISTRIBUTION LIST  
State of California  
Office of Planning and Research  
1400 Tenth Street  
Sacramento, CA 95814

From: Alameda County Transportation  
Authority  
1333 Broadway, Ste. 300  
Oakland, CA 94612

### Subject: Notice of Preparation of a Draft Environmental Impact Report

The Alameda County Transportation Authority (ACTA) will be the Lead Agency and will prepare an environmental impact report (EIR) for the project identified below, pursuant to the requirements of the California Environmental Quality Act (CEQA). We need to know the views of your agency regarding the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. The EIR prepared by our agency is intended to also be used when considering your permit or other approval for the project.

### Project Title: East West Connector Project

The East West Connector Project (proposed project) is located within cities of Fremont and Union City in southern Alameda County, California. The proposed project would provide a connection between I-880 on the west and Mission Boulevard (State Route 238) on the east (Figure 1). This connection would be accomplished through a combination of constructing a new roadway segment and widening two existing roadways. The entire project alignment would be approximately 2.6 miles long. A more detailed project description, which includes probable environmental effects and required permits/approvals, and a project location map are attached.

### Public Scoping Meeting:

Public scoping meetings (in open house format) will be held on October 24 and 25, 2007, at the following locations to solicit comments and input on the scope and content of the EIR.

5:30 p.m. to 8:30 p.m.  
Wednesday, October 24  
Kitayama Elementary School  
1959 Sunsprite Drive  
Union City, CA 94587

5:30 p.m. to 8:30 p.m.  
Thursday, October 25  
Ardenwood Elementary School  
33955 Emilia Lane  
Fremont, CA 94555

### Submit Comments:

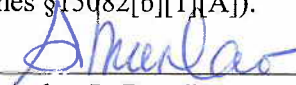
Please submit written comments no later than 5:00 p.m. on Wednesday, November 12, 2007, to:

Arthur L. Dao, Deputy Director, ACTA  
1333 Broadway, Suite 300, Oakland, CA 94612  
Email: [adao@actia2022.com](mailto:adao@actia2022.com), Phone: 510/893-3347, Fax: 510/893-6489

As part of your response, please provide the following information.

1. The agency (or organization) contact person's name, title, address, phone number, and email to which future correspondence regarding this project should be directed.
2. To the extent possible, the types of permits or approvals, which may be required to implement the proposed project, including applicable code sections and discussion of typical requirements.
3. Concurrence or additional comments regarding the attached summary of significant environmental issues, reasonable alternatives, and mitigation measures that will need to be explored in the EIR for your agency to issue needed approvals (State CEQA Guidelines §15082(b)(1)(A)).

Date: October 11, 2007

Signature: 

Name/Title: Arthur L. Dao, Deputy Director, ACTA

Telephone: 510/893-3347

Reference: California Code of Regulations, Title 14, (State CEQA Guidelines) Sections 15082(a), 15103, 15375.

# East West Connector Project

## Project Description

The East-West Connector Project (proposed project) is a 2.6-mile long roadway project between Interstate 880 (I-880) on the west and Mission Boulevard (State Route 238) on the east in south Alameda County, California (Figure 1). The proposed project would improve east-west access by widening two existing roadways (Decoto Road and Paseo Padre Parkway) from 4 lanes to 6 lanes, constructing a new 4-lane roadway segment, and making other improvements along the alignment.

The primary project objectives are to reduce local traffic congestion and driving time, and to provide an important east-west link in the transportation network in south Alameda County.

The project can be described in three segments: construction of the new roadway segment, widening the existing Paseo Padre Parkway, and widening the existing Decoto Road. Each segment may be constructed concurrently, but each would be able to operate as an independent segment.

The new roadway segment would be 1.3-mile, four-lane roadway alignment that would extend from the intersection of Mission Boulevard (SR 238) and Appian Way on the east to Paseo Padre Parkway on the west. Construction of the alignment would require grade separation at the Bay Area Rapid Transit (BART) and Union Pacific Railroad (UPRR) tracks, with the new roadway depressed below the tracks' grade; crossings of Alameda Creek and the Alameda County Flood Control Channel with concrete, pier-supported girder bridges at three separate locations; realignment of Quarry Lakes Drive to connect to the new roadway; and other intersection improvements. Storm drainage improvements discharging to Alameda Creek would be constructed concurrently with this segment, including a new trunk line within the south side of the roadway and other features to improve the capacity of the existing system serving southern Union City.

The second segment would widen a 0.4-mile segment of Paseo Padre Parkway, between Decoto Road and the proposed new roadway, from four lanes to six lanes. The existing Paseo Padre Parkway/Wyndham Drive/Waugh Place intersection would be signalized, and the median would be landscaped.

The third segment would widen a 0.9-mile segment of Decoto Road, between Paseo Padre Parkway and Cabrillo Court, from four lanes to six lanes. The Decoto Road/Brookmill Drive intersection would be signalized and re-configured to provide dedicated turn-lanes.

**Probable Environmental Effects**

The proposed project would likely result in environmental impacts for the following issue areas.

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Transportation/Traffic
- Public Services and Utilities

**Probable Permits and Approvals Required**

The proposed project may require permits and/or approvals from the following federal, state and local agencies, and/or private entities.

- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife
- National Marine Fisheries Service
- California Dept. of Transportation
- California Dept. of Fish and Game
- Regional Water Quality Control Board
- Alameda County Flood Control District
- Cities of Fremont and Union City
- Bay Area Rapid Transit
- Union Pacific Railroad





**Figure 1**  
**Project Location**





**EAST WEST CONNECTOR PROJECT  
ENVIRONMENTAL IMPACT REPORT**

**Notice of Preparation Distribution List**

*October 12, 2007*

**Alameda County Board of Supervisors**

County of Alameda Board of  
Supervisors  
1221 Oak Street, #536  
Oakland, CA 94612

**City Planning Commissions**

City of Fremont Planning Commission  
39550 Liberty Street  
Fremont, CA 94538

City of Union City Planning Commission  
34009 Alvarado-Niles Road  
Union City CA 94587

**Alameda County**

Alameda County Planning Department  
224 W. Winton, Room 111  
Hayward, CA 94544

Alameda County Flood Control District  
399 Elmhurst Street  
Hayward, California 94544-1395

Alameda County Public Works Agency  
Development Services Dept.  
399 Elmhurst Street  
Hayward, California 94544-1395

**Bordering Cities and Counties**

County of Contra Costa  
Public Works Department  
255 Glacier Drive  
Martinez CA 94553

County of Santa Clara  
Dept. of Planning and Development  
70 West Hedding Street  
East Wing, 7<sup>th</sup> Floor  
San Jose CA 95110

City of Hayward  
Planning Department  
777 B Street  
Hayward CA 94541

City of Newark  
Planning Division  
37101 Newark Boulevard  
Newark CA 94560

City of San Leandro  
Community Development Department  
Planning Services Division  
835 East 14th Street  
San Leandro CA 94577

City of Union City  
Public Works Administration  
34009 Alvarado-Niles Road  
Union City CA 94587

City of Fremont  
Engineering Division  
39550 Liberty Street  
Fremont, CA 94537

**Schools**

New Haven Unified School District  
Attn: Patricia Jaurequi  
34200 Alvarado Niles Road  
Union City, CA 94587

Fremont Unified School District  
Attn: Gary Leatherman  
4210 Technology Drive  
Fremont, CA 94538

**Local Agencies**

Alameda County Water District  
Attn: Paul Piraino  
43885 S. Grimmer Blvd.  
Fremont, CA 94538

East Bay Regional Park District  
Planning/Stewardship Department  
2950 Peralta Oaks Court  
Oakland, CA 94605

Bay Area Association of Governments  
101 Eighth St.  
Oakland CA 94607

Metropolitan Transportation Comm.  
101 Eighth Street  
Oakland, California 94607

Alameda-Contra Costa Transit District  
Attn: Central Dispatch  
1600 Franklin Street  
Oakland, CA 94612

Union City Transit and Paratransit  
Wilson Lee, Transit Manager  
34009 Alvarado-Niles Rd  
Union City, CA 94587

Altamont Commuter Express  
Attn: Brian Schmidt  
949 East Channel Street  
Stockton, CA 95202

Alameda County Congestion  
Management Agency  
Attn: Beth Walukas  
1333 Broadway, Suite 220  
Oakland, CA 94612

San Francisco Public Utilities Comm.  
Bureau of Environmental Management  
1155 Market Street  
San Francisco, CA 94103

Bay Area Rapid Transit District  
Planning Department  
P.O. Box 12688  
Oakland CA 94604-2688

Union Sanitary District  
5072 Benson Road  
Union City, CA 94587

**Native American Groups**

Native American Heritage Commission  
915 Capitol Mall, Room 364  
Sacramento, CA 95814

**State Agencies**

State Clearinghouse  
PO Box 3044  
Sacramento CA 95812-3044

California Department of Transportation  
District 4  
P.O. Box 23660  
Oakland CA 94623-0660

California Department of Fish and Game  
Attn: Janice Gan  
P.O. Box 850  
Tracy CA 95378

California Department of Fish and Game  
Bay Delta Region (3)  
7329 Silverado Trail  
Napa CA 94558

San Francisco Bay Regional Water  
Quality Control Board  
1515 Clay Street, Suite 1400  
Oakland CA 94612

Bay Area Air Quality Management Dist.  
Planning Division  
939 Ellis Street  
San Francisco, CA 94109

Department of Toxic Substance Control  
Attn: Mary Misemer  
700 Heinz Avenue, Suite 200  
Berkeley, CA 94710

## **Federal Agencies**

U S Army Corps of Engineers  
Planning Division  
333 Market Street  
San Francisco CA 94105

U S Fish & Wildlife Service  
Attn: Chris Nagano  
2800 Cottage Way, Room W-2606  
Sacramento, CA 95825

National Marine Fisheries Service  
Protected Resources Division  
Santa Rosa Office  
Attn: Gary Stern  
777 Sonoma Avenue, Room 325  
Santa Rosa, CA 95404

## **Private Utilities**

Pacific Gas & Electric Company  
Electrical Service Planning  
24300 Clawiter Road  
Hayward, CA 94545

Pacific Gas & Electric Company  
Gas Service Planning  
24300 Clawiter Road  
Hayward, CA 94545

Union Pacific Railroad Company  
Attn: Terrel Anderson  
10031 Foothills Boulevard  
Roseville, CA 95747

AT&T Engineering  
Attn: Art Page  
3475B North 1<sup>st</sup> Street, Suite 200  
San Jose, CA 95134

Comcast Cable  
Attn: Bruce Muller  
8470 Pardee Road  
Oakland, CA 94621

## **News Media**

San Francisco Chronicle  
Attn: Gerald Adams  
901 Mission Street  
San Francisco, CA 94103

San Francisco Examiner  
Attn: Melanie Carroll  
450 Mission Street, 5<sup>th</sup> Floor  
San Francisco, CA 94103

The Argus  
Attn: Chris DeBenedetti  
39737 Paseo Padre Parkway  
Fremont, CA 94538

Contra Costa Times  
Attn: Local News Editor  
2640 Shadelands Drive  
Walnut Creek, CA 94598

San Jose Mercury News  
Attn: Local News Editor  
750 Ridder Park Drive  
San Jose, CA 95190



**East-West Connector Project Summary of Agency Comments Received During the Scoping Period  
(October 12 to November 14, 2007)**

<b>Comment Category</b>	<b>Comment Letter Summary</b>	<b>Commenter (Contact)</b>
Project Design	Evaluate impacts to railroad. Need to coordinate with Union Pacific regarding grade separation design, proximity to BART, and potential impacts to UP operation. Notice contacts provided. See their letter.	<b>Union Pacific Railroad<sup>1</sup></b> Gerard Sullivan
Project Design  Technical – Transportation (Railroad)	Safety factors to consider include: grade separations for major thoroughfares, improvements to existing at-grade crossings, and appropriate fencing to limit access in rail ROW.  Since project proposes new crossing, Commission needs to approve and will be a responsible party under CEQA. Safety impacts need to be discussed in EIR, specifically increased traffic on the two existing at-grade rail crossings on the non-project segment of Decoto Road.	<b>California Public Utilities Commission</b> Kevin Boles, Environmental Specialist, Rail Crossings Engineering Section, Consumer Protection and Safety Division,
Project Design  Technical - Various	East Bay Regional Park District (District) operates Quarry Lakes Regional Recreation Area and Alameda Creek Regional Trail. General concerns for direct and indirect impact on these facilities.  1. Construction related impacts. <ul style="list-style-type: none"> <li>– Construction could disrupt access. Exact location of proposed staging areas (including stems/driveways) and detour routes should be provided in DEIR.</li> <li>– Delays and conflicts may reduce rec opportunities.</li> <li>– Confused motorists (i.e., detours) could create traffic/circulation hazard. DEIR should identify how traffic delays, road hazards and alternative routes will be conveyed to the public (i.e., signage, info pamphlets and displays at kiosks, newspaper, etc).</li> <li>– Traffic Control Plan – details of traffic control plan should be disclosed in EIR.</li> </ul> 2. Design considerations. Project cuts off entrance to Quarry Lakes and disrupts existing trail between UC and Fremont. Bridge over Alameda Creek Trail must have adequate vertical height. A Class 1 trail should be included in project design to support regional trail connection.  3. Flooding concerns. Project could result in seasonal flooding of Alameda Creek Trail.  4. Biological Resources. Evaluate permanent loss of sensitive riparian habitat and wetlands, impairment of anadromous fish in Alameda Creek or Old	<b>East Bay Regional Park District</b> Chris Barton, Senior Planner, Environmental Review Dept

# East-West Connector Project Summary of Agency Comments

Comment Category	Comment Letter Summary	Commenter (Contact)
	<p>Alameda Creek.</p> <p>5. Land use. EIR should include map that shows jurisdiction of Fremont, Union City, and EBRPD; general plan land use designations, including Fremont's proposed land uses changes associated with GP update.</p> <p>6. Growth inducement.</p>	
	<p>If East-West Connector becomes a State Route, it will become a CMP for which ACCMA will monitor LOS. Potential project impacts on the Metropolitan Transportation System (MTS) need to be addressed for 2015 and 2030 conditions (2005 CMP Figures E-2, E-3, 2). These include I-880, SR 238, SR 84, Decoto Rd, Alvarado-Niles Road, Fremont Blvd, and Paseo Padre Boulevard. ACCMA doesn't have a policy for thresholds of significance for LOS for the CMP so professional judgment should be applied (2005 CMP Ch 6).</p> <p>Project impacts should be determined by using Countywide Transportation Demand Model. "The ACMA Board amended the CMP on 3/26/98 so local jurisdictions are responsible for conducting the model runs...The model, which incorporates ABAG's socioeconomic data for Projections 2005, is available for this purpose...a letter must be submitted to ACCMA requesting use of the model and describing the project."</p> <p>CMA Board adopted 3 criteria for evaluating adequacy of mitigation measures: 1) sustain CMP service standards for roadways and transit, 2) be fully funded, 3) those that rely on state/federal funds directed/influenced by the CMA must be consistent w/ project funding priorities established in CIP section of CMP or RTP. EIR should discuss adequacy of measures and detail when proposed roadway improvements will be completed, funded, and the effect on LOS.</p>	<p><b>Alameda County Congestion Management Agency</b> Diana Stark, Senior Transportation Planner</p>
Technical – Various	<p>In addition to probable environmental issues already identified, EIR should analyze: potential historic properties, climate change impacts, vibration, parking, environmental justice and climate change. Please include Alameda Co Pub Works Agency on mailing.</p>	<p><b>County of Alameda Public Works,</b> Arthur Valderrama, PE Fernando Gonzales</p>
<p>Project Design</p> <p>Technical – Hydro/WQ</p>	<p>1. Proj loc map shows (Old) Alameda Creek passing through Quarry Lakes. Future documents should delineate the ponds in Quarry Lakes Park as they are an integral part of ACWD's groundwater recharge.</p> <p>2. Construction impacts on wq in proj vicinity, Old Alameda Creek, Alameda Creek (flood control channel) or Quarry Lakes (discharge contaminants,</p>	<p><b>Alameda County Water District (ACWD)</b> Paul Piraino, General Manager Contact: Laura Hidas, Water Supply</p>

# East-West Connector Project Summary of Agency Comments

Comment Category	Comment Letter Summary	Commenter (Contact)
	<p>dewatering, erosion). Although it appears most project work will be downstream of Quarry Lakes recharge facilities, there could be discharge to storm drains that enter Quarry Lakes. A notification plan for contaminated discharge events should be included in the planned mitigation.</p> <p>3. Construction and operation could affect hydrology of Old Alameda Creek, the flood control channel, and Quarry Lakes. EIR needs to consider the need to retain capacity in Old Alameda Creek for this purpose. Storm drainage improvements being made as part of the project should be reviewed for possible impacts to the waterways as well.</p> <p>4. Increased urban runoff.</p> <p>5. Wells within the project area must be protected or properly destroyed in compliance with City Well Ordinance prior to construction. Coordinate with ACWD.</p>	Supervisor,
<p>Project Design</p> <p>Technical – Hydro/WQ</p>	<p>6. A drilling permit from ACWD will be required prior to the start of any subsurface drilling activities. Application for a permit may be obtained from ACWD  <a href="http://www.acwd.org/engineering/drilling_permit.php5">www.acwd.org/engineering/drilling_permit.php5</a>.</p> <p>7. Address dewatering activities (temporary and permanent) and potential impact on local drinking water supply.</p> <p>Proj area extends w/in or adjacent to areas of known contamination, and dewatering activities may impact remediation of those sites.</p> <p>ACWD permits required for dewatering well installations and destructions (except dewatering wells)</p> <p>Alternative designs should be evaluated that minimize amount of groundwater extracted during and after construction. Replenishment Assessment Act of ACWD authorizes assessment at \$197/af.</p> <p>8. Project may require a change in grade of Paseo Padre Parkway depending on the deck elevation of the planned bridge crossing of Alameda Creek Flood Control Channel because Paseo Padre contains critical ACWD water transmission main. Closing isolation valves is problematic.</p> <p>9. Local street realignments could affect water mains.</p> <p>10. Widening of Paseo Padre and Decoto could affect water facilities and service. DEIR should commit to coordination with ACWD in order to minimize water service impacts.</p>	ACWD (cont.)

## East-West Connector Project Summary of Agency Comments

<b>Comment Category</b>	<b>Comment Letter Summary</b>	<b>Commenter (Contact)</b>
Project Design  Technical – Hydro/WQ	11. Any proposed change to ACWD's distribution system needs to be in compliance with ACWD and Calif Dept Health Serv Waterworks Standards.	<b>ACWD (cont.)</b>
Supports Project	Supports project and urges expeditious environmental review.  Union City has prepared land use plans (including DIPSA Specific Plan) for future growth around the Union City Intermodal/BART station and in the DIPSA area based on roadway implementation.  Encourages ACTA to speak directly with Alameda County Flood Control District, which has planned for a Line M bypass to provide adequate drainage in the Line M watershed.	<b>City of Union City</b> Mark Leonard, Economic and Community Development Director Joan Malloy

<sup>1</sup> Union Pacific is not an agency but has been included anyway because of the importance of the railroad crossing issue.



**East-West Connector Project Summary of Public Comments Received During the EIR Scoping Period (October 12 to November 14, 2007)**

<b>Comment Category</b>	<b>Comment Summary</b>
Support Project	<p>Several comments from the public support the proposed project.</p> <p>Planned mitigation for neighbors is appreciated (i.e., landscaping and sound walls, although more will probably be required).</p> <p>Concerns about the impacts including proximity to housing, construction over Alameda Creek, construction noise and debris, traffic noise, and hazards. Wants to see ACTA mitigate by managing traffic with signage, traffic signals/timing, pedestrian/bike crossings and access, and landscaping with native vegetation.</p>
Oppose Project	<p>Most comments from the public oppose the proposed project for the following reasons.</p> <p>Increased traffic on roadways</p> <p>Increased cut-through traffic in neighborhoods</p> <p>Impedes traffic flow in/out of Quarry Lakes</p> <p>Increased noise</p> <p>Increased pollution</p> <p>Safety concerns for people crossing streets</p> <p>Decreased quality of life</p> <p>Decreased visual quality of open space areas and of Paseo Padre</p> <p>Adverse effects on creek and park habitat, wildlife, and plants in undeveloped area along Alameda Creek and Quarry Lakes</p> <p>Loss of open space</p> <p>Proposed project has no merit, isn't practical, is waste of taxpayer dollars, and could decrease land value</p> <p>Similar project reviewed/rejected</p> <p>Want original 84 project so excess land isn't sold for more development resulting in more traffic</p>
Project Design	<p>Since project proposes new crossing, CPUC needs to approve and will be a responsible party under CEQA. Safety factors to consider include: grade separations for major thoroughfares, improvements to existing at-grade crossings, and appropriate fencing to limit access in rail right-of-way. Also consider safety impacts need from increased traffic on the two existing at-grade rail crossings on the non-project segment of Decoto Road.</p> <p>New roadway segment between Paseo Padre and Alvarado-Niles should be as far away as possible from houses on both sides (down the middle) and sound mitigation should be incorporated for this segment.</p> <p>New roadway segment should be as close as possible to Union City since the Connector benefits Union City.</p> <p>New roadway should be centered in the right-of-way and kept even distance from existing homes. A recessed roadbed (as previously promised) with 4-foot raised berms and trails, trees, sidewalks and lighting. Need double-pane windows to abate noise.</p> <p>Construct a grade separation instead of a stoplight at the Alvarado-Niles intersection; otherwise, traffic will make a right turn on Alvarado-Niles Rd to take a shortcut to Nursery Ave to Mission Blvd.</p>

## East-West Connector Project Summary of Public Comments

Comment Category	Comment Summary
Project Design	Provide safe and convenient access across new roadway for pedestrians/bikes from housing development on northside to Quarry Lakes Park. Expanding Arroyo Park out to Alvarado-Niles Rd will appease many local residents.
	Landscape with native plants, shrubs and trees.
	Concerned about noise and suggest following mitigation. Build soundwalls, build as far from properties as possible, do away with bridges, and integrate double-pane windows for homeowners.
	Keep existing trail.
	Concerned about the traffic movement on Paseo Padre after people turn right onto Paseo Padre and cut across multiple lanes to make the left on Decoto.
	Several streets will have ingress/egress issues getting on Paseo Padre and Isherwood unless there are additional stoplights, which will further delay the flow and increase air and noise pollution. If the traffic controls haven't been worked out, how can an environmental analysis be conducted?
	How will motorists cross the Connector? If this intersection (presumably Isherwood/new roadway), has a standard stop sign, there will be signif backup. If it's a four-way or signal, the faster commute times on the corridor will not be achieved. Underpass/overpass too costly.
	Trucks and buses with diesel pollution should be banned from using this roadway similar to the ban on Paseo Padre Parkway.
	Speed limits should be no higher than 30-35 mph and preferably 25 mph to minimize noise.
	Provide a trail on both sides of the new road for walking, biking, running, and tie it together with the Alameda Creek Trail for non-vehicle use.
	Describe physical changes to Arroyo Park landscape and surrounding area, to accessing the existing bike trail between Quarry Lakes and Arroyo Park, and to Alameda Creek trail.
	Rubberized Asphalt Concrete (RAC) should be used adjacent to residents as a means of quieting roadway noise. The California Integrated Waste Management board cites research that has shown RAC can reduce road noise by up to 85%. It provides better traction and visibility in wet weather. RAC is long lasting cost-effective life cycle.
Project Purpose/ Objectives	Project is too far from I-680 and will not relieve traffic from the Dumbarton Bridge to I-680. Building new bridge and new road is waste of resources for no significant benefit to relieve traffic.
Project Purpose/ Objectives	An east-west connector is not needed because Decoto Rd already connects I-880 to Mission. Also have Isherwood.
	Re: improve air quality (as declared at a public meeting), it doesn't make sense because a new four-lane road and road widening will surely increase pollution. Improve at regional level at expense of worsening local level?
	Regarding the objective to improve access to constructed and planned projects, this is case in Union City, but Fremont has no planned projects. The new roadway should be aligned north of Alameda Creek.
	Re: provide opportunity for economic revitalization, this is contrary to the economic disaster that has prevented hundreds of homeowners in the area from getting a fair market value for their houses because of the planned project.
	Mission Blvd is the problem and needs to be widened.

## East-West Connector Project Summary of Public Comments

Comment Category	Comment Summary
Project Alternatives	<p>Prefers historic/original Route 84 project. The proposed project has a dog-leg design that will create more congestion and pollution. The proposed project will have too much traffic/accidents at Decoto/Paseo intersection.</p> <p>Prefers historic 84 alignment because land has been preserved for this use. Concerned about the reserved right-of-way being developed with more houses, creating more traffic impacts.</p>
Project Alternatives	<p>Improve Decoto Road from I-880 to Mission Blvd for northbound traffic to Mission Blvd and improve the Alvarado-Niles Rd for southbound traffic to Mission Blvd by reducing stoplights and building entrance ramps to ease traffic.</p> <p>Keep traffic on Decoto Rd from Mission Blvd to Dumbarton Bridge.</p> <p>Mission to Alvarado-Niles to Decoto alternative was determined infeasible because nearly a dozen lanes would be needed to accommodate the traffic turning to/from Decoto. Current proposal (Mission to Paseo Padre to Decoto) has same traffic pattern, so why is this acceptable now?</p> <p>New road segment should be built on the Union City side north of Old Alameda Creek, which would require demolishing only a few houses at considerably less cost than building two bridges across the creek, and would have less disruption to wildlife refuge.</p> <p>Recommend using reserved right-of-way between Paseo Padre and Fremont Blvd because it will relieve traffic on Decoto and it's easier to widen the intersection at Fremont Blvd (which has adjacent businesses) than Paseo Padre/Decoto (which has adjacent residences).</p> <p>New roadway segment down middle, "filling" creek, no bridges.</p> <p>Supports the No Build alternative.</p> <p>Improve existing roadways 84, Decoto, and Thornton.</p>
Technical Issues	
Technical – Cumulative	<p>Increased traffic and air quality from added vehicles associated with new development in Union City (i.e., Avalon project, new residential units near BART), as well as the undeveloped right-of-way that was reserved for historic 84 alignment and will ultimately be relinquished.</p>
Technical – Air Quality	<p>Increased pollution, particularly at base of foothills</p> <p>Effects of increased pollution on the many young and elderly residents</p> <p>Evaluate climate change impacts</p> <p>Construction related dust and pollution</p> <p>Cumulative effects associated with new development in Union City</p> <p>Doesn't understand how one of the objectives (as declared in public meetings) was to improve air quality when a new four-lane road and road widening will surely increase pollution? Improve at regional level at expense of worsening local level?</p>
Technical – Biological Resources	<p>Adverse effects (noise, pollution, displacement) on habitat, wildlife, and plants in undeveloped areas along Alameda Creek, in Arroyo Park, and in Quarry Lakes Park</p> <p>Loss of foraging land for migratory geese</p> <p>Cut-off only remaining local corridor for wildlife from the hills to the Bay</p> <p>Concerned about tree removal</p>

## East-West Connector Project Summary of Public Comments

<b>Comment Category</b>	<b>Comment Summary</b>
Technical – Cultural Resources	Evaluate potential historic properties Concerned about increased traffic through historic Niles
Technical – Growth Inducement	Development of undeveloped right-of-way that was reserved for Historic 84 Alignment and will ultimately be relinquished.
Technical – Haz Mat	Road will be used by trucks and fuel tankers. Any tanker accident will let fuel flow into the creek and threaten Fremont drinking water.
Technical – Hydro/WQ	Effects on Alameda Creek and Quarry Lakes Alameda County Flood Control District has planned for a Line M bypass to provide adequate drainage in the Line M watershed (part of proposed project, but coord w/ district)
Technical – Hydro/WQ	
Technical – Land Use	EIR should include map that shows jurisdiction of Fremont, Union City, and EBRPD; general plan land use designations, including Fremont’s proposed land uses changes associated with general plan update. Union City has prepared land use plans (including DIPSA Specific Plan) for future growth around the Union City Intermodal/BART station and in the DIPSA area based on roadway implementation.
Technical – Noise	Increased noise along entire alignment (compare existing traffic noise levels to project traffic noise levels, with and w/o mitigation) Increased noise from new road and bridges Evaluate vibration Evaluate construction noise on residents. Cumulative effects associated with new development in Union City and existing aircraft, BART train, and traffic noise.
	Suggested mitigation: sound walls, build as far from properties as possible, no bridges, double pane windows Consider raising height of sound walls on Paseo Padre because traffic is already very noisy for Brookvale residents. Consider Rubberized Asphalt Concrete (RAC) in the Mission Blvd portion of the project for noise mitigation. California Integrated Waste Management board cites research that has shown RAC can reduce road noise by up to 85%.
	Noise study on previous EIR distorted. Noise monitors “tucked in lowest corner of a backyard.”
	There has been no detailed design information regarding how the sound impact will be mitigated for nearby residents. It’s not clear how deep the roadbed will be recessed, what sound barriers will be used, type/height/aesthetics of sound walls, what levels of noise exist, if homes within 200 feet or within high noise areas will receive sound proofing windows, etc.
	Consider that sound walls often create additional problems by distorting sound waves, amplifying sound and directing sound to new areas.

## East-West Connector Project Summary of Public Comments

<b>Comment Category</b>	<b>Comment Summary</b>
Technical – Parks/Rec	<p>Destroy peacefulness of park and increase pollution</p> <p>Concerned about access to walking path (lives on east side of flood control canal)</p> <p>Adverse effects on adjacent Arroyo Park and access in/out Quarry Lakes Regional Park</p>
Technical – Population and Housing	<p>Evaluate environmental justice.</p> <p>Adverse effects on residents from increased pollution, noise, traffic.</p> <p>Adverse effects on housing/property values.</p>
Technical – Public Services and Utilities	<p>Schools. Concerns for safety (from increased traffic) of kids walking to school. Concerns for indirect impact on schools when currently undeveloped land (reserved for historic 84 right-of-way) will be sold off and developed with more housing.</p>
Technical – Traffic	<p>General:</p> <p>Increased traffic on local roadways with/without project</p> <p>Increased traffic on Paseo Padre and safety of people crossing Paseo Padre, which is already dangerous road.</p> <p>Increased traffic causing safety issues by restricting emergency and passenger vehicles from entering/existing onto Decoto Rd and Paseo Padre</p> <p>Increased cut-through traffic through neighborhoods (i.e., on Tamayo, Wyndham, Darwin)</p> <p>truck traffic through residential neighborhoods</p> <p>Concerned about trucks being routed through the area</p> <p>won't reduce congestion but instead shift/increase congestion to residential areas</p> <p>Decreased access in/out of Quarry Lakes Regional Park.</p> <p>Impacts on travel time and public transportation on Decoto and Paseo Padre</p> <p>Increased traffic on Mission Blvd and appropriate mitigation.</p>
Technical – Traffic	<p>Use current traffic models (past EIRs used outdated).</p> <p>Traffic east-west is not problem. Problem is north-south.</p> <p>Concerned about the traffic movement after turn right onto Paseo Padre &amp; cut across multiple lanes for left on Decoto.</p> <p>Evaluate parking.</p>
Technical – Traffic	<p>Wants to see ACTA mitigate by managing traffic with signage, traffic signals/timing, pedestrian/bike crossings and access.</p> <p>Concerned about increased traffic congestion across Fremont and Union City, through historic Niles, Niles Canyon, Seven Hills Neighborhood, and on Mission Blvd.</p> <p>Cumulative traffic concerns from other Union City development (i.e., Avalon project, new residential units near BART) and Union City Transit Hub.</p>
Technical – Visual	<p>Examine existing v. proposed landscaping buffers between Decoto right-of-way and Navara sound wall</p> <p>Decreased visual quality along Paseo Padre Parkway</p> <p>Change in views of undeveloped area from open space to roadway</p> <p>Project will lead to urban blight as property owners flee the area and property values are lowered, attracting absentee landlords, fostering illegal conversion of single familyunits to</p>

## East-West Connector Project Summary of Public Comments

<b>Comment Category</b>	<b>Comment Summary</b>
Technical – Visual	boarding houses, etc Concerned about tree removal Concerned about indirect adverse visual effect from increased traffic through Niles Canyon
Right-of-Way	Owens property at 3215 Decoto and wants to know how much property will need to be purchased.
Landscape medians on Mission	Re-do landscape medians on Mission from King St to Daggett and maintain them.
Land Transfer	In MOU, it isn't clear the timing of the transfer of responsibility from the State to the City. Clarify how Route 84 designation will change and when.
	Do not let State sell any excess land (especially between Paseo Padre and Fremont Blvd) until all agreements are signed and project is guaranteed to be completed because if land is sold prematurely, road improvements will not happen. Don't sell the right-of-way between Paseo Padre and Fremont Blvd because it should be used for this project. Doesn't want right-of-way land sold because it will increase development, traffic, noise, etc
Alternative Transportation	Need alternative transportation solutions. Need better public transportation to get people out of cars. Mass transit should be encouraged. Create more mass transit like BART. Projects that encourage increased auto use contribute to global warming, widespread loss of biodiversity, sociological crises of inner cities, public health crises from inactivity and air pollution, and most recently "Nature-deficit Disorder" (mental stress related to loss of accessible open space...).
Fuel Costs	Financial studies assessing costs and environmental impact mitigation must consider recent dramatic increase in fuel costs and devaluation of US dollar....
Funding/Costs	Funding for this project on back of Measure B which was marketed as a "fix 880" and this project doesn't fix 880. Road has veered far from its original intent so questions if it qualifies for funds at this point. How can project change this dramatically from original Hwy 84 and still be eligible for the funding. This was not the plan when voters cast their ballots for it in 1986. How can Measure B money, which was earmarked for Hwy 84, be applied to this project which is neither a highway nor a roadway between Mission and 880? The courts prohibited the state from switching funds meant for the Foothill Fwy to another proposed roadway along a different corridor.
	Wants project funds used for BART extension instead.
Public Meetings	Scoping meetings were held too far from affected neighborhoods. Some want another one held within 1.5 miles of project area.
	The public scoping meeting flyer was sent out too late (arrived less than a week before meeting).
	In the public scoping meeting flyer and materials, the old project name (Historic 84/Option 2) was written in type too small.
	In the public scoping meeting flyer and materials, the project location map didn't show any of the streets in the neighborhoods, making the area look unpopulated.

## East-West Connector Project Summary of Public Comments

<b>Comment Category</b>	<b>Comment Summary</b>
NOP due date	No mail delivery on due date.
Miscellaneous	Doesn't like Fremont/Union City feuding.
	With emphasis on "green" lifestyles, we don't want to encourage additional traffic.

