



## | QUARRY LAKES PARKWAY (East-West Connector)

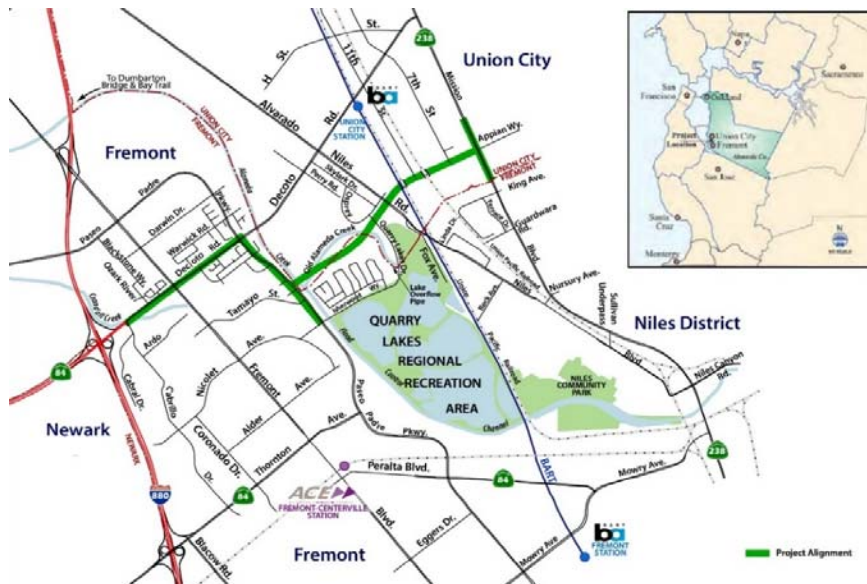


## | Outline of Presentation

1. **Context and History** of Quarry Lakes Parkway
2. **Need** for QLP and Decoto Multimodal Corridor
3. **Respond** to Commissioner **Questions** raised at Spring 2018 meeting
4. **Next Steps** for Quarry Lakes Parkway implementation



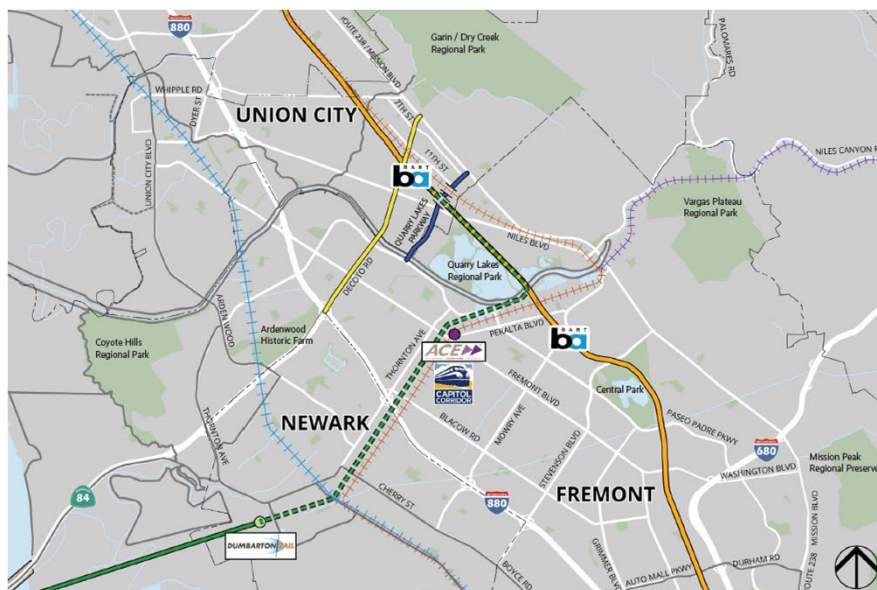
## East West Connector & Quarry Lakes Parkway



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## Quarry Lakes Parkway & Decoto Multimodal Corridor



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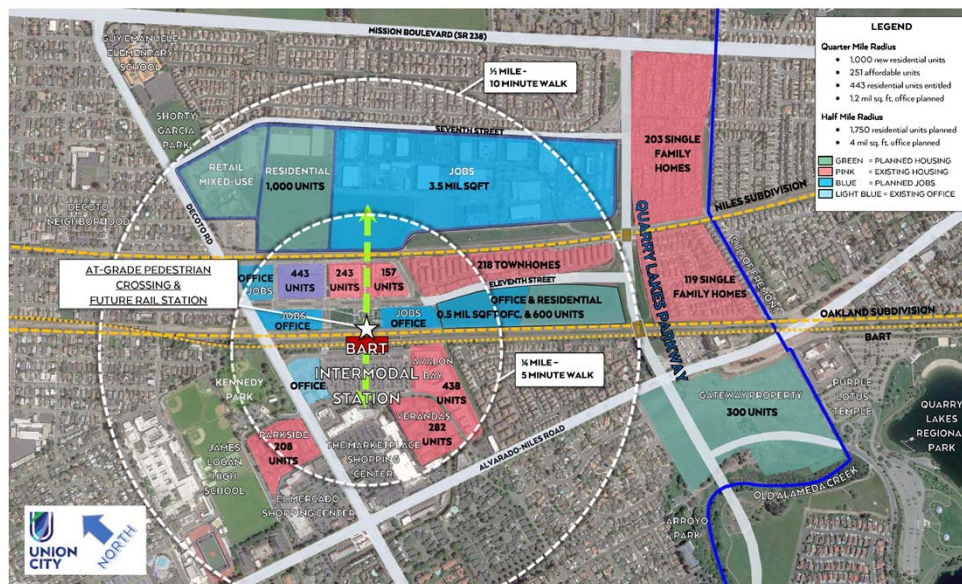
## Station District Priority Development Area (PDA)



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## | Union City Station District Area Priority Development Area (PDA)



## | UNION CITY BART STATION: ACTC's \$100M+ Investment







## | Direction from Commissioners March 2018

### East West Connector Project Funding Agreement

- Union City now **lead agency**
- **Cap of \$2.5 M** to complete design and update project cost/funding plan
- Evaluate traffic: Determine adequacy **environmental**
- **Coordinate** with transit providers and BPACs
- **Complete** design work and prepare **cost estimate**
- Complete the 2011 East West Connector **Plans**

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## | Traffic Findings: Kittleson Transportation Memorandum

Parkway meets the needs identified in the approved 2009 EIR

Additional Project Findings by building the project as opposed of doing nothing:

- ✓ **Supports** Land-Use Plans
- ✓ **Reduces** Vehicle Hours Traveled (VHT), **Vehicle Miles Traveled (VMT)** and **improves air quality**
- ✓ **Supports** Enhanced Transit Services
- ✓ **Enhances** Pedestrian and Bicycle Travel and Safety
- ✓ **Aligns** with Regional Significant Projects
- ✓ **QLP and Decoto Multimodal – in Plan Bay Area 2050**

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## | Key Kittleson Quarry Lakes Parkway Findings:

- ✓ Relieves Decoto Road, in **support of a future transit** along Decoto Road
- ✓ Provides **improved transit circulation** to and from the Station District
- ✓ **Improves safety conditions** by reducing vehicular volume along existing **high-injury corridor Decoto Road** by providing dedicated, separated facilities for vulnerable users on Quarry Lakes Parkway

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## CEQA Memo Summary and CEQA Legal Opinion

- ICF CEQA consultants and Meyers Nave City Attorney agree
- Supplemental environmental review of approved 2009 EWC EIR is not required
- Alameda CTC Staff concur with findings as long as all phases are completed

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## Meetings with Transit Agencies and Bicycling Communities

- **AC Transit:** Jim Cunradi, John Urgo, and Robert del Rosario
- **BART:** Charlie Ream
- **Cross Bay Transit:** Winsome Bowen and Kristi Loui
- **ACE:** Dan Leavitt
- **Bike East Bay:** Dave Campbell and Susie Hufstader
- **Alameda CTC BPAC:** Matt Turner, Kristi Marleau, Feliz Hill, Jeremy Johansen, Liz Brisson, David Fishbaugh, and Ben Schweng
- **Union City BPAC:** Jo Ann Lew, Marty Ankenbauer, Steve Nichols, Mandeep Gill, Tim Swenson, Glenn Kirby, and Andreas Kadavanich
- **East Bay Regional Park District:** Brian Holt and Sean Dougan
- **ACTC:** Planning and Projects Departments

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## Quarry Lakes Parkway "Complete Street" Design

Looking Toward Heart of Station District





## | Evaluate and Update Project Costs

PROJECT ELEMENTS	EWI PROJECT (2018 ESTIMATE)	QUARRY LAKES PARKWAY <sup>1</sup>
PA&ED/ FINAL PS&E	\$ 23,334,000	\$ 30,101,000
RIGHT OF WAY <sup>3</sup>	\$ 78,230,000	\$ 4,630,000
ENVIRONMENTAL MITIGATION <sup>5</sup>	\$ 15,850,000	\$ 18,429,000
CONSTRUCTION	\$ 178,971,000	\$ 205,109,000
CM -RE & DSDC	\$ 23,475,000	\$ 29,861,000
<b>TOTAL COST</b>	<b>\$ 319,860,000</b>	<b>\$ 288,130,000</b>

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## | Complete 2011 East West Connector Plans

- Design does not meet Complete Street Design Criteria & Multimodal Policies
- Roadway does not adapt to adjacent land-use
- Update design of bridges for regulatory permits
- Created Phasing Plan for two-city partnership

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## Quarry Lakes Parkway can be built in phases <sup>JM1</sup>



## Funds available to complete design & phased construction

PROJECT PHASES	FINAL PS&E	Right of Way & Mitigation	Construction	CM-RE & DSDC Support	TOTAL
Phase 1: 7th Street Connection	\$ 2,023,000	\$ 2,987,000	\$ 10,150,000	\$1,523,000	<b>\$16,683,000</b>
Phase 2: Gateway Connection	\$ 2,198,000	\$ 1,211,000	\$ 14,650,000	\$ 2,198,000	<b>\$ 20,257,000</b>
Phase 3: 11th St. Connection	\$ 9,165,000	\$ 12,088,000	\$ 61,100,000	\$ 9,165,000	<b>\$ 91,518,000</b>
Phase 4: Alvarado-Niles Grade Sep	\$ 8,640,000	\$ 2,401,000	\$ 59,731,000	\$ 8,900,000	<b>\$79,672,000</b>
Phase 5: Paseo Padre & Trail	\$ 5,900,000	\$ 3,200,000	\$ 45,000,000	\$ 5,900,000	<b>\$ 60,000,000</b>
Fremont: Decoto Road Multimodal	\$2,175,000	\$ 1,172,000	\$ 14,478,000	\$ 2,175,000	<b>\$20,000,000</b>
<b>Total</b>	<b>\$30,101,000</b>	<b>\$23,059,000</b>	<b>\$205,109,000</b>	<b>\$29,861,000</b>	<b>\$ 288,130,000</b>

## Slide 17

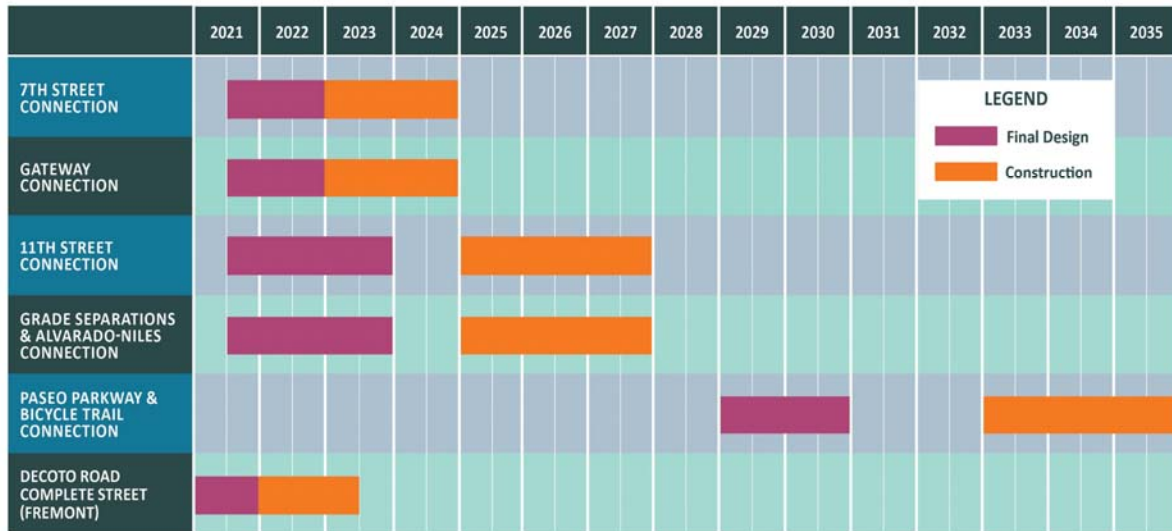
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**JM1** Update slide to highlight Decoto Road and show the Station District boundaries and redevelopment opportunities

Joan Malloy, 9/13/2020



## Project Phases and Schedule



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## Release Funding for the Quarry Lakes Parkway



**For more information:**

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

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