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November 18, 2020

VIA ELECTRONIC MAIL

Joan Malloy (JoanM@UnionCity.org)
City of Union City
34009 Alvarado-Niles Road
Union City, CA 94587

Dear Ms. Malloy:

Subject: Quarry Lakes Parkway Project (Former East–West Connector Project)

Alameda County Water District (ACWD) understands the City of Union City (City) is moving forward with the Quarry Lakes Parkway Project which replaces and makes substantive changes as a local city street to the former Alameda County Transportation Commission (ACTC) “East-West Connector” project. ACWD previously coordinated closely with the City, ACTC, and ACTC’s consultants on the former project and looks forward to continuing this coordination moving forward.

The Quarry Lakes Parkway Project overlies the Niles Cone Groundwater Basin and runs adjacent to Old Alameda Creek and crosses over Alameda Creek, both critical resources related to water supplies for the cities of Fremont, Newark and Union City. ACWD appreciates the City’s ongoing efforts to help ensure the water supply is protected through existing cooperative agreements, and we look forward to continuing this coordination on this project.

Sincerely,

Robert Shaver
General Manager

By E-mail

cc: Marilou Ayupan, City of Union City (MarilouA@UnionCity.org)
Tess Lengyel, ACTC (tlengyel@alamedactc.org)
Gary Huisingh, ACTC (ghuisingh@alamedactc.org)
Ed Stevenson, ACWD
Laura Hidas, ACWD

From: [Cautn1](#)
To: [Vanessa Lee](#)
Subject: Union City's East West Connector
Date: Wednesday, November 18, 2020 1:09:59 AM

Dear Ms. Lee, Your assistance in ensuring that ACTC commissioners receive the statement below would be most appreciated. Thank you.



**Honorable Mayor Cutter and other members of the Alameda County
Transportation Board**

Subject: East West Connector.

Dear Mayor Cutter:

**Here are several reasons why funding Union City's inadequate highway building
plan would be a significant mistake.**

**[https://documentcloud.adobe.com/link/track?uri=urn:aaid:scds:US:019c0c84-
fa88-4cc5-964e-6386e3affdf7](https://documentcloud.adobe.com/link/track?uri=urn:aaid:scds:US:019c0c84-fa88-4cc5-964e-6386e3affdf7)**

Your attention to our analysis, which is short, would be appreciated.

Gerald Cauthen

President, Bay Area Transportation Working Group (BATWG)

510 208 5441

510 708 7880

www.batwgblog.com



November 18, 2020

Alameda CTC Board
1100 Broadway, Suite 800
Oakland CA 94607

Re: Opposition to Quarry Lakes Parkway, agenda item 9.1

Dear Commission:

Bike East Bay opposes item 9.1 on your agenda tomorrow, a request from Union City for additional design money for the Quarry Lakes Parkway. Union City has failed to meet the conditions of your March 2018 Board meeting, which is a requirement before their returning to Alameda CTC for more money. These requirements were imposed by you on Union City in response to numerous community concerns, all of which still exist today, and which you will hear more about at your Board meeting tomorrow. Please require Union City to do its homework.

In March 2018, your Board required Union City to do several things they have failed to do:

1. Update the 2009 EIR for the Quarry Lakes Parkway
2. Ensure that bicycle and pedestrian improvements meet our concerns for connectivity and safety
3. Satisfy needs of transit operators

We met yesterday with Union City and their team on this project to discuss the EIR issue and related transportation analysis. The meeting was performatory. Union City is saying:

1. That Quarry Lakes Parkway will only redistribute local traffic from existing roads to the new roadway, putting over 2,000 cars on the new roadway during peak hours. There will be no significant regional traffic involved, they say. We don't buy this and there is no discernable data to back up their local traffic theory. We asked for this back up info at yesterday's meeting and did not receive it. We are left to believe that an infill expressway will reduce vehicle miles traveled within the bounds of Union City,

but that sounds backwards to us and hardly the point of having the state of California switch from level of service to VMT. We need to see the methodology;

2. Union City made no attempt to evaluate whether a 2-lane local roadway would suffice to handle predicted traffic volumes, claiming that the 2009 EIR does not require this. In essence, Union City's position is that the city is not required to inform their residents whether a scaled-back, less expensive project is sufficient to meet local travel needs today and into the future, i.e. it is nobody's business in Union City if a project half the cost (or less) would be a better use of public funds. It is our position that this omission not only violates CEQA and your board action two years ago, but also is city planning malfeasance;
3. Union City also argues there are no changed circumstances to revisit the 2009 EIR. On the contrary, California's new GHG reduction targets, adopted since the 2009 EIR, are such changed circumstances, and require an analysis of what project alternatives will help Union City contribute to reducing GHGs 40% below 1990 levels by the year 2030 as now required by law;
4. CEQA also requires an analysis of bicycle safety and this has not been done. The East West Connector was originally designed without bicycle and pedestrian access but now such improvements are included in the plan. We have expressed our safety concerns about people walking and bicycling on a busy, overbuilt expressway and its intersections with other busy streets and have yet to see any real designs to ensure that our safety concerns are met. This is a violation of CEQA and certainly a violation of your March 2018 Board action;
5. This project also does not include transit improvements. In fact, transit improvements are separately being planned for Decoto Road and are happening ahead of this roadway project, as they should. These transit improvements and the Quarry Lakes Project are not tied together and are not one project, under CEQA or otherwise. Everytime we speak with AC Transit, they sound unimpressed with the QLP project. We are unimpressed too.

For these reasons, we oppose Union City's request for additional funding and oppose this project moving forward until these concerns are addressed.

Thank you for your consideration.

Sincerely,



Dave Campbell
Advocacy Director
Bike East Bay
(510) 701-5971
dave@bikeeastbay.org

November 16, 2020

Ms. Pauline Cutter, Chairperson
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: Quarry Lakes Parkway

Dear Chair Cutter:

As a local land owner and residential developer in Union City I am writing to support Union City's plan for the Quarry Lakes Parkway. Calibr Ventures is the residential developer of upwards of 325 units on lands located off Mission Boulevard in Union City. We are excited about the prospect of Quarry Lakes Parkway to improve bicycle, pedestrian and vehicle access to BART and the Station District.

Union City contains few east-west connections and the Quarry Lakes Parkway will provide a significant improvement to the east-west circulation issues that affect the City and this general region. In addition, the Class 1 bicycle and pedestrian path will provide much safer, shorter access to Quarry Lakes Regional Park and the Alameda Creek Trail. Moreover, the pedestrian path will provide a safe and pleasant walking environment for residents along the east side of town which are currently significantly lacking.

We hope you will support this necessary and worthy project.

Sincerely



Andy Byde, Partner
Calibr Ventures

cc: Tess Lengyel, Executive Director Alameda County Transportation Commission

Public Comment for ACTC Commission Meeting 11/19/20, Agenda Item 9.1

Dear Members of the Commission.

As a scientist and a mother, I implore you – do NOT move forward building yet another large roadway, the Quarry lakes parkway, through our homes. One year ago, we watched in horror as a large portion of Australia burned out of control. This hurricane season has broken record after record. And during a horrific global pandemic, we watched things get unthinkable worse as our California skies turned an apocalyptic orange for a month. Fires burned right within our county forcing evacuations, destroying homes, and further polluting our air. Climate change is happening NOW. There are horrific consequences for us, and I shudder to think what will be left for our children.

We are forward thinkers in California and know that drastic action is needed to prevent costly and life-threatening environmental damage – so why does ACTC and Union City insist on making hypocrites of us? For 60 years residents have continued to tell you we do not want this misguided East West Connector (now simply renamed the Quarry Lakes Parkway) to pave over our community farm and creek land. All legitimate traffic studies clearly show this will increase car traffic and therefore further contribute to Global Warming.

Union City will tell you they need this for their city center – but putting 6 lane intersections in between your residents and their transportation center does not bring people to your city center – it puts up a wall of traffic that no one will cross. Just look at Paseo Padre Parkway, where numerous bikers and pedestrians have been killed. This is no different. This is just another backwards (1960's) highway designed to please developers not residents who are actually trying to live here.

PLEASE – use this money for some of the wonderful, forward thinking initiatives ACTC is considering like queue jump lanes for buses, safer biking and pedestrian trails, and more connected public transit. These are initiatives that provide our residents with freedom of choice in their transportation while also setting an example to the rest of the country that California doesn't just talk the talk. Please walk the walk with your vote today.

Jennifer Schwartz

November 17, 2020

Pauline Cutter
Commission Chair
Alameda County Transportation Commission

Sent via E-Mail: pcutter@sanleandro.org;
Copy to Tess Lengyel: tlengyel@alamedactc.org

RE: Letter of Support for Quarry Lakes Parkway Project, Item 9.1

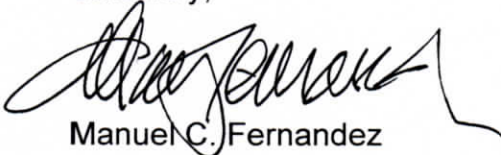
Dear Chair Cutter:

Please consider this a letter of support for the subject project. As a former Union City Councilmember in the late 1990's who dealt with the increasing traffic congestion along the Decoto Road and Alvarado-Niles Boulevard, this project is welcome indeed. Union City had the available land and the ACTIA had the funding to build a road from I-880 to Mission Boulevard then but the neighborhood lack the political will to make it happen so it was postponed indefinitely. This project is smaller in scale, a much better landscaped street corridor and will ease the local congestion in Union City and Fremont in a big way.

While the object of this 20-year old project is to ease the traffic in the area in general, it will also help encourage the long-awaited transformation of the Union City BART Station District development area, formerly Pacific State Steel Corporation and a PG&E pipe storage yard.

As a long-time Union City resident, I strongly encourage the Commission's vote and approval for this very important transportation project to move forward.

Sincerely,



Manuel C. Fernandez

From: [Jewell Spalding](#)
To: [Vanessa Lee](#)
Cc: [Virginia Reinhart](#); [Matt WILLIAMS](#)
Subject: Request to Continue Agenda Item 9.1 Scheduled For Thursday, November 19, 2020 2:00 p.m.
Date: Wednesday, November 18, 2020 10:18:17 AM

Dear Sir or Madam:

On behalf of the Sierra Club, this is to request that the Commission continue Action item 9.1, entitled "Approve I-880 to Mission Boulevard East-West Connector Project (PN 1177000) Commitment of 1986 Measure B Funding (Resolution No. 20-013)."

As evidenced by the accompanying memorandum from the Deputy Executive Director of Projects and Director of Programming and Project Controls dated November 12, 2020, this seventy two page document was prepared less than one week ago, providing the public and interested parties little to no notice and opportunity to review it and its recommendations.

Given this proposed project dates back to 1986, thirty four years ago, raising additional issues just due to the passage of time, the public and interested parties should be entitled to an adequate opportunity to review and comment on this seventy two page document and its recommendations, so that this Commission may receive informed comments on the proposed recommended actions.

Assuming the Commission is in agreement, this is to request that your Clerk notify us of the new continued date. Thank you for your consideration, and we look forward to the opportunity to comment on this important matter.

Sincerely,
/s/Jewell Spalding, Chair
Southern Alameda County Group
San Francisco Bay Chapter
Sierra Club
510-889-5816

Transportation Solutions Defense and Education Fund

P.O. Box 151439 San Rafael, CA 94915 415-331-1982

November 17, 2020
By E-Mail to:
vlee@alameda
ctc.org

Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: East-West Connector Project Commitment of Funding

Dear Ms. Cutter,

TRANSDEF, the Transportation Solutions Defense and Education Fund, has been focused on reducing the growth in Vehicle Miles Travelled (VMT) for 27 years. We oppose the Quarry Lakes Parkway project because it is clear to us that it will increase VMT, when compared to a newly designed replacement project that prioritizes bike and transit use over road capacity expansion. All page references below are to the Commission Packet for 11/19.

In its responses to comments, the City stated that:

The project has not changed in any substantial ways that involve new impacts relative to the 2009 EIR. No other triggers for subsequent review have been met. (pp. 161-2.)

TRANSDEF asserts that this response is wrong in two critical ways: First, the world has changed. Funding for a project that might have seemed acceptable in 2009 needs to be judged according to the standards of 2020. By the standards of today, this project no longer makes sense. It needs to be redesigned to serve transit-oriented development with a high level of bike infrastructure. If this project were proposed today, it would not be allowed to proceed. A proper induced demand analysis would be highly likely to show far more VMT than the Transportation Memo indicates. The Commission has no reason, other than political expediency, to support Union City's regressive planning.

Second, the City's legal argument for why CEQA is not triggered (p. 174) is deeply flawed. First, it is based on an unpublished decision (*Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cal. App. 4th 1301) which carries no precedential weight. That case, and its predecessor, *Citizens for Responsible Equitable Environmental Development v. City of San Diego* (2011) 196 Cal.App.4th 515, address the wrong prong of CEQA's requirements for Subsequent Impact Reports in Section 21166. The issue here is not new information, but rather an unmentioned trigger:

Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report. (CEQA Section 21166(b).)

The City's outside counsel's memo avoided addressing this prong of CEQA, thereby neutralizing its persuasiveness. Especially after this year's devastating wildfires, it is abundantly clear that the State has taken strong steps to reduce GHGs. Viewed collectively, SB 32, SB 743, SB 375, SB 862 (2014), the 2017 Scoping Plan, the ARB Mobile Source Strategy, Caltrans' Transportation Analysis Under CEQA and Governor's Executive Orders B-16-12, B-18-12 and N-19-19 constitute substantial policy changes that affect how the State wants transportation funds spent, i.e., "the circumstances under which the project is being undertaken."

In this context, a Commission vote to proceed with funding this tired old project, absent a much fuller record, would be a striking obstruction of the State's efforts to reduce GHGs. Equally clearly, a Commission vote to fund the project would be a discretionary act, subject to challenge.

We strongly object to the piecemealing implicit in the statement "The recommended actions will allow for the design phase of the initial usable segments to proceed while the City responds to the public comments and concerns about the overall Quarry Lakes Parkway Project..." (p. 118.) Given the need we assert to redesign the entire project, we strongly urge that the project should be addressed as a whole before any funds are committed to it.

Induced Demand

Especially striking in the City's response to comments is its consultant's response on the issue of induced demand. It betrays a lack of understanding of (or an unwillingness to acknowledge) the current state of the practice as regards induced demand. The standard document on this subject now is Caltrans' *Transportation Analysis Framework*.

A review of the capabilities of available travel demand models and their applications is therefore in order before relying solely on their outputs as a basis for evaluating induced travel impacts of projects on the SHS. The checklist in Section 4.5 provides specific guidance for evaluating whether a travel demand model is appropriate for use in estimating induced travel. (p. 13 of TAF.)

Because the Alameda County travel model assumes fixed land use in the plan horizon year, it would appear that the checklist on p. 21 of the TAF is determinative that it cannot properly calculate induced demand. That makes the following City response entirely invalid on the subject of whether the project increases VMT:

The best measure of induced demand is VMT computed over the regional study area. VMT is a measure of all trips

on all roads in the greater study area that accounts for trip lengths associated with trip diversions from/to the new roadway, while intersection volumes which measure traffic at a single point are not good indicators of induced demand. The VMT analysis presented in the Transportation Memo (revised October 22) shows no increase in relative areawide VMT with the QLP project compared to the no project scenario. (p. 182.)

The following City response is invalid for the same reasons:

Union City Response: Because of the existing nearby regional bottlenecks, including SR-84 at Niles Canyon, induced travel demand is unlikely without capacity increases on the regional routes. Quarry Lakes Parkway, Decoto Road, and Paseo Padre Parkway improvements will provide additional options to relieve congestion from local circulation as well as enhance multimodal connections to transit that support TOD growth around the BART Station. Quarry Lakes Parkway accommodates expected growth and improves existing trip travel times but does not affect adjacent network saturation (i.e., regional traffic bottlenecks). Hence, it is unlikely for Quarry Lakes Parkway to generate induced demand related to regional travel. In addition, the Project will provide connectivity, access, and multimodal options to support the local population, households, new neighborhoods, and job growth. (p. 157.)

Further Comments

The very history of the project, dating back to a 1958 plan for a parkway to extend State Route 84, indicates the intent of creating regional highway infrastructure. Given the challenges of climate change, that is no longer appropriate.

TRANSDEF fully agrees with the comments of Bike Fremont, including its pointing out the "hurry-up" approach being given to this approval. TRANSDEF additionally fully supports the contentions made in the multiparty letter that starts on p. 143.

The unacceptable narrowness of Union City's charge to its consultants is evident in this response to a call for reconsidering the project so as to not encourage regional pass-through auto trips (We have been informed that Class 1 paths along Alvarado-Niles Blvd. and 11th St. are the missing piece needed to make the BART station safely accessible by bikes.):

Union City Response: A bicycle-only facility was not considered because it was not part of the scope of the East West Connector project nor identified as an alternative in the 2009 East West Connector EIR. (p. 157.)

This foolish response is an indication of the City's intention to steamroller this 1958 project through, despite the profound changes in conditions since that time that have resulted in the State adopting policy objectives to discourage auto travel. The same can be said about this refusal to consider a different change to the project:

The two-lane option was not part of the scope of the approved 2009 East West Connector EIR. (p. 158.)

Conclusion

For all of the above reasons, TRANSDEF urges the Commission to reject the proposed funding approvals, and send the City back to the drawing board.

Sincerely,

/s/ DAVID SCHONBRUNN

David Schonbrunn,
President

November 12, 2020

Ms. Pauline Cutter, Chairperson
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Ms. Cutter and Commissioners:

Herein is my letter of support for the Quarry Lakes Parkway (formerly the East-West Connector) project. The completion of this project will improve the connections between I-880 and Route 238 (Mission Blvd) in Fremont and Union City.

This project is an important component of Union City's ongoing development of the area around the Union City BART Station—a designated transit-oriented development. This project will provide traffic relief to those who live and work in the neighborhoods around the BART Station by providing safe streets for pedestrians and bicyclists and efficient circulation around traffic bottlenecks in the area.

In addition, vehicle traffic during morning and afternoon commute hours consists primarily of commuters driving through Union City. The Quarry Lakes Parkway project will provide a safe and efficient alternative for commuters who currently use neighborhood streets as shortcuts around slow streets and crowded intersections.

I want to express my appreciation for the Alameda CTC's ongoing support of the East-West Connector throughout the many years that this project has been unable to proceed. Now, I see hope that this project will move forward as Union City's Station District also develops with new homes for families and workspace for businesses close to public transportation. I am thrilled that the Alameda CTC transferred sponsorship of this project to the City of Union City. I see a bright future for all of us.

Respectfully,

Jo Ann Lew

Jo Ann Lew
Chairperson
Bicycle and Pedestrian Advisory Committee
City of Union City