

From: Bike Fremont
Sent: Monday, June 24, 2024 11:15 PM
To: MTC-ABAG Info info@bayareametro.gov
Cc: Andreas Kadavanich andreas@kadavanich.net
Subject: Comments on MTC meeting June 26, 2024, agenda item 8c, resolution 4411

External Email

Greetings,

Please accept the attached comments from Bike Fremont on agenda item 8c (MTC Resolution No. 4411, Revised. Initial Programming of RM3 Dumbarton Corridor Improvements project category) for the June 26th meeting of the Metropolitan Transportation Commission.

(https://mtc.ca.gov/sites/default/files/meetings/agendas/6035_A_Metropolitan_Transportation_Commission_24_06_26_MTC_SAFE_0.pdf)

Sincerely,

Andreas Kadavanich

Bike Fremont
info@bikefremont.org

<https://www.facebook.com/BikewaysFremont/>
<https://www.meetup.com/Bikeways-for-Fremont/>
<https://www.instagram.com/bikefremontinfo/>

Twitter: @Bike_Fremont

Mastodon: @[Bike_Fremont@sfba.social](https://sfba.social/@Bike_Fremont)

We are Fremont, Union City and Newark residents passionate about improving bikeways in our area so that people will choose to bicycle to work, schools, and shopping.



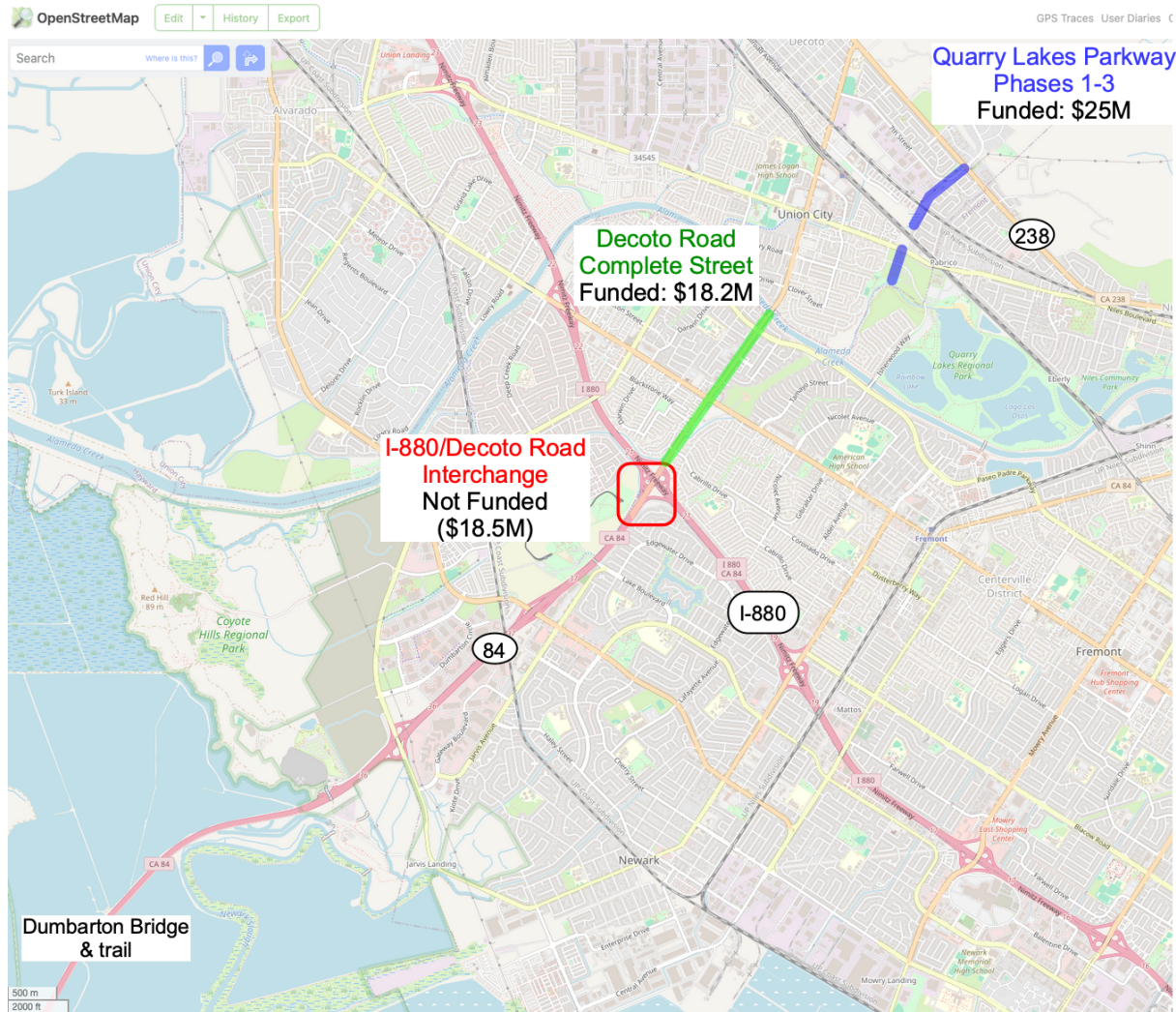
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Jun 24, 2024

To: Metropolitan Transportation Commission
Re: Initial Programming of RM3 Dumbarton Corridor Improvements

Dear honorable Commissioners

Bike Fremont is greatly disappointed that the I-880/Decoto Road Interchange Improvement Project did not receive any funding, despite being a crucial link for both the Decoto Road Multimodal Complete Streets project and the Dumbarton Bridge to Quarry Lakes trail project (both funded in the draft resolution). What is surprising is that Quarry Lakes Parkway phase 1-3, which does not actually connect to the Dumbarton Corridor in the foreseeable future, was ranked higher than the interchange. In our view, the interchange should be ranked above these projects and funded accordingly.



As seen in the map, the gap in the Quarry Lakes Parkway phase 1-3 project precludes its use for congestion relief or transit/active transportation connectivity. Filling this gap in phase 4 is so technically challenging that it has no timetable yet, so we fail to see how the phase 1-3 project

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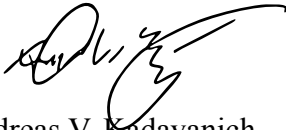
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portion would rank above the interchange improvements that could start construction in 2026 if funded now.

Even more frustrating, this is supposedly done at the behest of ACTC, which has not actually voted on the prioritization of these projects.

Freeway interchanges are a perennial problem for active transportation users. A lot of good walking and biking infrastructure disappears at freeway crossings, and this is also the case at Decoto Road and I-880. We were thrilled when the Concept Plan was unveiled in 2020 and have been eagerly awaiting its realization. Of all the East Bay projects on the Dumbarton Corridor list, the interchange is the most valuable to people rolling on bikes or scooters. Without it, the Decoto Road Complete Street and the Dumbarton Bridge to Quarry Lakes Trails are useful local routes on either side of I-880. With the interchange, we have regional connectivity on these local routes, all the way from Union City/north Fremont to the Dumbarton Bridge. And thanks to e-bikes that is now a viable commute for a lot more people.

Such a commute will inevitably benefit from the proposed improvements for the Decoto Road Complete Streets Project and the Dumbarton Bridge to Quarry Lakes trail projects. They are all mutually reinforcing each other. Quarry Lakes Parkway lacks any such synergy in the absence of phase 4, which is not currently on the table. Hence we respectfully request that the Commission reconsider the current funding priorities to better align with the current needs of active transportation users we have outlined above, and especially provide the funding to push the I-880/Decoto Road interchange improvements over the finish line.



Andreas V. Kadavanich
Bike Fremont co-organizer