

From: The Cavettes
To: info@planbayarea.org
Subject: Draft Plan Bay Area 2040 Comments
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MTC-ABAG, Plan Bay Area 2040 Public Comments:

I attended the open house in Fremont on May 4 and have concerns about two specific projects:

-- Irvington BART Station (\$256 million). This proposed station is in a poor location and is not needed. It is only about two miles from the Fremont BART Station to the north and about the same distance from the Warm Springs BART Station to the south. As such, this station presents an extra stop that will slow train schedules in both directions.

It is also directly adjacent to the Hayward Earthquake Fault, has limited space for parking, and can only be reached by two heavily congested roads -- Washington Boulevard and Osgood Road. The proposed TOD district south of the BART station on Osgood is beyond reasonable walking distance to stores, services, and schools, so most TOD residents will drive -- thus defeating the purpose of reducing greenhouse gas emissions.

In short, this is a poor use of \$256 million, and I think the project should be dropped.

-- I-880 to Mission Boulevard East-West Connector (\$236 million). This road project is not needed and will cause more problems than it attempts to solve. It proposes to re-route traffic from Union City's BART TOD area through Fremont neighborhoods and onto Fremont streets, rather than widening the existing Decoto Road right-of-way in Union City. (By the way, it is ironic that one of the goals of a TOD is to reduce vehicle traffic, and yet this project seems to be trying to handle an increase in traffic from a TOD.)

The most unfortunate consequence of this project is that it will encourage further commuter cut-through traffic from the Dumbarton Bridge and funnel it into scenic Niles Canyon -- a route that is already heavily congested and is ill-suited for such a high volume of daily use.

I think the East-West Connector project should have died back in the 1970s when the Foothill Freeway project was abandoned. In its present reincarnation, it is a "road to nowhere" and is certainly not worth the \$236 million price tag.

Thank you for your consideration.

Chris Cavette
Fremont resident