



# Union Pacific (Oakland Subdivision) Railroad Corridor Improvement Plan

North/Central/South County

## PROJECT BENEFITS:

The completed Corridor Improvement Plan will demonstrate the feasibility of making improvements to the UPRR corridor and show how these improvements can build on plans for an adjacent East Bay Greenway project. It will be the stepping stone for creating community consensus on the use of the corridor and will lay out a realistic plan for moving forward with improvements. Ultimately, any improvements will serve the neighborhoods near this corridor, and provide improved access to the BART stations along the corridor.

## PROJECT STATUS:

The Project Sponsor released the draft for public viewing of the Corridor Improvement Study in early November 2009, and scheduled completion of the final Corridor Improvement Plan for December 2009.

To find out more about this project, please contact the Project Sponsor.

## PROJECT SPONSOR:

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The project consists of preparing a Corridor Improvement Plan for the Oakland Subdivision of the Union Pacific Railroad (UPRR) Corridor from High Street in Oakland to the Union City BART Station. The project area runs through a mix of residential and industrial neighborhoods in Oakland, San Leandro, unincorporated Alameda County, Hayward, and Union City. The Improvement Plan, essentially a feasibility study, will determine if and how to utilize the current active UPRR corridor as a bicycle-pedestrian transportation corridor, and/or additional improvements that would enhance the aesthetics and non-rail uses of this currently low-usage rail line. Taking into consideration the Metropolitan Transportation Commission's Regional Rail Study, in addition to local jurisdiction and agency concerns and needs, the plan will examine and analyze alternative scenarios for the rail corridor, such as increased rail service, rail abandonment, shared rails with trails, rail-banking, a greenway, and parks.

The final plan will identify a preferred alternative for the corridor and an overall implementation plan for moving the final alternative forward. Worthy of note is that this study will build upon the already completed studies for the East Bay Greenway project, led by Urban Ecology, which proposes a multi-use path parallel to the UPRR Corridor and underneath the elevated BART tracks.

## Project Budget and Funding

**TOTAL PROJECT COST**                      **\$150,000**

### Funding

ACTIA Bike/Ped Grant Award              \$75,000

Matching Funds                              \$75,000

### Source:

Local Funds                                      \$75,000



## Project Schedule

Commence ACTIA Grant (Cycle 3)	July 1, 2007
Issue RFP for Consultant Work	September 2008
Issue Notice to Proceed for Consultant Work	January 2009
Complete Existing Conditions Technical Memo	February 2009
Complete Opportunities and Constraints Technical Memo	March 2009
Complete Project Alternatives Memo	June 2009
Complete Draft Corridor Improvement Plan	November 2009
Complete Final Corridor Improvement Plan	December 2009
Complete Grant Funding Period	December 31, 2009

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## Alameda County

**A**lameda County's half-cent transportation sales tax, known as Measure B, will generate more than \$3 billion over 20 years for transportation improvements in Alameda County. Over **\$80 million** is dedicated to **bicycle and pedestrian safety and access**. In voting for Measure B, which dedicated 5 percent of the sales tax revenue to bicycle and pedestrian projects and programs, Alameda County residents voiced their support for these time-honored modes of travel.

Measure B has transformed the way bicycle and pedestrian projects are financed in Alameda County by providing each city and the County with a steady, flexible stream of funding for making walking and biking improvements. The funds are being used to maintain facilities, close gaps and construct new facilities such as bike lanes and pedestrian crossings.

The Measure B bicycle and pedestrian funds are distributed in two ways. Seventy-five percent of funds go directly to Alameda County cities and the County based on population. The remaining 25 percent funds countywide programs and projects, including a competitive grant program called the Measure B Bicycle and Pedestrian Countywide Discretionary Fund and a Countywide Bicycle and Pedestrian Coordinator. To date, ACTIA's grant program has funded 41 capital projects, programs and master plans, totaling \$9.5 million, over four grant cycles.



Updated January 2010

### Bicycle and Pedestrian Grant Program - Active Projects

Location *	Project	Project Sponsor	Grant Cycle	Measure B Funding Amount	Total Project Cost
C	San Leandro Bay Trail Slough Bridge	City of San Leandro	1 & 3	\$1,000,000	\$3,030,000
N, C, S	Bicycle Racks for New Buses	AC Transit	3	\$20,000	\$120,000
N, C, S	Union Pacific RR Corridor Improvement Plan	Alameda County Public Works Agency	3	\$75,000	\$150,000
N	Aquatic Park Connection Streetscape Improvement Project	Berkeley Redevelopment Agency	3	\$65,000	\$1,225,000
N	Buchanan Bicycle/Pedestrian Path	City of Albany	3	\$266,000	\$300,000
N	Ashby BART/Ed Roberts Pedestrian and Bicycle Access and Safety Project	City of Berkeley	3	\$136,000	\$7,050,000
N	MacArthur Transit Hub Streetscape Improvement Project	City of Oakland	3	\$215,000	\$2,823,000
E	Pleasanton Pedestrian & Bicycle Master Plan	City of Pleasanton	3	\$111,000	\$111,000
E	Alamo Canal Trail Undercrossing of I-580: PS&E	East Bay Regional Park District	3	\$235,000	\$335,000
CW	Alameda Countywide Bicycle Plan Update	Alameda County Congestion Management Agency	4	\$130,000	\$165,000
N	Albany Pedestrian Master Plan and Update to the Albany Bicycle Master Plan	City of Albany	4	\$130,000	\$160,000
E	Alamo Canal Trail Undercrossing of I-580: Construction	City of Dublin	4	\$891,000	\$2,651,000
S	Irvington Area Pedestrian Improvements	City of Fremont	4	\$342,000	\$400,000
S	Tri-City Senior Walk Clubs	City of Fremont	4	\$52,000	\$67,000
S	Newark Pedestrian and Bicycle Master Plan	City of Newark	4	\$119,000	\$149,000
N	Lakeshore/Lake Park Avenue Complete Streets Project	City of Oakland	4	\$573,599	\$1,207,591
CW	Bicycle Safety Education Program	East Bay Bicycle Coalition	4	\$215,401	\$220,201
E	Iron Horse Trail Feasibility Study - Dublin BART to Santa Rita Road	East Bay Regional Parks District	4	\$25,000	\$50,000
CW	Safe Routes to Schools Alameda County Partnership	TransForm	4	\$820,000	\$1,895,000
CW	TravelChoice New Residents	TransForm	4	\$175,000	\$353,000
N & C	East Bay Greenway Environmental Review and Implementation Strategy	Urban Ecology	4	\$527,000	\$930,000

\* C = Central, CW = Countywide, E = East, N = North, S = South

**Total**

**\$6,123,000**

**\$23,391,792**

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Funded by Measure B Sales Tax 2002 - 2022

