

Alamo Canal Trail Undercrossing of I-580: PS&E

East County



PROJECT BENEFITS:

The completion of the detailed design phase will provide sound cost estimates and designs, and lead the way toward acquiring funding and constructing the undercrossing. Once built, a continuous 3.6-mile Class I bicycle and pedestrian path will be created, providing a safe freeway crossing, and link to the Iron Horse Trail, transit, homes, libraries, parks, downtowns, commercial areas, and schools.

PROJECT STATUS:

The draft detailed designs are under review by all involved agencies, and environmental permit applications have been submitted to the regulatory agencies. The Project Sponsor anticipates final PS&E by September 2009.

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

PROJECT SPONSOR:

East Bay Regional Park District
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The communities of Dublin and Pleasanton are separated by a major barrier: the I-580 freeway and the BART line. Only a few roads link the cities, but because of their design and heavy auto traffic, they can be quite formidable for pedestrians and bicyclists to use. Trails can be a good alternative. The Alamo Canal Trail is already in place in both Dublin and Pleasanton, connecting libraries, schools, shopping and homes in both cities. The trails terminate on either side of the freeway, creating a critical 600-foot gap in the trail.

Several years ago Dublin, Pleasanton and the East Bay Regional Park District opened discussions about ways to bridge this gap. This resulted in a \$50,000 ACTIA grant in 2005 to study the feasibility of building an undercrossing beneath the freeway and BART line. The study concluded that a trail was feasible, and stakeholders successfully applied for funding from the next grant cycle. This Project consists of preparing design plans, specifications and estimates for the trail undercrossing.

The East Bay Regional Park District is the lead on the project, and will work with the Cities of Dublin and Pleasanton as well as Caltrans, BART, Zone 7 Water Agency, and the Hacienda Business Park Association in developing this project to ensure the final design will work for all. Once the design is complete, all stakeholders will work together to find funding to build the project.

Project Budget and Funding

TOTAL PROJECT COST	\$335,000
<i>Funding</i>	
ACTIA Bike/Ped Grant Award	\$235,000
Matching Funds	
Source: Local Funds	\$100,000



Project Schedule

Begin Environmental Studies	February 2006
Complete Feasibility Study	November 2006
Environmental Approval (CEQA)	December 2006
ACTIA Grant Awarded (Cycle 3)	March 2007
Grant Notice to Proceed	July 2007
Complete Detailed Design (Final PS&E)	September 2009
Presentation to ACTIA's Bicycle and Pedestrian Advisory Committee	January 2010
Grant Funding Period Complete	December 2009

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Alameda County

Alameda 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 the 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 29 capital projects, programs and master plans totaling \$5.5 million. Three grant cycles have been completed, and the next one will be finished in spring 2009.



Updated April 2009

Bicycle and Pedestrian Grant Program - Active Projects

Location*	Project	Sponsor	Grant Cycle	Measure B Funding Amount	Total Project Cost
N, C, E	BART Station Electronic Bicycle Lockers	BART	2	\$174,000	\$232,000
C	San Leandro Bay Trail Slough Bridge	City of San Leandro	1 + 3	\$1,000,000	\$3,600,000
E	Alamo Canal Trail Undercrossing of I-580: PS & E	East Bay Regional Park District	3	\$235,000	\$335,000
E	Iron Horse Trail Feasibility and Engineering Study	City of Livermore	3	\$70,000	\$168,000
E	Pleasanton Pedestrian & Bicycle Master Plan	City of Pleasanton	3	\$111,000	\$111,000
N	Alameda - Oakland Estuary Crossing Feasibility Study	City of Alameda	3	\$100,000	\$410,797
N	Aquatic Park Connection Streetscape Improvement Project	Berkeley Redevelopment Agency	3	\$65,000	\$1,225,000
N	Ashby BART/Ed Roberts Pedestrian and Bicycle Access and Safety Project	City of Berkeley	3	\$136,000	\$7,050,000
N	Buchanan Bicycle/Pedestrian Path	City of Albany	3	\$266,000	\$300,000
N	MacArthur Transit Hub Streetscape Improvement Project	City of Oakland	3	\$215,000	\$2,823,000
N	Travel Choice - Berkeley	City of Berkeley	3	\$190,000	\$637,000
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
CW	Bicycle Safety Education Classes	East Bay Bicycle Coalition	3	\$38,000	\$41,250
CW	Safe Routes to Schools Alameda County Partnership	TransForm	3	\$729,000	\$1,270,480

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

Total **\$3,424,000** **\$18,473,527**



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