



RECREATION • TRANSPORTATION • BEAUTIFICATION • ECONOMIC REVITALIZATION

**IMAGINE A TRAIL** ACROSS NORTH ALAMEDA FROM ALAMEDA POINT TO THE MILLER-SWEENEY (FRUITVALE) BRIDGE.

**...A TRAIL** THAT CELEBRATES THE HISTORY OF ALAMEDA AND THE ALAMEDA BELT LINE RAILROAD.

**...A TRAIL** THAT PROVIDES BETTER BICYCLE AND PEDESTRIAN ACCESS TO THE PARK STREET AND WEBSTER STREET BUSINESS DISTRICTS.

YOU CAN DO MORE THAN IMAGINE THIS TRAIL, YOU CAN HELP **MAKE IT HAPPEN!**

## **CROSS ALAMEDA TRAIL VISION**



## INTRODUCTION

Alameda has a unique opportunity to convert the former Alameda Belt Line Railroad alignment to a multiple-use trail across most of the main island.

In 2001, members of Alameda Open Space approached Rails-to-Trails Conservancy (RTC) to learn about converting the abandoned Alameda Belt Line Railroad alignment into a multiple-use trail across the island of Alameda. Since then, RTC has been working with individuals, community-based organizations and the City of Alameda to explore the potential of the proposed "Cross Alameda Trail." Early in 2004, individuals and advocacy groups in Alameda formed the Cross Alameda Trail Steering Committee (CATSC) to plan and promote the trail with RTC. The two organizations have begun to invite public participation in developing the trail. The City of Alameda Department of Public Works has offered valuable technical support during this process, and has secured funding to conduct a trail feasibility study.

The trail will begin at the corner of Main Street and Ralph M. Appezato Parkway where it will connect with the existing Main Street Greenway. It will travel east along the former Alameda Belt Line Railroad alignment and other facilities until it reaches the Miller-Sweeney ("Fruitvale") bridge.

Converting an unused railroad alignment to a trail is a complex process. This vision document has been compiled by the California field office of Rails-to-Trails Conservancy in cooperation with the Cross Alameda Trail Steering Committee. This document, based upon feedback received through community workshops and surveys, is one of many steps toward completing this trail that will benefit Alameda's residents, businesses and visitors.

## VISION DOCUMENT

The purpose of this vision document is to:

- ❖ Provide a broad overview of the proposed Cross Alameda Trail.
- ❖ Describe some of the anticipated benefits of the trail.
- ❖ Provide a package Alameda residents and decision-makers can use for community outreach and to describe the trail to potential funding agencies.
- ❖ Provide information and community input to the city to help guide its Cross Alameda Trail feasibility study.

### CROSS ALAMEDA TRAIL STEERING COMMITTEE

The Cross Alameda Trail Steering Committee (CATSC) consists of individuals and community groups that support the development of a multi-use trail to bring recreation, transportation and quality of life benefits to the City of Alameda. Steering Committee members include:

Debra Arbuckle, ALAMEDA OPEN SPACE

Lucy Gigli, President, BIKE ALAMEDA

John Knox White, BIKE ALAMEDA

Helena Lengel, Biologist

Audrey Lord-Hausman, Co-Founder  
PEDESTRIAN FRIENDLY ALAMEDA

Melanie Mintz, RAILS-TO-TRAILS CONSERVANCY

Jon Spangler, Freelance Writer/Editor

Jean Sweeney, Founder, ALAMEDA OPEN SPACE

The city's Department of Public Works provides technical assistance to the Steering Committee. Rails-to-Trails Conservancy facilitates the effort with organizational and logistical support. The role and composition of the CATSC is expected to expand and change as the Cross Alameda Trail project moves forward.



Left: Constitution Way to Sherman Street – walkers on the proposed trail. Front Cover: Main Street to Webster Street – photo simulation of the proposed trail by PGADesign, and (inset) current conditions on the proposed trail.

## RAIL-TRAILS

In 1916, the world's most extensive rail transportation network stretched across the United States, with cities and small towns connected by ribbons of steel. In that year, the railroad system peaked with more than 270,000 miles of track winding across every state. Due to changes in development and transportation patterns, economics, and politics, railroads have since stopped utilizing more than 150,000 miles of track. Rails-to-Trails Conservancy was formed in 1986 to preserve this integral part of our nation's heritage. By converting unused rail into multi-use trails, the corridors continue to play a vital role in communities across the United States.

Today, the thriving rail-trail movement has created hundreds of public trails for running, walking, bicycling, skating and other purposes. There are approximately 12,600 miles of rail-trail across the United States, and 285 miles in California alone. Converted rail-trails have many benefits:

- ❖ Rail-trails have gentle grades and minimal road intersections, making them perfect for seniors, families and people with disabilities.
- ❖ Rail-trails act as linear greenways through urban areas, providing much-needed open space and new recreational opportunities.
- ❖ Rail-trails promote sustainable land use and help revive historic business districts.
- ❖ Rail-trails are independent community amenities that enhance existing recreational resources by linking neighborhoods and schools to parks, waterfronts, recreational centers and other facilities.

## HEALTH BENEFITS

Trails and greenways create opportunities for healthy recreation and transportation by providing people of all ages with attractive, safe, accessible and low- or no- cost places to bike, walk, hike, jog or skate.

Numerous national studies have shown that creating neighborhood places for physical activity is effective in getting people to exercise more. Studies estimate that creating or improving access to such places can result in a 25 percent increase in the number of persons who exercise at least three times a week!<sup>1</sup>



## ECONOMIC BENEFITS

Cities and towns across the United States have learned that converting former rail corridors to trails is economically sound. Rail-trails bring tourism-related opportunities and bolster property values. In a national survey, recent home buyers ranked proximity to a trail second in importance out of 18 possible neighborhood amenities when shopping for a new home.<sup>2</sup> The nearby Lafayette-Moraga trail is estimated to contribute \$1.2 million in economic activity per year.

*"The trail will be great for businesses in both the Park Street and Webster Street commercial districts, and our organization is very happy to support it,"*  
— ROBB RATTO, EXECUTIVE DIRECTOR OF THE PARK STREET BUSINESS ASSOCIATION.

The Cross Alameda Trail would bring people and increase business activity in both of Alameda's historical business districts and Alameda Point.

## TRANSPORTATION BENEFITS

Rail-trails can help make an urban or regional multi-modal transportation system seamless. Many jurisdictions across the country incorporate rail-trails into their transit plans, to get people safely and efficiently to and from transit stops and hubs. Rail-trails tend to be flat and direct, and often connect residential and business districts. Many people find rail-trails convenient as a primary means of getting safely to and from work, school, shopping areas and other destinations. With Alameda's flat topography and mild weather, the Cross Alameda Trail would provide an ideal place for people to walk and ride for both recreation and transportation.

*"Few factors contribute so much to successful aging as regular physical activity, and it's never too late to start."*  
— TOMMY G. THOMPSON, SECRETARY, U.S. DEPARTMENT OF HEALTH AND HUMAN SERVICES

## RAILS-WITH-TRAILS

The Alameda Belt Line Railroad alignment is valuable as a trail and also offers a potential route for rapid transit. The Cross Alameda Trail can be compatible with many potential transit options, such as an adjoining bus rapid transit, light-rail, or ultra-light rail line. Multiple-use trails along active railroads, called "rails-with-trails," are expanding in number, and the CATSC supports this concept in Alameda.

## IMAGINE TAKING A RIDE THROUGH HISTORY ON THE ALAMEDA BELT LINE.

Establishing a trail along the former Alameda Belt Line railroad provides an opportunity to experience the city's history. Trail users would be able to study Alameda's industrial and rail history through interpretive signs, plaques and visits to existing and former landmarks.

### Take a ride through time on the Alameda Belt Line — a unique window into Alameda's past.

In 1918, when Alameda was just developing its harbors, a ride along the railroad would have taken you through Alameda's growth as a center of shipbuilding and commerce. In later years, you would see its busy war and industrial development. Today, remnants of this vital past are still visible from Alameda's tree-lined residential streets. Look closely:

➤ Our trip into history begins at the foot of the "Fruitvale Bridge," where the Belt Line connected to the mighty Southern Pacific Railroad (SP). The SP wanted to build and own the Belt Line, but Alameda took on the project itself. A few years later the city sold it to the Western Pacific and Santa Fe railroads, SP's rivals.

➤ Riding toward the western end of the island, we pass some of the Belt Line's earliest customers: the Barnes & Tibbetts shipyard, and Dow Pump & Diesel Company — at one time Alameda's largest employer.

➤ Continuing westward we pass the California Packing Company's brick warehouse on Buena Vista Avenue, built in 1927. The Del Monte food products passing through here were shipped all over the United States.

➤ At Sherman Street we pass the Encinal Terminals, where the tall-masted ships of the Alaska Packers fishing fleet anchored in the 1920s and 1930s. At the Morton Street Pier we see the place where the Belt Line switched cars onto a freight ferry that linked Alameda with San Francisco, Oakland and Richmond. From there the cars were sent to destinations across the country on the Western Pacific and Santa Fe lines.

➤ Next, we stop at the Belt Line rail yard, where we visit engineer C.A. Theriault, whose touch on the locomotive's throttle was said to be so gentle he could put a cup of water on the locomotive coupler and switch cars without spilling a drop. This small-town engineer traveled 1.5 million miles of track without ever leaving Alameda.

➤ As we wind our way west, we see the site of the former Skippy peanut butter plant. This building was part of Alameda's effort to develop its industrial base during the 1950s. Fore Terminals, Weyerhaeuser and Pennzoil are other prominent businesses from this era that were served by the Belt Line.

➤ Finally, we reach the former Alameda Naval Air Station. During World War II, the Belt Line kept pace with Alameda's busy war effort, delivering up to 100 cars a day to the U.S. military and to supporting industries like Bethlehem Steel.

— compiled by Bart Thurber and Liz Bogan  
for the Cross Alameda Trail Steering Committee



California Packing Company's brick warehouse

## IMPROVING BICYCLING AND WALKING IN ALAMEDA

The City of Alameda has recently taken steps to make bicycling and walking safer and more convenient. Among other projects, the city has built the Bay Farm Island Bike Bridge, enhanced crosswalks, and installed bicycle-sensitive loop detectors.

Policies in the **1990 General Plan** and **1999 Bicycle Master Plan** call for additional off-street paths to link popular work and leisure destinations with residential neighborhoods. Many of the components of the Cross Alameda Trail are included in the General Plan. (See text box, back cover.) The upcoming Transportation Master Plan will include both an updated Bicycle Plan and a Pedestrian Plan. The Cross Alameda Trail is a top priority for Pedestrian Friendly Alameda.

## COMMUNITY OUTREACH

In the spring of 2004, the CATSC began to publicize the proposed trail and seek public input. Steering Committee members attended meetings of community organizations, such as HomeBASE and the League of Women Voters of Alameda. The CATSC is continuing to schedule meetings and distribute fliers and surveys throughout the city.

More than 30 interested citizens attended a **June 2, Community Workshop** about the trail. And to celebrate **National Trails Day** on **June 5**, more than 30 people joined trail proponents to walk, bicycle, and discuss the proposed route. At both events, participants were universally enthusiastic about the trail concept. With this completed vision document in hand, CATSC will continue to work with the city staff, its boards and commissions, while meeting with community groups and individuals to plan, design and implement the trail. Groups that have expressed interest in learning more about the trail include: the Alameda Point Advisory Committee, West Alameda Business Association, Rotary Club, Kiwanis Club, College of Alameda, and the Park Street Business Association.

*Right: Completing surveys at the June 2, 2004 community workshop at Coffee for Thought, Alameda.*  
*Far right: Cross Alameda Trail Steering Committee members discuss the trail at a community workshop at the Bay Area School of Enterprise (BASE), February 24, 2004.*



## TRAIL GUIDE AND SURVEY DEVELOPED

To publicize the Cross Alameda Trail, present the trail's possibilities and challenges, and solicit public comments, a survey and descriptive trail guide were made available in English, Chinese and Spanish. Fifty trail surveys were returned in time to be included in this document. The CATSC will continue to distribute surveys. The final results will be submitted to the city for consideration in its trail feasibility study, which is due to be completed in December 2004.

Below is a sample of the survey responses thus far.

### What elements make a place feel like a "trail" to you?

Landscaping/Trees/Plants; No Vehicles/Traffic; Nature/Wildlife Viewing; Wide Pathways; Smooth, Paved Trails; Peaceful/Quiet; Dirt Trails; Benches/Bathrooms/Water; Safe; Connectivity

### If a trail existed between Alameda Point and the Fruitvale Bridge, how would you use it?

Recreation/Exercise (43%); Commuting to Errands (33%); Commuting to Work (14%); Commuting to School (2%); Other (8%) (including scenic tours, with visitors, dog walking)

### Using this trail, what would be your primary destinations?

Buena Vista Street, Lafayette Street, Webster Street and Park Street business districts; local marinas; Fruitvale BART; Marina Village; Ferry Terminal; Alameda Point; Northern Waterfront; College of Alameda; Transit Hub at Atlantic and Webster; Independence Plaza; Senior Center; to visit friends

### If sufficient improvements are made, what is the likelihood you would choose to ride or walk instead of drive?

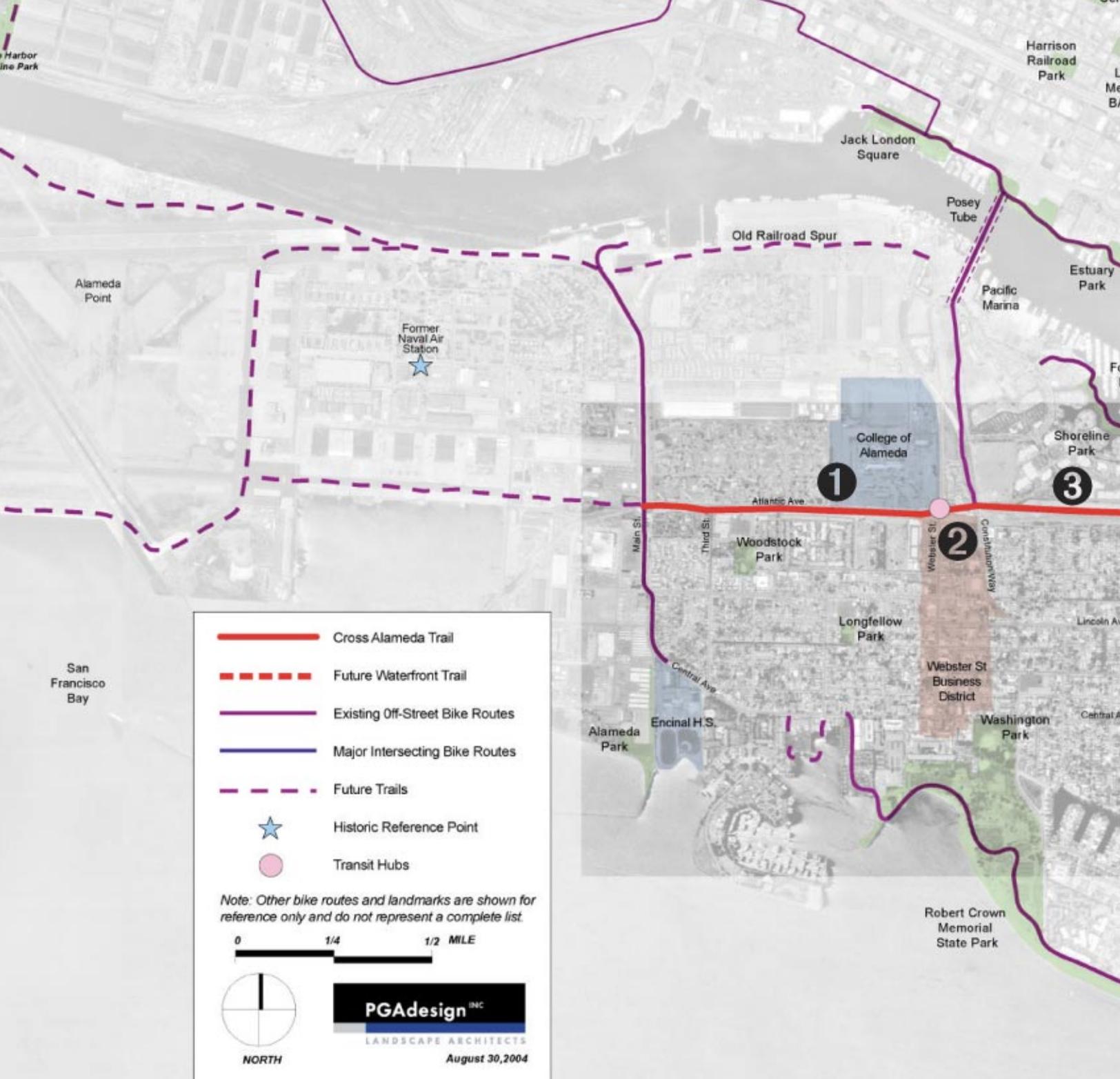
High (59%); Medium (23 %); Low (18%)

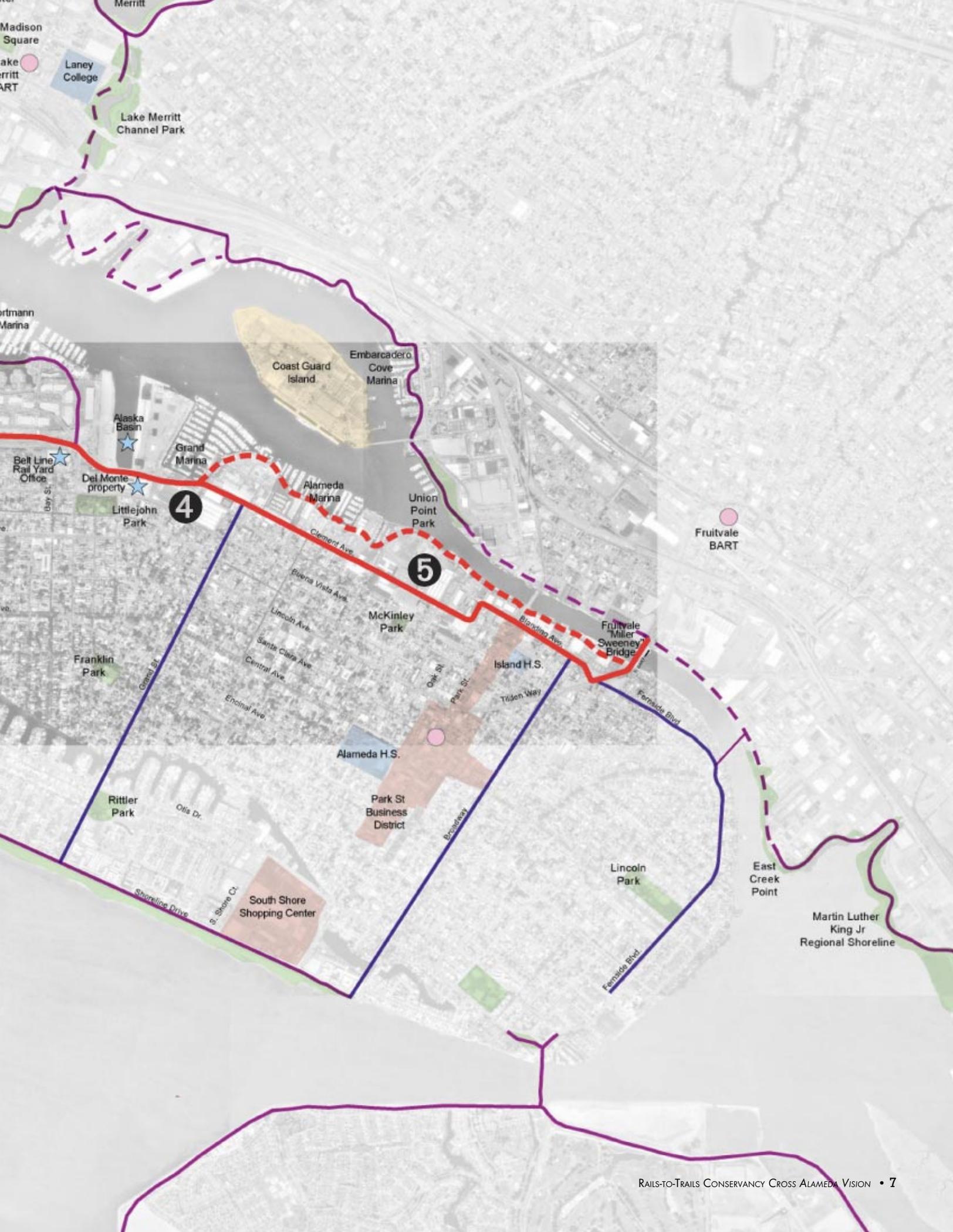
### If the trail is built, what mode of travel do you expect to utilize most often?

Bicycling (46%); Walking (39%); Running/Jogging (10%); Other (rollerblading, surrey-riding etc.) (5%)

Suggested names for the trail include: Alameda Belt Line Historic Rail Trail, Cross Alameda Rail Trail, Island City Rail Trail and Alameda Bike-Pedestrian Trail.







Madison Square  
Lake Merritt Channel Park  
Laney College

Portmann Marina

Belt Line Rail Yard Office  
Alaska Basin  
Del Monte property  
Littlejohn Park

4

Franklin Park

Rittler Park

Shoreline Drive  
S. Shore Ct.

South Shore Shopping Center

Coast Guard Island

Embarcadero Cove Marina

Grand Marina

Alameda Marina

Union Point Park

Clement Ave.

Guena Vista Ave.

Lincoln Ave.

Santa Clara Ave.

Central Ave.

Encinal Ave.

Alameda H.S.

Park St Business District

Broadway

Island H.S.

Oak St.

Pine St.

Tilden Way

Lincoln Park

Fernside Blvd

Fruitvale BART

Fruitvale Miller Sweeney Bridge

East Creek Point

Martin Luther King Jr Regional Shoreline

5

## CONNECTIVITY

The proposed Cross Alameda Trail will connect non-motorized travelers (cyclists, wheelchair users, joggers, walkers, parents with strollers, inline skaters and others) to a variety of local and regional resources in and around Alameda. The trail will provide access to:

- ❖ The historic Park Street and Webster Street business districts.
- ❖ Residential neighborhoods.
- ❖ Schools (College of Alameda, Woodstock Elementary, Chipman Middle, Island High School) and day care facilities.
- ❖ Parks (Littlejohn Park, Thompson Field, McKinley Park, Main Street Greenway).
- ❖ Senior housing (Elders Inn, Independence Plaza).
- ❖ Marinas.
- ❖ Alameda Point.

The trail also will link people to bridges, local and Transbay bus routes, and BART, and provide connections to the entire region as a section of the Bay Trail.

**THE BAY TRAIL:** The Bay Trail is a planned recreational corridor that will eventually encircle San Francisco and San Pablo bays with a continuous, 400-mile network of bicycle and hiking trails. It will connect the shorelines of all nine Bay Area counties, link 47 cities, and cross the major toll bridges in the region.

In Alameda, it encircles Bay Farm Island and is envisioned to also encircle much of the main island. Several segments already exist, such as the Grand Marina and Marina Village paths on the island's northern shoreline. The Cross Alameda Trail will serve as the connecting corridor between these segments and serve as Alameda's north shore portion of the Bay Trail.

**TRANSIT CONNECTIONS:** The trail will provide a safe and convenient route for non-motorized travelers between Alameda's residential neighborhoods and transit access points. When completed, the trail will link to bus stops on several AC Transit District routes (local lines 50, 51, 63, 19, and Transbay lines W, O, OX). The trail will improve access for bicyclists and walkers to the Fruitvale and 12th Street BART stations, as well as the Alameda-Oakland Ferry terminal. Many island residents do not have access to motor vehicles and depend on public transit, walking or bicycling for transportation. With the trail in place, residents of all income levels will find it easier to commute to work, go shopping or attend schools without the need to drive a car.



Walkers along the proposed trail,  
National Trails Day, June 5, 2004

## TRAIL ALIGNMENT

The proposed Cross Alameda Trail, utilizing the Alameda Belt Line alignment wherever feasible, will provide a convenient, attractive and dedicated route for pedestrians and cyclists to travel across northern Alameda.

As much as possible, the trail should be an off-street path, separated from automobile traffic. In some places this will be relatively easy to accomplish, and in others, it will require more creativity to place the trail off the street. In some locations, the trail may consist of wide sidewalks or on-street bike lanes. This is a common practice with urban rail-trails.

For ease of description, the proposed trail was divided into five logical segments. The city's feasibility study, to be completed in December 2004, will describe the segments and their respective technical characteristics in more detail and include trail cross-sections.

*Survey respondents' comments and suggested improvements follow the descriptions of each segment below.*

**1 MAIN STREET TO WEBSTER STREET:** The trail's proposed western terminus is at Main Street and Ralph M. Appezato Parkway (formerly Atlantic Avenue), adjacent to the former Alameda Naval Air Station (ANAS) on Alameda Point. At Main Street, the trail will connect with the Main Street Greenway. This segment of trail will utilize the currently vacant and unimproved former Alameda Belt Line property.

This part of the trail will serve the growing population of Alameda Point where the former base is being redeveloped for commercial and residential uses. The trail will provide an excellent recreation and transportation resource to residents of Alameda's West End, and offer cyclists and walkers from other parts of Alameda and the region easy access to the attractions of Alameda Point.

### SUGGESTIONS/COMMENTS

- ❖ Acquire easement or right-of-way.
- ❖ Install crossing lights at elementary school.
- ❖ Increase pedestrian crossing time at Webster Street, reduce wait time. (Add "Scramble" crosswalk.)
- ❖ Construct pedestrian overpass at Webster Street.
- ❖ Add landscaping and pedestrian furniture, such as benches, water fountains, interesting lights.
- ❖ Add landscape barrier to protect from traffic noise and smog.

- ❖ Create separate pathway for cyclists and pedestrians.
- ❖ Develop supportive business/visitor center (or bikestation) adjacent to greenway.

## 2 WEBSTER STREET TO CONSTITUTION WAY:

At Webster Street and Atlantic Avenue, the Cross Alameda Trail crosses one of Alameda's busiest intersections. From this intersection, trail users could access the historic Webster Street commercial district, nearby Marina Village businesses, or board a bus headed for Alameda Point, Oakland, San Francisco, or BART.

### SUGGESTIONS/COMMENTS

- ❖ Create dedicated bicycle lane separated from traffic and coordinate bike lane traffic signals with pedestrian and vehicular signals.
- ❖ Install bright lighting.
- ❖ Widen path (sidewalk) where possible to allow for passing.
- ❖ Install in-pavement flashing crosswalk lights.
- ❖ Make visually interesting for walkers.
- ❖ Reroute trail through parking lot or quieter area.
- ❖ Add secure bike racks at Marina Village and for those using buses to travel off of the island.

**3 CONSTITUTION WAY TO SHERMAN STREET:** The trail will enter the former Alameda Belt Line rail yard at the southeast corner of Atlantic and Constitution. This 22-acre parcel is one of the largest remaining open spaces in Alameda, and would provide the most "natural" experience for trail users.

The status (price and future zoning) of this Alameda Belt Line property is still unresolved, and it may either be preserved as open space or partially developed for housing. The CATSC recommends that a trail and linear park be included in any future plans.

Existing on-street bike lanes on Atlantic Avenue provide an alternate commute route for cyclists.

### SUGGESTIONS/COMMENTS

- ❖ Ideal area for multi-use path and park.
- ❖ Separate bicyclists and pedestrians.
- ❖ Add landscaping.
- ❖ Install bright lights for safety.
- ❖ Develop like Main Street Greenway.
- ❖ Install bike lockers for adjacent businesses.
- ❖ Encourage businesses to adopt sections.

**4 SHERMAN STREET TO GRAND STREET:** The railroad right-of-way traverses the former Del Monte warehouse property. Clement Street will be extended through this area and also serve as a truck route. The property is currently under redevelopment.

SUGGESTIONS/COMMENTS

- ❖ A Class I facility should be established as part of the redevelopment of the property.
- ❖ Create multi-use path through this area.
- ❖ Add lighting, furniture, etc.
- ❖ Promote use of new businesses by trail users.

**5 GRAND STREET TO MILLER-SWEENEY**

**(“FRUITVALE”) BRIDGE:** From Grand Street to the Fruitvale Bridge, the old railroad line travels down the center of Clement Street to Tilden Way. The land use is primarily industrial and marine along the waterfront, with some residences on the south side of Clement Street. A long-term goal in this section is to construct a continuous waterfront path. Clement Street is wide enough to add on-street bike lanes. Pedestrians may opt to utilize scenic Eagle or Buena Vista Avenues for direct access to the Park Street commercial district.

SUGGESTIONS/COMMENTS

- ❖ Remove rails.
- ❖ Bike lane should use Clement to Oak streets, Oak Street to Blanding Avenue, Blanding Avenue to Tilden Way.
- ❖ Mark trail (plastic inserts or landscaping) and give bikes, walkers, scooters, etc. safety margin from cars and trucks.
- ❖ Develop waterfront route.
- ❖ Install bike lockers on Park Street.
- ❖ Landscape Clement Street.
- ❖ Install bike/pedestrian-activated signals at Park Street and Blanding Avenue.

**TRAIL FEATURES & AMENITIES:**

Several design elements that were mentioned in surveys and community workshops can add visual and functional continuity to the trail. These include:

- ❖ Landscaping
- ❖ Interpretive Signage
- ❖ Other Signs (wayfinding, courtesy, regulatory)
- ❖ Pedestrian-scale furniture (benches, water fountains)
- ❖ Bike racks and staging areas
- ❖ Bike stations (adjacent to transit)

**OPPORTUNITIES & CONSTRAINTS**

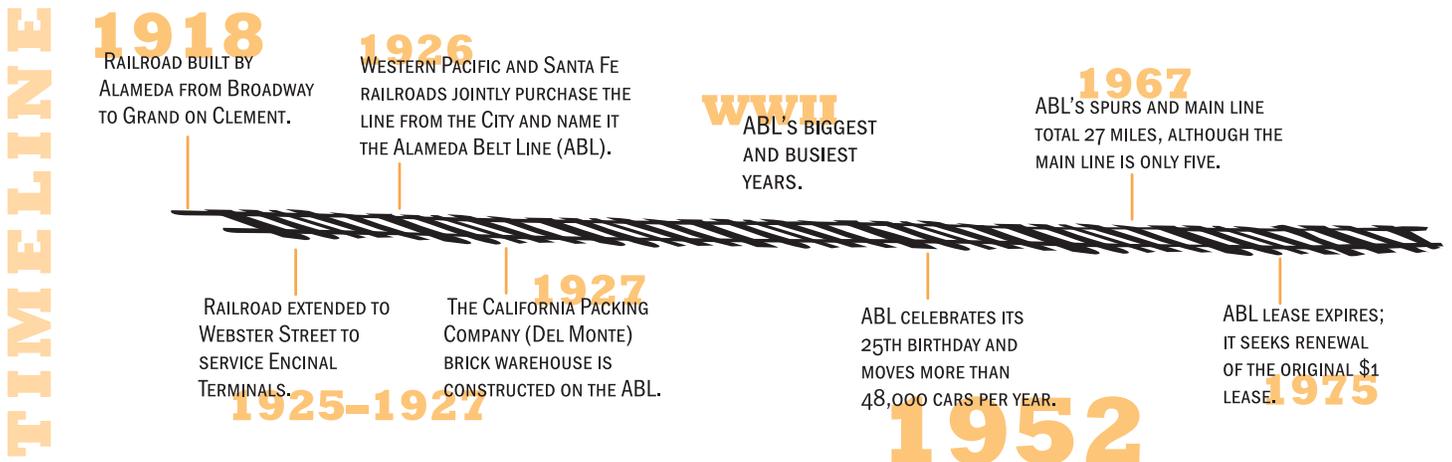
Several timely opportunities now exist that encourage the development of the Cross Alameda Trail and that require action before they are lost. Several significant constraints must also be addressed.

OPPORTUNITIES

- ❖ Undeveloped Alameda Belt Line rail yard and the linear parcel along Atlantic Avenue between Main and Webster streets.
- ❖ Redevelopment efforts along the Northern Waterfront, including the Del Monte warehouse and Bridgeside Center and the extension of Clement Street to Atlantic Avenue at Sherman.
- ❖ Upcoming bicycle and pedestrian plans.
- ❖ Webster Street Renaissance Project.

CONSTRAINTS

- ❖ Litigation over Alameda Belt Line Railroad property.
- ❖ Unresolved zoning status of the former rail yard.
- ❖ Existing and future development encroaching on the potential trail alignment.



## FUNDING OPPORTUNITIES

Though support for the potential trail is strong, a chief concern of Alameda residents and elected officials is the potential cost of implementation. Fortunately, numerous regional, state and federal funding sources are available to acquire, plan and construct trails and greenways.

Since the early 1990s, with the passage of federal transportation bills (ISTEA, TEA-21, and its pending successor) the number of programs – and the funding available through them – for implementing trails and greenways have continually grown.

The proven public health, transportation, recreation and economic benefits of a trail will soon outweigh the initial costs. Successfully funded trail campaigns have followed these strategies:

- ❖ Pursue a variety of funding sources. Trail-planning and implementation require multi-faceted funding strategies. Divide the trail into segments based on available and appropriate funding sources as well as feasibility.
- ❖ Complete a Trail Master Plan and related environmental studies.
- ❖ Recruit local and state officials to champion the trail. Familiarize them with the trail via special visits and request letters of support from them for every grant application.
- ❖ Remain flexible. Temporary gaps in a trail are acceptable. In the short term, avoid problematic areas. Gaps in trails can make very compelling grant candidates.
- ❖ Work with Planning and Building and Development Services departments to get trail improvements completed as part of adjacent development projects.

Below is a list of potential trail funding sources<sup>3</sup>

**Bicycle Transportation Account (BTA):** Caltrans’ competitive BTA program provides approximately \$7 million a year (up to \$1.8 million/project) to projects that improve safety and convenience for bicycle commuters.

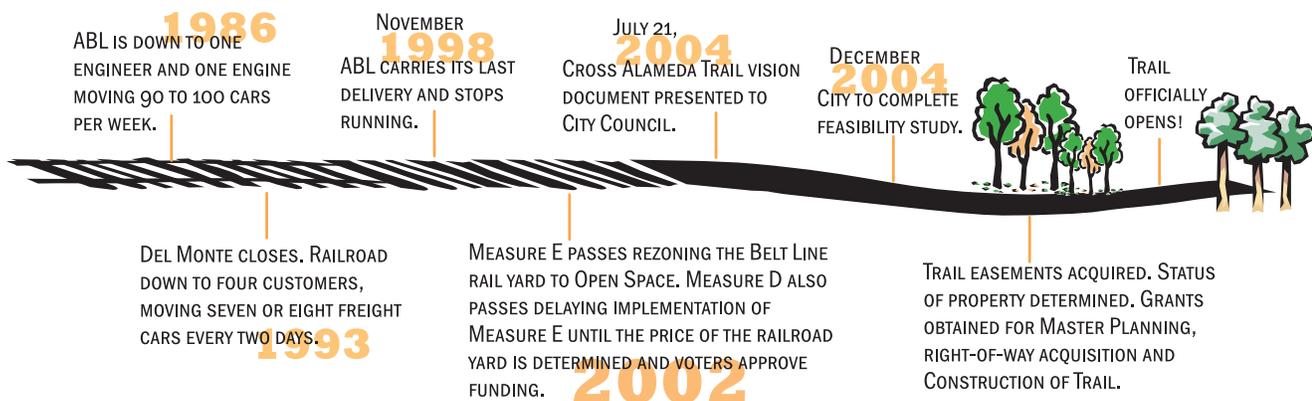
**Measure B/ACTIA:** In November 2000, Alameda County voters approved Measure B, reauthorizing the one-half cent sales tax to be used for transportation improvements. Passage of this measure established the Alameda County Transportation Improvement Authority (ACTIA) to administer the sales tax. Five percent of the net revenue collected by Measure B is dedicated to bicycle and pedestrian projects.

**Regional Bike and Pedestrian Program:** This Metropolitan Transportation Commission Program was created in 2004 to fund the construction of the Regional Bicycle Network and regionally significant pedestrian projects. The Commission committed \$200 million in Phase One of “Transportation 2030” to support the program over a 25-year period.

**Safe Routes to Schools (SR2S):** The SR2S program provides funds to projects that help children walk and bicycle to school more safely. The program reimburses up to 90 percent of project costs, up to \$450,000.

**Transportation Development Act (TDA), Article 3:** TDA provides that one-quarter cent of retail sales tax is returned to the county of origin. Article 3 stipulates that 2 percent of these funds can be used to fund local bicycle and pedestrian facilities. The funds are distributed to cities based upon population.

**Transportation for Livable Communities (TLC):** The Bay Area’s Metropolitan Transportation Commission (MTC) offers the TLC program. It provides incentives for cities within the region to improve the range of transportation choices by pedestrian, transit and/or bicycle facilities. The TLC program offers up to \$75,000 in planning funds and up to \$3 million in capital funds for new facilities and projects.



## SUGGESTED NEXT STEPS

By working together effectively, trail proponents, community groups and local agencies can successfully convert the Alameda Belt Line to a multi-use trail. Three crucial components of successful trail projects include:

- ❖ A clear and realistic plan of action that details the benefits of the project and addresses physical constraints and other challenges, including capital funding.
- ❖ Strong, widespread community support for the trail.
- ❖ Local, regional, state and federal agency support.

Following are some suggested steps to develop the trail:

**Complete the feasibility study currently being conducted by the City**, including intersection treatment options, compatibility with a potential transit corridor, property ownership details, and capital cost estimates.

**Develop a phasing plan.** Right-of-way issues widely differ along the Cross Alameda Trail. A feasibility-based phasing plan will accelerate trail acquisition and construction.

**Negotiate with the railroad.** Negotiate to acquire part or all of the right-of-way still owned by ABL, especially the uncontested sections. Attempt to secure an easement, make a partial purchase, or settle pending legal proceedings. Continue litigation if required.

**Establish working partnerships** between members of the public, city staff and elected officials to maintain the trail as a priority.

**Monitor developments** affecting the proposed trail and capitalize on opportunities for implementation.

**Develop a “friends of the trail” group consisting** of trail supporters and volunteers.

**Adopt a City Council resolution** strongly supporting the trail. This will indicate clear political support for the trail which is important for grant applications.

**Develop political champions.** Having vocal, effective political champions has proven to be a critical component of successful trail campaigns throughout California.

**Include the trail in all relevant plans.** Complete an inventory of all city, county and regional plans in which the project should be identified and integrated.

**Complete a Cross Alameda Trail Master Plan** for the entire trail alignment. Completing a master plan that includes specific design details and environmental clearance is key to acquiring construction funding.

**Investigate potential trail extensions**, including other unused railroad corridors that connect to the proposed trail.

### 1999 Bike Master Plan

Project #6: Northern Bikeway Corridor and Park/Fruitvale Bridges Bicycle Access  
“...The plan recommends that the selected corridor improvements consist of possibly utilizing portions of the old Alameda Belt Line railroad right-of-way for a new pathway, new bike lanes where feasible, restriping the street if traffic conditions permit, bicycle access improvements to the Park Street Bridge via Blanding Avenue...”

### 1990 General Plan

Policy 6.1.h

“Develop a continuous greenway, east of Main Street north of Atlantic Avenue, and along the general alignment of the railroad right-of-way between Webster Street and Sherman Street, provided that the greenway design on each parcel allows for connection throughout the length of the greenway.”

## ENDNOTES

<sup>1</sup> Guide to Community Preventive Services, Community Guide Branch, Centers for Disease Control and Prevention, December 26, 2002, [www.communityguide.org](http://www.communityguide.org)

<sup>2</sup> Consumers’ Survey on Smart Choices for Home Buyers, released in April, 2002 by the National Association of Realtors (NAR) and the National Association of Home Builders (NAHB).

<sup>3</sup> Matching funds are often required for 11.5 to 20 percent of total project costs. Matching funds can often come from other local, regional, state or federal funds but cannot usually come from the same source (i.e. federal transportation funds cannot match federal transportation funds).

Rails-to-Trails Conservancy wishes to thank:

The City of Alameda Department of Public Works for assisting with this project.

The San Francisco Foundation for supporting the opening of our California field office in 1996, and specifically for supporting this project.

The members of the Cross Alameda Trail Steering Committee and especially Linda Hudson Writing for editing support.

Produced by Rails-to-Trails Conservancy, 2004.

For more information, please visit [www.railtrails.org/CA/](http://www.railtrails.org/CA/)  
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