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A plan to unclog I-580  
Robert Allen

East Bay transportation planners, here is how to unclog Interstate 580:

1. Plan for, protect and acquire right of way to widen I-580, Tassajara Creek to the Altamont. This should be a top priority. Make the median wide enough for BART and HOV lanes in both directions.

2. Stop the eastbound only HOV proposal. It would greatly increase the cost of bringing BART to Livermore and fritter precious Alameda County money on Central Valley carpoolers.

3. Build heavy-duty truck lanes next to the existing truck lanes. Then resurface the present truck lanes for light vehicles. Convert the existing inside lanes to a wide median for HOV lanes in both directions and for future BART rail.

4. Persuade Union Pacific to run piggyback and heavy freight trains on its little-used but nearly level B (Mococo) line between Oakland and the Central Valley. This could enhance Port of Oakland efficiency, reduce freeway truck traffic, slash fuel consumption and air pollution, and reduce train conflicts for ACE. Extend real BART in the State Highway 4 median to Los Medanos (Century Boulevard) and double track the B line to Byron for joint use with eBART. (Transit really needs double track!)

5. Expedite State Route 84 projects,

I-580 to I-680. Major projects such as Pigeon Pass work and the I- 580 interchange would make this shortcut (four miles shorter) more attractive and save many miles of congested I-580 and I-680 freeway driving. This would eliminate any need for another costly flyover at I-580/680 in Dublin.

6. Plan for BART rail in the I-580 median to an ACE and I-580 intermodal. East of Greenville Road route BART under westbound I- 580 up into the wide former SP ROW, aiming it to Mountain House and Tracy. Ballasted double track BART track in the median, complete with power, ductwork and train control, should cost about \$15 million per mile, plus land, stations, cars and implementation.

7. Start and express shuttle bus along

I-580 between the BART station and the future BART West Livermore station, at least during commute hours. LAVTA would be the ideal operator, and fares should pay most or all of the cost. Their proposed "Rapid Bus" would be too slow and circuitous and just not do the job.

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