

Newspaper Stories on Alameda Creek Restoration

The San Francisco Chronicle and the Fremont Argus ran articles this week on the Alameda Creek fish passage projects.

San Francisco Chronicle - September 27, 2007

[Alameda Creek plan moves forward to revive steelhead-trout runs](#)

Fremont Argus - September 26, 2007

[Project opens door for fish](#)

The articles are also posted on the ACA [media articles web page](#)

Ranch Bought for Parkland Near Niles Canyon

The East Bay Regional Park District recently bought the 1,476-acre Tyler Ranch. This property will be added to Pleasanton Ridge Regional Park - it is west of Kilkare Road and Sinbad Creek, and north of Niles Canyon.

Read the September 19 San Francisco Chronicle article, [East Bay officials approve deal to buy ranch for huge park](#)

Train Routes Mean Potential Environmental Disaster in Niles Canyon

Potential environmental disaster

Tim PITSKER

September 21, 2007

THE HIGH-SPEED train to Fremont will include 3 1/2 miles of newly bored tunnels through Niles Canyon.

This will destroy the scenic beauty of Niles Canyon and eliminate the historic train that runs from Niles to Sunol.

One of the newly bored tunnels will end near the Vallejo Mills school. Homes in the neighborhood will be taken by eminent domain for this new bore. Additional tracks and right-of-way will be needed, requiring more private property to be taken by eminent domain.

The high-speed train then will split off in three directions.

One track will go through Niles toward Oakland, a second track will go through Centerville to the Dumbarton Rail bridge and cross the Bay to Menlo Park. The third track will go south toward San Jose.

The project is to be integrated with freight and local passenger train traffic. Three sets of tracks will be needed to accommodate the three types of train traffic.

The present right-of-ways are not wide enough, necessitating the taking of more private property and homes by eminent domain.

The Dumbarton Rail Project is working on rebuilding the Dumbarton Rail Bridge, which crosses the Don Edwards Wildlife Refuge and San Francisco Bay from Newark to Menlo Park. This project will be for local passenger trains that will use diesel engines.

The high-speed train will be electric, so it will not be compatible with the Dumbarton Project, thus the bridge will have to be expanded to accommodate high-speed trains.

The other alternative will be to build an entirely new bridge over the Bay for high-speed trains.

Either alternative will be an environmental disaster for both the Bay and the wildlife refuge.

The high-speed trains will destroy the quality of life in much of Fremont and will be an ecological disaster for Niles Canyon, the wildlife refuge and San Francisco Bay.

The integration of the high-speed train and freight is already in progress. Alameda County already has entered into preliminary discussions to sell the Niles Canyon right-of-way being used by the Niles Historic Train.

Furthermore, an environmental report is being prepared by the Dumbarton Rail Project for a freight only bridge over Alameda Creek in Niles. This freight bridge is designed to take all of the Port of Oakland truck freight off Interstate 580 and ship it through Niles Canyon.

The most dangerous aspect of this freight bridge is that it will be built right above the location where the Alameda County Water District takes water out of Alameda Creek to be used as our drinking water.

The curve in this bridge makes it more dangerous than the curve at the site of the Dunsmuir derailment and chemical spill in far Northern California several years ago. Thus there is an extreme danger of derailment and poisoning of the local water supply.

The high-speed train and its integration with freight must be shut down before disaster strikes.

Tim Pitsker, a member of the Dumbarton Rail Corridor Project Citizen Advisory Panel, has been a lawyer for 30 years, and has lived in Fremont for 10 years.