



Iron Horse Regional Trail Dual Tracking Pilot Project

Bollinger Canyon Road to Crow Canyon Road





History of the Trail

- 1891-1978 Trains ran down the San Ramon Branch Line.
- 1982-1986 Contra Costa County purchased track right of way with 3 grants from the California Transportation Commission (CTC) totaling \$10.6M.
- *“If Contra Costa County does not identify by June 30, 1989, a specific project for constructing a busway or exclusive mass transit guideway that uses the San Ramon Branch corridor, the County shall reimburse the State.”*
- The State did not request money back, but required County to maintain 34 foot right of way to eventually build a busway or mass transit.
- Several studies were done but creating transit here was too expensive and there was little support from elected officials or the community.





Iron Horse Trail Evolves as an Active Transportation Corridor

- The trail evolved into a popular active transportation corridor, the *Iron Horse Regional Trail*, managed by East Bay Regional Parks.
- Danville & San Ramon had ideas for improving the trail including bridges over Bollinger, Crow Canyon and Sycamore, but they were challenging to build if needed to preserve 34 feet or design for a bus or light rail.
- 2008 – SB 375 encouraged active transportation and reduction of Greenhouse Gas (GHG) Emissions.
- 2014-2019 Supervisor Andersen and County Public Works met with the CTC in Sacramento to remove “Mass Transit” edict and recognize it as a valuable active transportation corridor in line with State goals to reduce GHG emissions.
- While sympathetic, CTC ultimately told the County that they needed legislative approval.





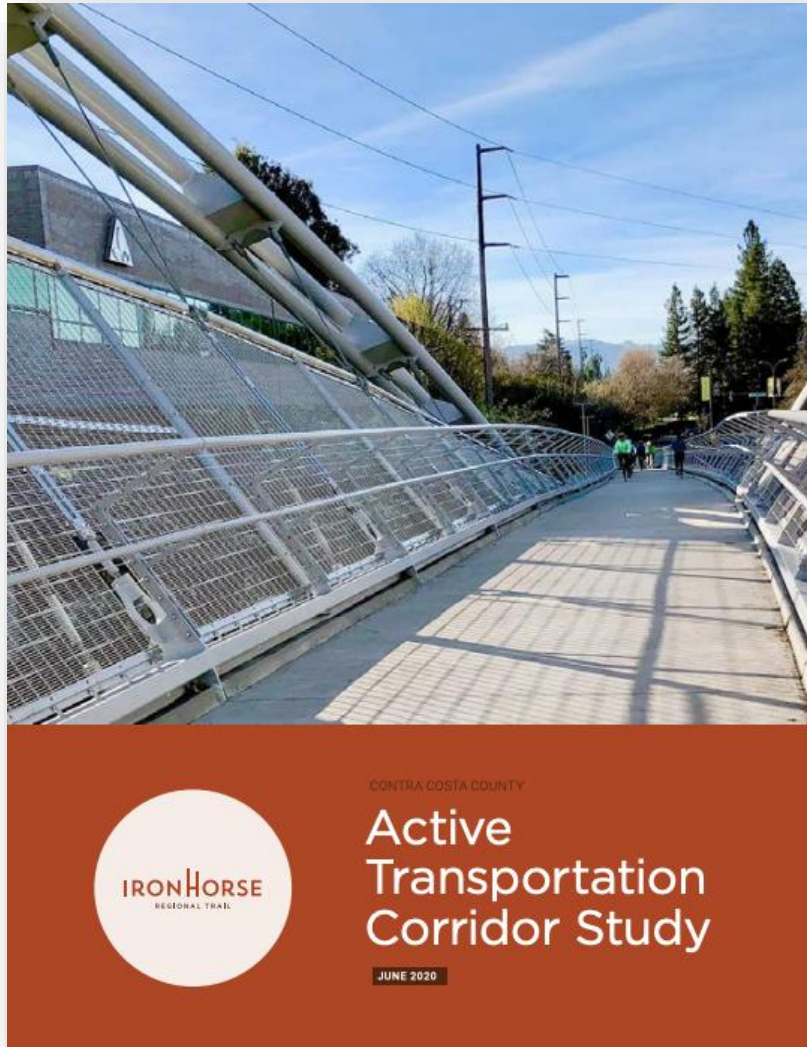
AB 1025 (2019) Sponsored by then Assemblyman, now Sen. Tim Grayson Formalized the Active Transportation Framework

- AB 1025 removed requirement to build bus track or mass transit, relinquished right of reimbursement for CTC Grants; removed requirement for 34-foot preserved path.
- It required the County to revise the bylaws of the Iron Horse Corridor Management Program Advisory Committee to:
 - Add a seat for a Contra Costa Transportation Authority (CCTA) Representative.
 - Consider proposals to study new emerging mobility modes and technologies for the trail.
- The timing of this bill allowed San Ramon to move forward with its Bollinger Canyon Bridge to be built for only Pedestrian/Bicycle use.





In 2020, the County completed the Iron Horse Regional Trail Active Transportation Corridor Study.



The study included extensive community engagement and participation by cities along the trail. It examined:

- Corridor Needs Assessment
- Creating a “Bicycle Superhighway”
- Intersections (Arterial, Collector & Local Crossings)
- Constraints & Barriers
- Community Identified Needs
- Access to the Trail
- City Projects
- Evaluation of the potential of shared autonomous vehicles



San Ramon Projects Identified in the Study

SAN RAMON PROJECTS

San Ramon includes two segments with high expected user demand. San Ramon has the highest projected employment growth in the study area. Segment 14 connects to the employment and commercial area around Bishop Ranch and has a high need and great potential for access, connectivity, and intersection improvements. Segment 15 runs through and connects directly to neighborhoods, and shows high connectivity and intersection improvement needs. Opportunities include improving the connection to San Ramon Cross Valley Trail, and adding shade for a comfortable riding experience with additional access points to California High School and Montevideo Elementary School. Both segments have wide available ROW.

Map 17 San Ramon

- PROJECT TYPE IMPROVEMENTS**
- Trail Corridor**
- Physically Constrained ROW
 - Minimally Constrained ROW
 - Wide ROW
 - Existing trail/ped bridge
- Intersections**
- Arterial
 - Collector
 - Local
 - Undercrossing
 - Regional Trail
- Access**
- School/Open Space/Trail
 - Residential/Street
 - Business/Commercial/Retail
- Connections**
- Trail Connection
 - On Street Bikeway Connection
 - Existing Trail
 - BART Connection
 - Park and Ride Connection





San Ramon Projects Identified in the Study

14 Segment 14: Fostoria to Montevideo

<i>Project type</i>	<i>Description</i>
★ Trail Corridor	<ul style="list-style-type: none"> Separated trail through business park and school corridor: 14ft rolling path and 6-8ft walking path with 4ft green infrastructure or amenity zone. Opportunity for new linear park. Implement community-based programs including outdoor classrooms, student gardens, or community gardens.
★ Intersections	<ul style="list-style-type: none"> Improve two collector intersections at Montevideo Dr and Executive Pkwy. Improve arterial intersection at Norris Canyon Rd.
★ Access	<ul style="list-style-type: none"> Provide two new gateway access points to adjacent business parks, 13 new minor business park access points, one new residential access point, and one new open space access point. Enhance up to seven existing business park access points, four existing residential access points, two existing open space, and two existing school access points at Montevideo Elementary School. Incorporate micromobility such as bike share or dockless options at major intersections or destination sites.

15 Segment 15: Montevideo through Alcosta

<i>Project type</i>	<i>Description</i>
Trail Corridor	<ul style="list-style-type: none"> Separated trail through residential corridor: 14ft rolling path with adjacent 6-8ft pedestrian path. Shade trees. Opportunities for green stormwater infrastructure.
Intersections	<ul style="list-style-type: none"> Improve two collector intersections at Pine Valley Rd and Alcosta Blvd. Improve trail crossing at San Ramon Cross Valley Trail. Proposed bicycle trail roundabout.
Access	<ul style="list-style-type: none"> Enhance one school access point at California School and one residential access point. Add one school access point at California School, one open space access point, and one residential access point. Incorporate micromobility such as bike share or dockless options at major intersections or destination sites.



San Ramon Projects Identified in the Study

13 Segment 13: San Ramon Valley through Fostoria

Project type	Description
<p>★ Trail Corridor</p>	<ul style="list-style-type: none"> • Separated trail with opportunity for additional path through linear park: 14ft rolling path with adjacent 6-8 ft pedestrian path. Opportunity for 4-8ft recreational path • Existing creek bridge improvements to accommodate higher demand: <ul style="list-style-type: none"> » Proposed: Add additional bridge or retrofit existing (used in cost estimate). » Short-term improvement: Create mixing zones, slowing users prior to pinch point. • I-680 Undercrossing improvements: improve lighting, clearances and engage with potential open space such as skate parks or murals. • Opportunities for green stormwater infrastructure.
<p>★ Intersections</p>	<ul style="list-style-type: none"> • Improve local crossing at Fostoria Way. • Improve three collector road intersections at Paraiso Dr, El Capitan Dr, and Greenbrook Dr. • Sycamore Valley Rd <ul style="list-style-type: none"> » Proposed: Improve trail alignment and arterial intersection at Sycamore Valley Rd (used in cost estimate). » Alternative: Add overcrossing at Sycamore Valley Rd.



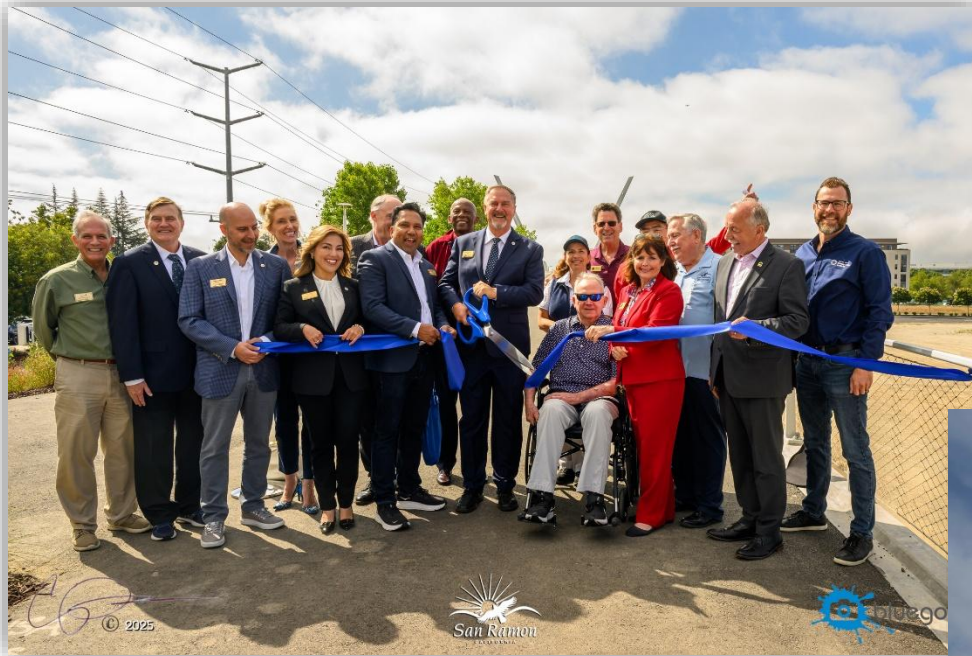
October 2024 – Supervisor Andersen allocated \$500,000 in Park Impact Fees to Design the First Segment of the Dual Tracking, from Bollinger Canyon Road to Crow Canyon Road in San Ramon.



The design is now 65% complete.



On July 19, 2025, the Bollinger Canyon Bridge was Dedicated; Planning under way for the Crow Canyon Road Bridge



The design of the Crow Canyon Bridge could include dual tracking, with the “Bicycle Expressway” integrated into the bridge.





Importance of Creating Trail Separation



The Iron Horse Trail provides the “last mile,” connecting to BART stations at Pleasant Hill/Contra Costa Centre and Dublin/Pleasanton, providing a relatively vehicle-free commuting route parallel to the I-680 corridor.



Conflicts between wheeled and pedestrian modes threaten vulnerable older adults and small children. It also diminishes the enjoyment of other pedestrians enjoying the bucolic trail.



There are at least nine public schools located either on or near the IHC in the San Ramon Valley . Every school day, hundreds of children use the trail going to and coming from school in all the communities along the trail.



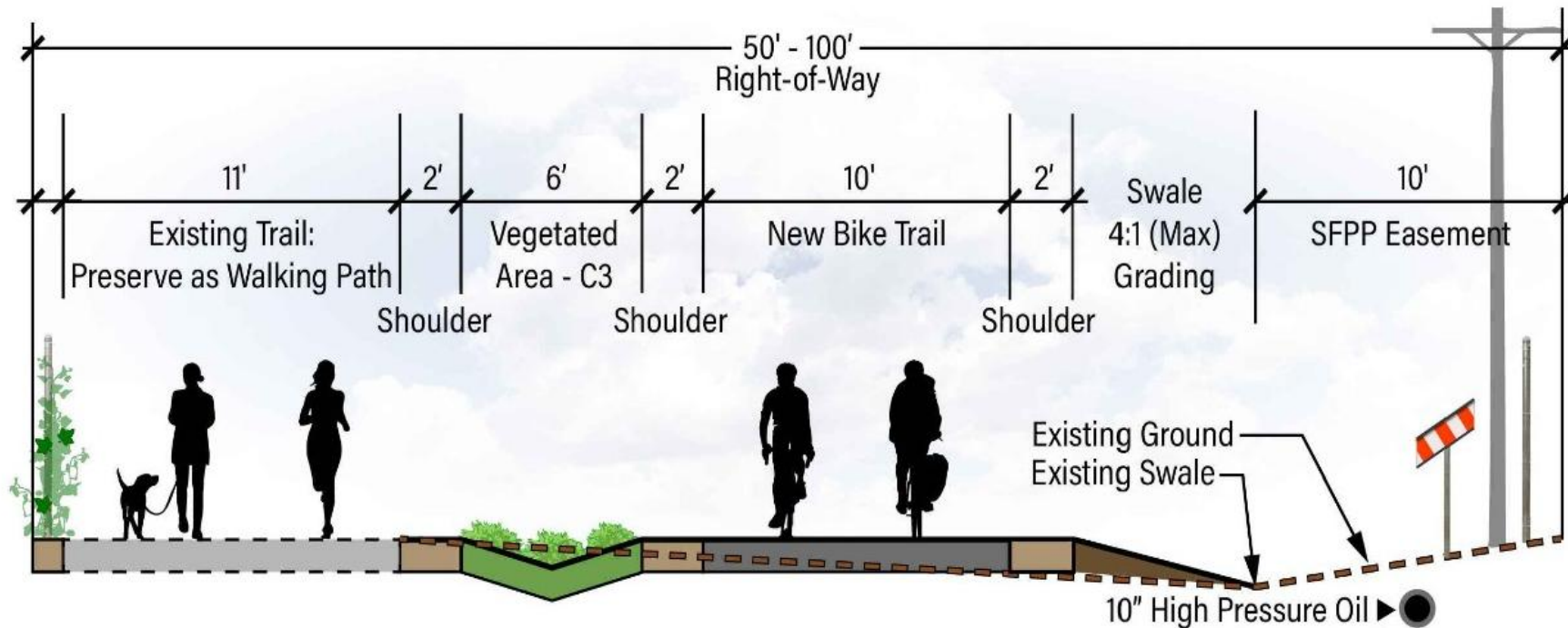
The rapid growth of e-bikes and other alternative transportation modes has increased the need for a safer, more efficient commuter bicycle route to reduce congestion for all users.



Pilot Project Description

Plans are 65% Complete, Cost to Build Estimated at \$2 Million

- 1.3 miles long from the new Bollinger Canyon Road bridge to the future Crow Canyon Road Bridge.
- The existing trail will be kept for pedestrians; the new trail will be for bikes.
- The walking trail will be on the west side for shade.

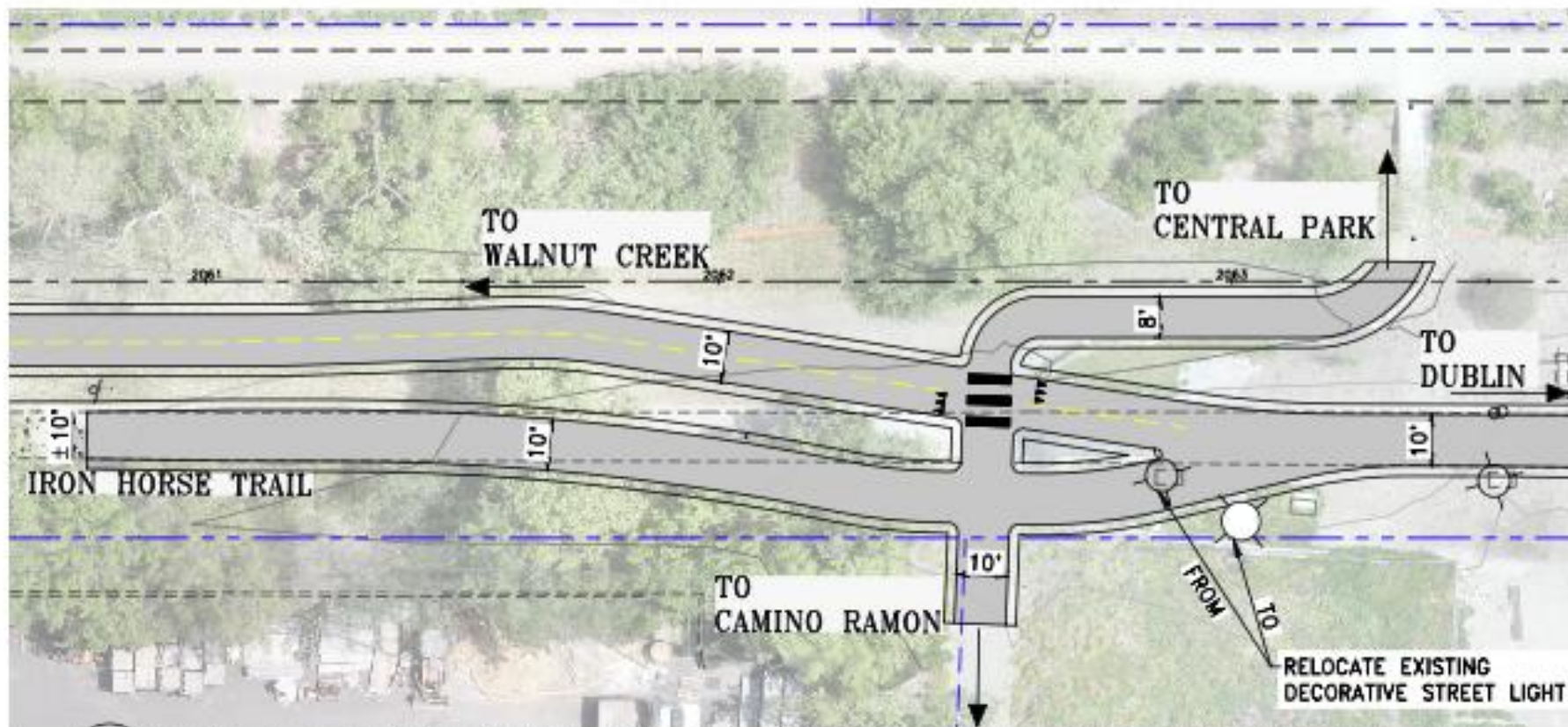




Trail Design as enter and exit
Bollinger Canyon Bridge.



Trail Design as Enter/Exit the Bridge

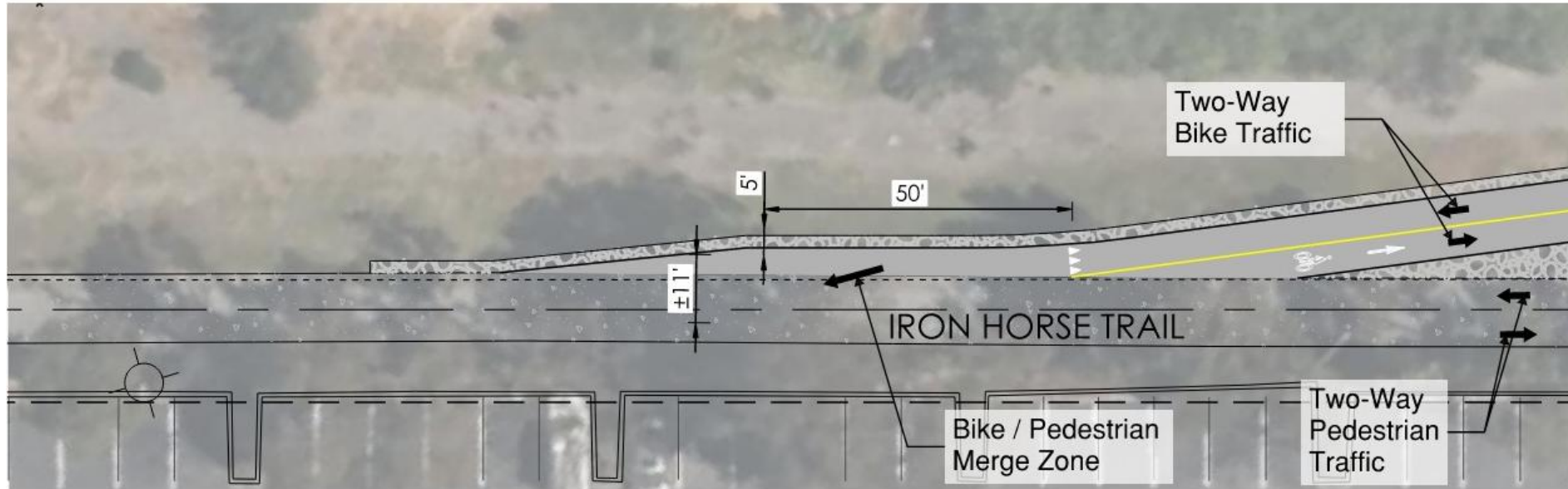


DTL-4 **DETAIL 7: BOLLINGER CANYON OVERCROSSING CONNECTION (SINGLE PED CROSSING OPTION)**

SCALE: 1"=20'

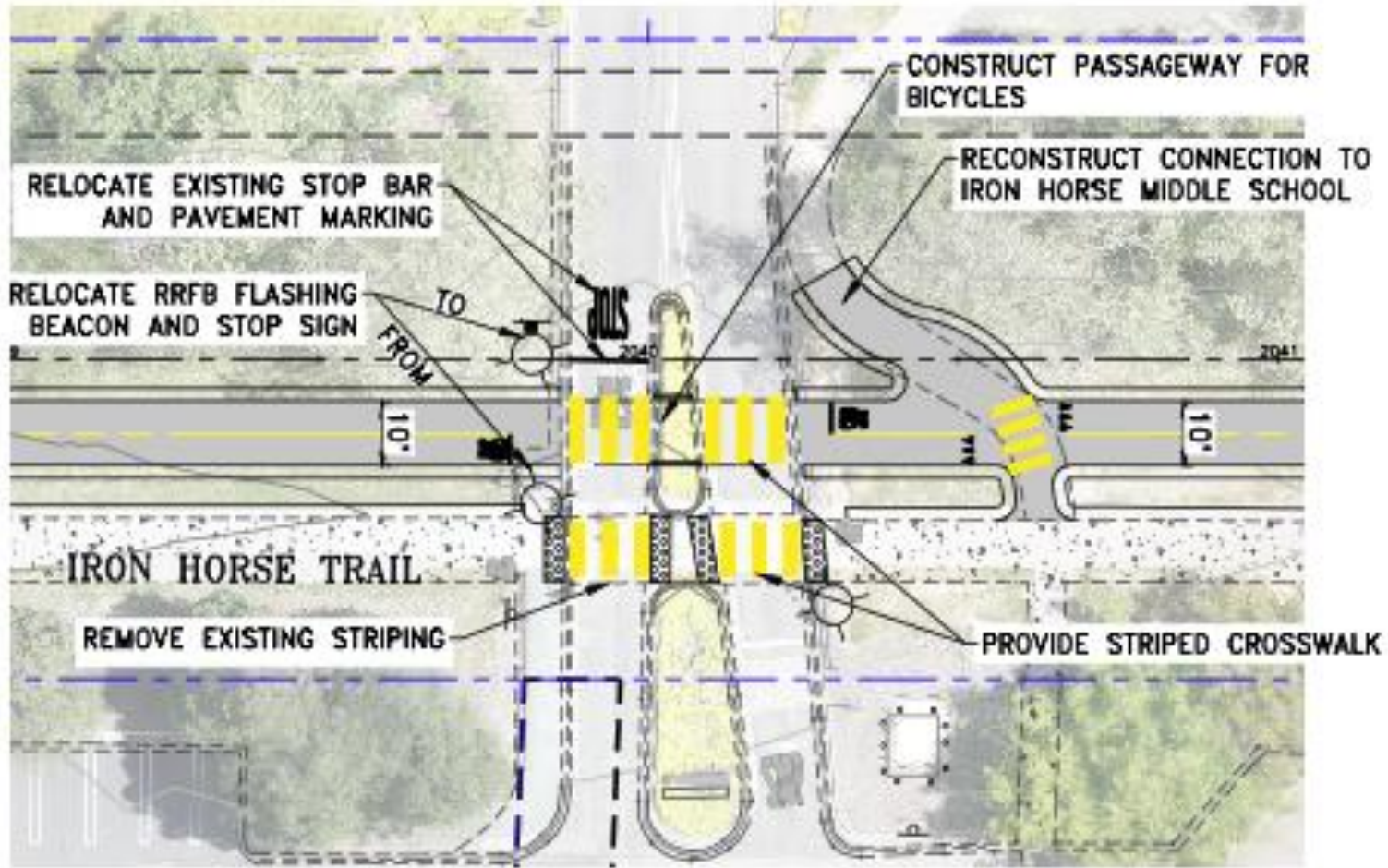


Typical Trail Transition





Proposed Trail Connection at Executive Parkway



DTL-3 **DETAIL 6: EXECUTIVE PARKWAY CROSSING**
SCALE: 1"=20'



Amenities and Wayfinding elements are not included in the pilot design, but there is also a desire for shade structures and rest areas. As San Ramon and Danville transition to more housing near the corridor, both trail connections to neighborhoods and some of these improvements could potentially be paid for through Developer Impact Fees.



Similar to Hemme Station Park, which was completed in 2017 by the County along the Iron Horse Trail in Alamo, additional areas could be identified for mini-parks or rest areas.

Amenities at Hemme Station Park include:

- Bike Repair Area
- Restrooms
- Picnic Gazebo
- Play Areas
- Benches
- Informational panels sharing the history of this site along the former railroad track.



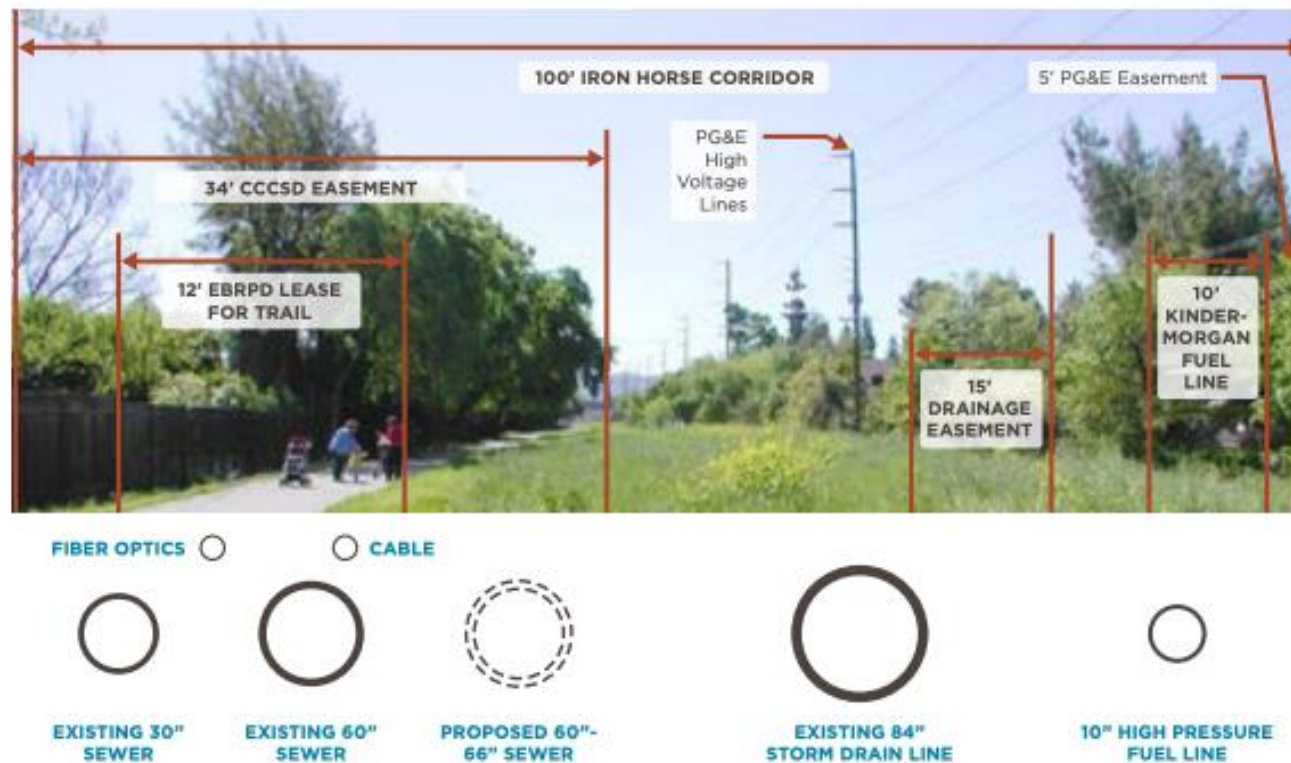


Addressing Pipelines and Utilities

In this phase, there is sufficient width to avoid them.



Figure 1 Typical Section of the Iron Horse Corridor





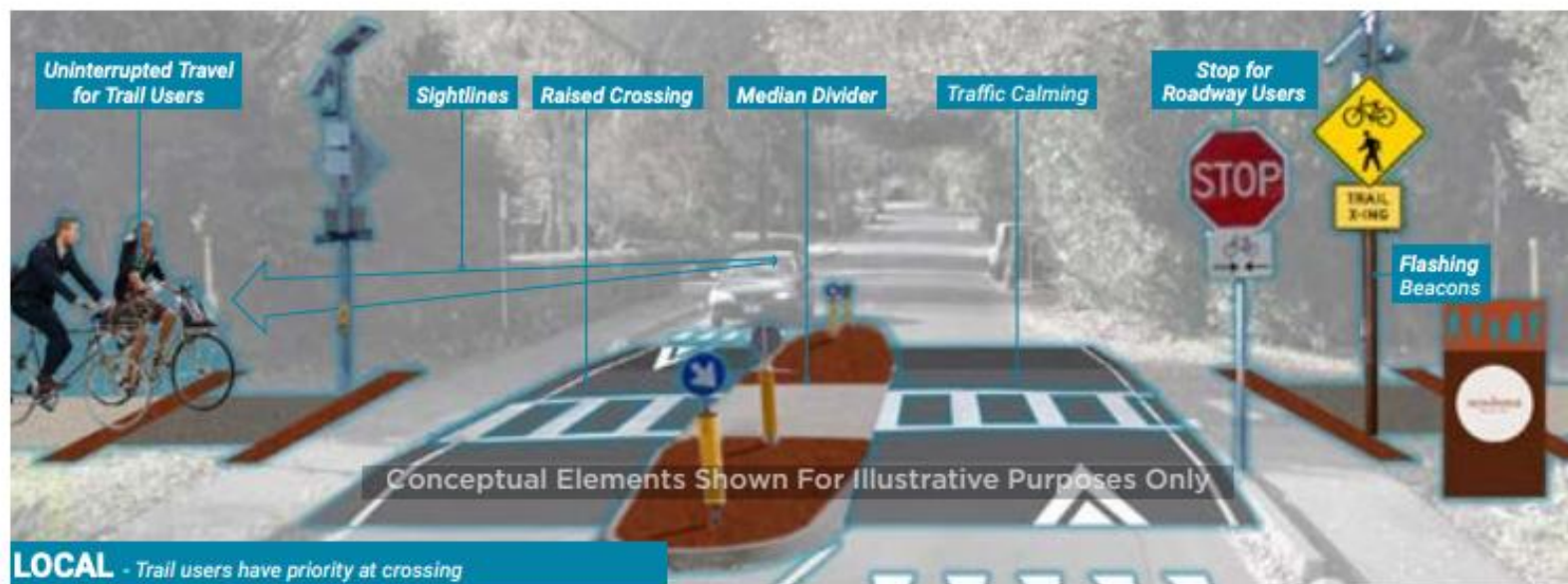
East Bay Regional Park District Staff & Board Members have been engaged in discussions from the beginning to make both operational and maintenance suggestions.

The current design does not require C3 Permits.





In the design of future trail segments, it will be important to design safety solutions at each intersection where the “bicycle expressway” crosses unsignalized intersections.





What would be the next segment once this is built? Crow Canyon to Sycamore Valley Road



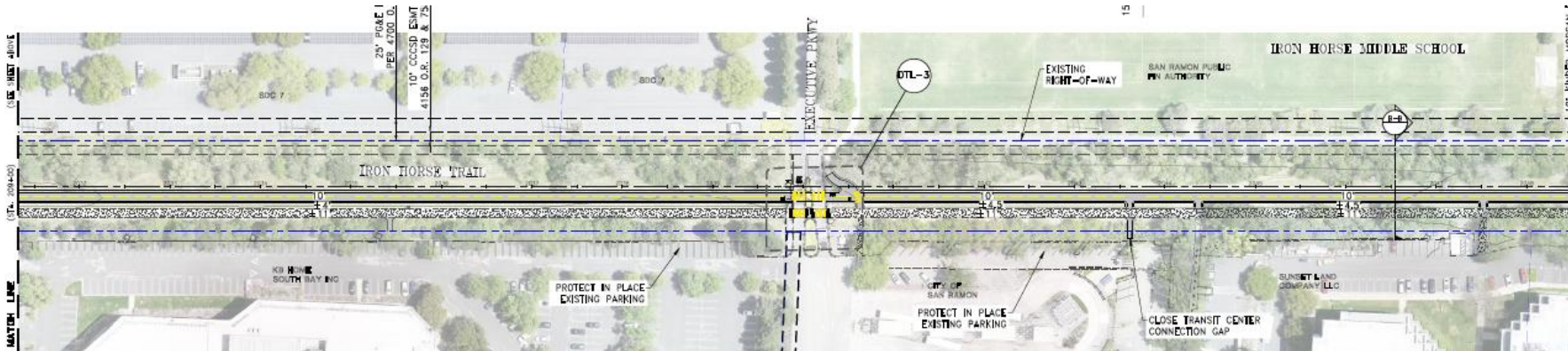
Future Opportunities include working with Alameda County to create a Bicycle Expressway to the Dublin BART Station.





Funding Future Phases

- Congressionally Directed Spending Requests (aka Earmarks)
- Grant Funding
- Future Contra Costa Transportation Expenditure Plan?
- Future East Bay Regional Park District Bond Measure Project?



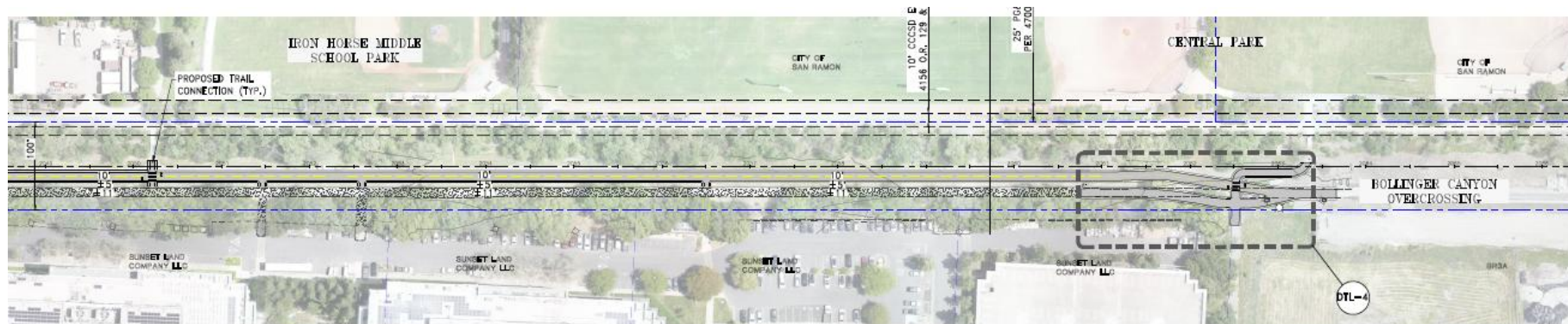


Questions?

*Please reach out to Supervisor Candace Andersen,
SupervisorAndersen@bos.cccounty.us*

or

*Carl Roner, Contra Costa Public Works,
carl.roner@pw.cccounty.us*



**Resolution No. 2026-094:
Proposed Unrepresented
Miscellaneous Employees
Salary and Benefits Resolution**

JUNE 23, 2026

Background

- Currently, a total of 142 employees are considered Unrepresented Miscellaneous Employees.
- This includes a large variety of City job classifications from Office Technicians to Assistant City Attorney.
- The current Unrepresented Miscellaneous Employees Salary and Benefits Resolution (Resolution) dates from June 1, 2022, and included salary range increases through Fiscal Year 2025/2026.
- To ensure equity across job classifications and remain competitive in the labor market, City Staff have proposed the updated Resolution presented to Council this evening.

Updated Terms in Proposed Resolution

- Salary range increases for two (2) fiscal years: 2026/2027 and 2027/2028
- Salary ranges (top and bottom) increased by three percent (3%) on July 1 of each year of those fiscal years
- Clean-up throughout the document for CalPERS compliance, language clarification, and other non-economic issues

Fiscal Impact

- Estimated cost = \$1,113,081*, over the next two (2) fiscal years, including projected benefit costs
 - *Figures based on the one hundred thirty-five (135) unrepresented miscellaneous employees on staff when projection costs were calculated
- Projected FY 2026/2027 costs = \$442,009 and cover costs from July 1, 2026, through June 30, 2027
 - \$263,571 = salary costs; \$178,438 = benefit costs
- Projected FY 2027/2028 costs = \$671,072 and cover costs from July 1, 2027, through June 30, 2028
 - \$397,790 = salary costs; \$273,282 = benefit costs

Questions?

**Resolution No. 2026-095:
Proposed Unrepresented
Executive Employees Salary and
Benefits Agreement**

JUNE 23, 2026

Background

- Currently, a total of six (6) employees are considered Unrepresented Executive Employees (at-will): the Assistant City Manager and Department Directors hired after November 2024.
- The current Unrepresented Executive Employees Salary and Benefits Agreement (Agreement) dates from November 26, 2024, and included salary range increases through Fiscal Year 2025/2026.
- To ensure equity across job classifications and remain competitive in the labor market, City Staff have proposed the updated Agreement presented to Council this evening.

Updated Terms in Proposed Resolution

- Salary range increases for two (2) fiscal years: 2026/2027 and 2027/2028
- Salary ranges (top and bottom) increased by three percent (3%) on July 1 of each year of those fiscal years
- Clean-up throughout the document for CalPERS compliance, language clarification, and other non-economic issues

Fiscal Impact

- Estimated cost = \$46,467*, over the next two (2) fiscal years, including projected benefit costs
 - *Figures based on the five (5) unrepresented executive employees impacted by the proposed salary changes
- Projected FY 2026/2027 costs = \$3,562 and cover costs from July 1, 2026, through June 30, 2027
 - *\$2,124 = salary costs; \$1,438 = benefit costs
- Projected FY 2027/2028 costs = \$42,905 and cover costs from July 1, 2027, through June 30, 2028
 - \$25,433 = salary costs; \$17,472 = benefit costs

Questions?

SAN RAMON TRAILS MASTER PLAN

Presentation to San Ramon City Council
June 23, 2026

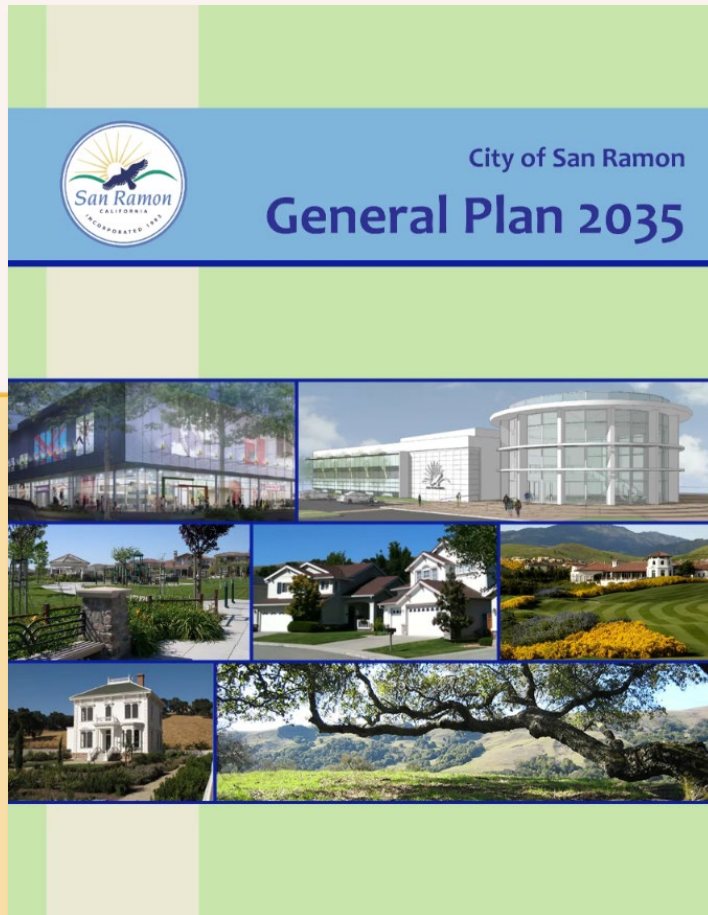
RECOMMENDED ACTION
The City Council's role is to consider approving and adopting the San Ramon Trails Master Plan.



Prepared by:
DESIGNWORKSHOP

PLAN ORIGINS

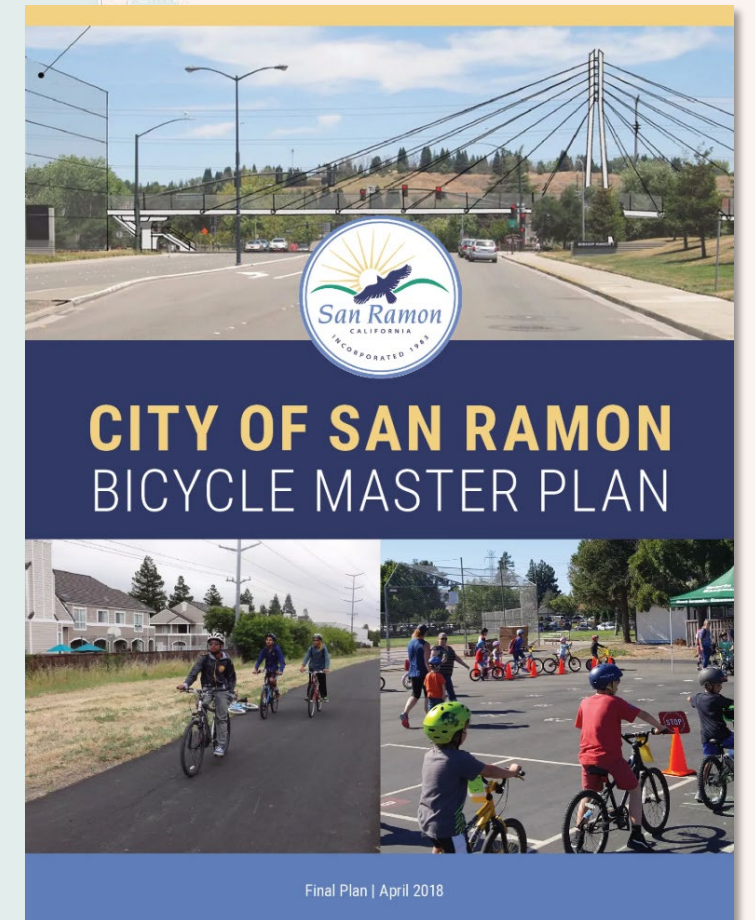
General Plan 2035



San Ramon Parks, Trails, Open Space, and Recreation Master Plan



Bicycle Master Plan



MASTER PLAN PROCESS

Establish goals based on community input



Identify opportunities with site visits and GIS mapping

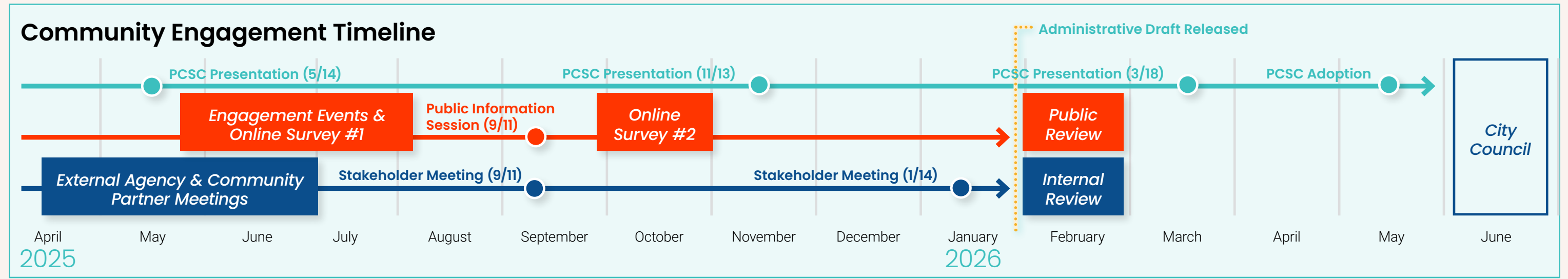


Develop and refine recommendations



The Master Plan's recommendations are a combination of **community input, environmental conditions, and professional expertise.**

MASTER PLAN PROCESS



■ Parks and Community Services Commission Presentations
 ■ Public Engagement Opportunities
 ■ Stakeholder Engagement Opportunities

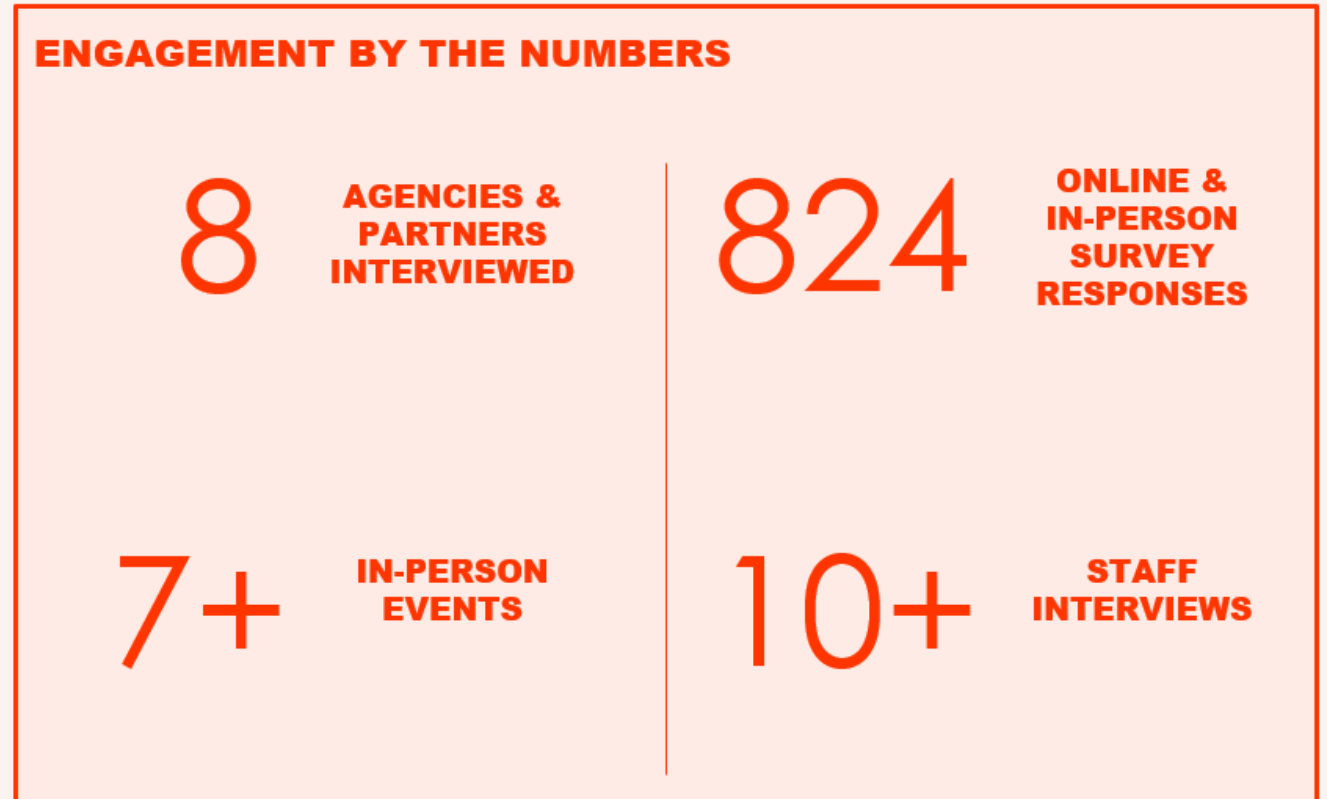
Community members gave input by interacting with boards at in-person community events.



Signage was placed in key locations to promote the second online survey.



Engagement efforts focused on defining the community's shared vision for the trail system.



WHAT WE HEARD

Survey responses establish **strong support for development of the trail system.**

Having access to trails is important to San Ramon residents:

Access to the San Ramon trail system adds value to my home and community.



Trails improve the overall quality of life in San Ramon.



A well thought out trail system contributes to health and safety in San Ramon.



Creating connections is a primary goal for community members:

What improvements do you think are most needed for the trail system?

Top Responses

Connections from neighborhoods to trails and open space

Connections through the City's open space lands

Connections to external open space lands

Expand connections from existing parks

Residents would like more multi-use natural surface trails:

Please describe which type of trails interest you the most.

Top Responses

I would like to see more of **all types** of trails.

Natural surface, 4-6 feet wide multi-use trails



WHAT WE HEARD

Survey responses **directly guided** the Master Plan's focus areas and final recommendations.

MASTER PLAN FOCUS AREAS:

CREATE CONNECTIONS BETWEEN NEIGHBORHOODS & OPEN SPACE

COLLABORATE WITH PARTNERS FOR REGIONAL CONNECTIVITY

ENHANCE THE IRON HORSE TRAIL WITHIN CITY LIMITS

ENHANCE EXISTING TRAILS WITHIN CITY LIMITS

PROVIDE NEW AND ENHANCED TRAILHEADS & NAVIGATION

RECOMMENDATIONS OVERVIEW

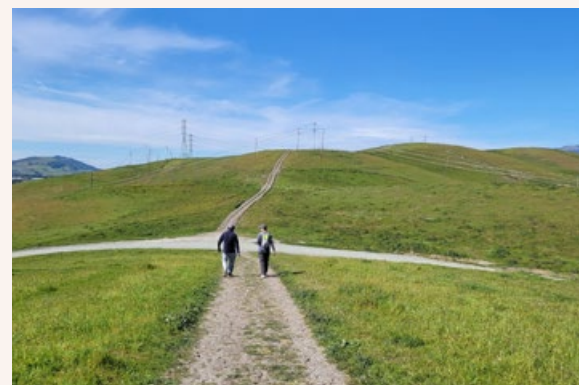
CREATE CONNECTIONS BETWEEN NEIGHBORHOODS & OPEN SPACE

ID	PROJECT DESCRIPTION
A1	+ Stacked loop trails in the Preserve open space
A2	+ Trail connections through participating HOA properties that connect neighborhoods to the on- and off-street trail network



COLLABORATE WITH PARTNERS FOR REGIONAL CONNECTIVITY

ID	PROJECT DESCRIPTION
B1	+ Trail from The Preserve to Las Trampas North
B2	+ Access point at the Las Trampas West (future)
B3	+ Access point at San Ramon Valley Blvd. + Trail from San Ramon Valley Blvd. to Las Trampas
B7	+ Trail from Tassajara Ridge Trail to Dublin (through Camp Parks easement)
B8	+ Trail from Old Ranch Park to Dublin open space (through Dougherty Hills Open Space)



ENHANCE THE IRON HORSE TRAIL WITHIN CITY LIMITS

ID	PROJECT DESCRIPTION
C2	» Wayfinding signage at existing and new Iron Horse Trail access points



ENHANCE EXISTING TRAILS WITHIN CITY LIMITS

ID	PROJECT DESCRIPTION
D7	+ Trail from Alcosta Senior and Community Center to Old Ranch Park



PROVIDE NEW AND ENHANCED TRAILHEADS & NAVIGATION

ID	PROJECT DESCRIPTION
T4	+ Old Ranch Park & Alcosta Community & Senior Center Trailheads
T5	+ Forest Home Farms Trailhead



IMPLEMENTATION PLAYBOOK

The Trails Master Plan acts as a playbook for the next steps that include securing funding, final design, and environmental considerations, and more—needed to advance trail projects.

Capital Improvement Prioritization Matrix

Includes high-level capital and ongoing maintenance cost estimates. Lists projects by priority based on specific criteria.

Funding Opportunities

Describes potential opportunities to fund future projects.

Trail Construction and Maintenance Standards

Provides standards for trail construction, ADA requirements,

Trail Use Mitigation Strategies

Describes strategies for mitigating impacts associated with future use.

CEQA Compliance

Explains when Environmental Impact Reports are required and recent changes to CEQA process.

Intersection Safety Considerations Appendix

Additional safety considerations for projects that interact with the road network.

The collage displays several pages from the implementation playbook, including:

- CAPITAL IMPROVEMENT PROJECTS**: A page titled "PROJECT PRIORITIZATION AND PHASING" that includes a table with columns for "CAPITAL INVESTMENT BUDGET CATEGORIES" and "OPERATIONAL AND STAFFING IMPLICATIONS". It lists various project types like "Sign & kiosk", "Trail on desired routes", and "Trail on unpaved trail" with associated costs and maintenance requirements.
- TRAIL CONSTRUCTION & MAINTENANCE STANDARDS**: A page titled "TRAIL DESIGN GUIDELINES" that includes three photographs of different trail types: "Outdoor Recreation Access Route Trail", "Open Space Trail", and "Backcountry Trail". It also includes a table of "SPECIFICATIONS" for each trail type, detailing width, slope, and other design parameters.
- CEQA COMPLIANCE**: A page titled "STRATEGIES" that includes a table with columns for "Sign", "Management", and "Adaptive Management", detailing various strategies for trail construction and maintenance.

NEXT STEPS FOR SAN RAMON TRAILS

Old Ranch Park (B8, D7, T4)

- Connect Old Ranch Park to Alcosta Senior & Community Center and Dougherty Hills Open Space Trail.

Forest Home Farms (T5)

- Provide a trailhead and trail access at the Forest Home Farms Historic Park.

Faria Preserve (A1, B1, B2, B3)

- Connect northwest San Ramon to Las Trampas Regional Wilderness and provide loop trails in the open space.

Iron Horse Trail (C2)

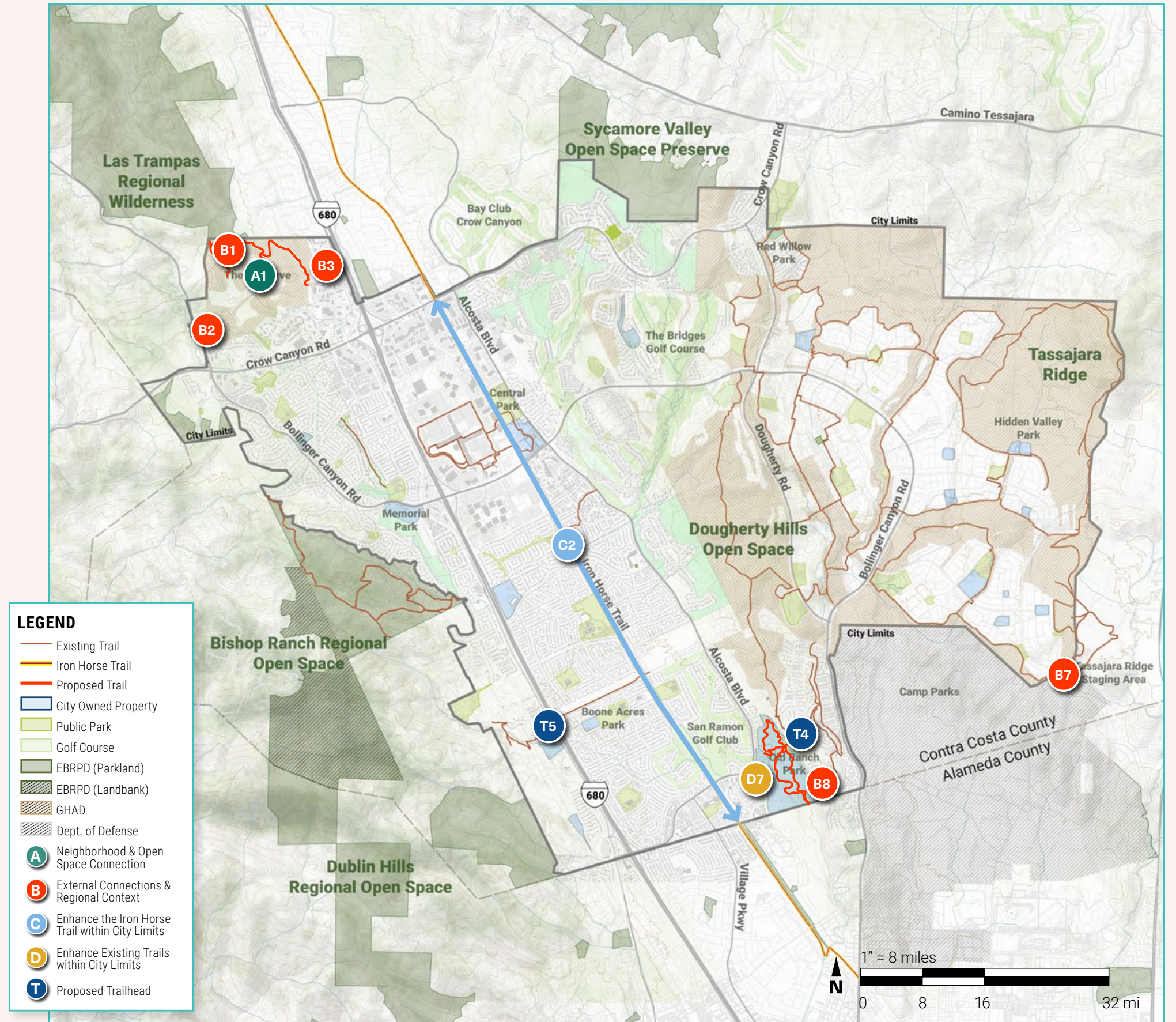
- Create additional access points and opportunities for shade along Iron Horse Trail.

Tassajara Ridge (B7)

- Connect to external open space via and improve existing trails at Tassajara Ridge.

HOA Land Connections (A2, not mapped)

- Begin conversations with homeowner associations to find potential partners to support major east-west connections.



SAN RAMON TRAILS MASTER PLAN

QUESTIONS OR COMMENTS?

RECOMMENDED ACTION

The City Council's role is to consider approving and adopting the San Ramon Trails Master Plan.



Prepared by:
DESIGNWORKSHOP