East Bay Greenway: Lake Merritt BART Station to South Hayward BART Station

A presentation to the Countywide Bicycle Pedestrian Advisory Committee

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What is the East Bay Greenway?

- Proposed regional trail facility following BART alignment
- Alameda CTC conducting environmental analysis for section from Lake Merritt BART to South Hayward BART
  - 16 miles
  - Links seven BART stations
  - Connects four jurisdictions
- Significant portion of project corridor shared by an active freight rail line
East Bay Greenway: Lake Merritt BART Station to South Hayward BART Station

Project Corridor

UPRR Oakland Subdivision

BART

East Bay Greenway Coliseum to 85th Ave

Oakland

San Leandro

Hayward

Fruitvale

Coliseum

San Leandro County

16 miles

12.6 miles
East Bay Greenway: Lake Merritt BART Station to South Hayward BART Station
Project Partners

- Alameda CTC (Project sponsor and CEQA lead)
- City of Oakland
- City of San Leandro
- City of Hayward
- Alameda County
- BART
- East Bay Regional Park District
- Caltrans (NEPA lead)
Project Purpose and Need

Purpose and Need
To provide for increased pedestrian and bicycle transportation options, more open space, and improved public safety in neighborhoods on the trail corridor generally following BART and UPRR Oakland Subdivision corridor.

Project Objectives
- Improve bicycle and pedestrian network connectivity between Downtown Oakland and South Hayward in Alameda County
- Improve access to regional transit, schools, downtown areas, and other major activity centers
- Create a regional trail transportation facility that is accessible and comfortable to bicyclists and pedestrians of all ages and abilities
- Improve safety for bicyclists and pedestrians by providing a facility that is physically separated from high speed, high volume vehicular traffic and minimizes conflicts between trail users to the maximum extent feasible
- Support promotion of a multimodal transportation system and reduction of greenhouse gas emissions
## Design Options Under Evaluation

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<th>Description</th>
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<td>On-street bikeways</td>
<td>Multi-use pathway outside of UP right-of-way</td>
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<td>Multi-use pathway using partial UP ROW</td>
<td>Multi-use pathway using full UP ROW</td>
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## On-Street Bikeways

### Description
- Class IV bikeways – physically separated from vehicle traffic
- Improve sidewalks and crossings to meet ADA
- Streets immediately adjacent to BART/UP

### Pros and Cons
- No UP right-of-way impacts
- Separation of bicyclists and pedestrians
- Greatest parking and traffic impacts
On-Street Bikeways

Brooklyn Waterfront Greenway

Indianapolis Cultural Trail

Cambridge, MA

Seattle, WA
Multi-use pathway outside UP R/W

Description
- Multi-use pathway on far side of BART columns from UP tracks
- Preserves active rail operations
- Possible for approximately 9 miles of corridor
- Existing segment – 75th Avenue to 85th Avenue

Pros and Cons
- No UP right-of-way impacts
- Greater visibility from street in many parts of corridor (compared to other multi-use pathway options)
- Crossings aligned with crosswalks
- Constrained width
- Often requires removing parking or travel lanes
Multi-use pathway outside UP R/W

- Segment 7A at 75th Avenue
- BART R/W between 37th Ave and 47th Ave
- San Leandro Street at 98th Avenue
- Whitman St at Harder Road
Multi-use pathway using partial UP R/W

**Description**
- Multi-use pathway on UP side of BART columns
- Preserves active rail operations; various potential R/W mechanisms
- Maintain setbacks from tracks
- Fencing to keep trail users off of tracks
- Possible for 12.6 miles of corridor (full UP mileage)

**Pros and Cons**
- Requires UP to agree to project and to setbacks
- Engineering challenges – UP signal houses, drainage, embankments, etc.
- Requires new bridges
- Crossings require lateral shifts of trail
- Constrained width
- Few parking or travel lane impacts
Multi-use pathway using partial UP R/W

Elliott Bay Trail, Seattle
Santa Fe Rail Trail
Schuylkill River Trail, Philadelphia
Springwater Corridor, Portland

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## Multi-use pathway using full UP R/W

**Description**
- Multi-use pathway following existing rail alignment
- Rail line abandoned and acquired
- Utilize existing grade crossings
- Possible for 12.6 miles of corridor (full UP mileage)

**Pros and Cons**
- Requires UP to abandon R/W
- Unconstrained pathway width
- Eliminates barrier of active rail line
- Excess R/W can be used for other purposes
- BART station undercrossing improvements enabled
Multi-use pathway using full UP R/W

Iron Horse Trail, Pleasanton

Ohlone Greenway

Manhan Rail Trail, Northhampton, MA

Atlanta Beltline
Availability of options

Alignment Options
- Option 1: Multi-use pathway using full UPRR R/W
- Option 2: Multi-use pathway using partial UPRR R/W
- Option 3: Multi-use pathway outside of UPRR R/W
- Option 4: On-street bikeways

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Project work flow

Alignment Feasibility Assessment
1) On-street bikeways
2) Multi-use pathway outside UP R/W
3) Multi-use pathway using partial UP R/W
4) Multi-use pathway using full UP R/W

Concept Plans
1) Rail-to-trail
2) Rail-with-trail
Project Challenges

- UPRR right-of-way availability
- Rail-with-trail design constraints
- Contaminated soil/materials
- Operations and maintenance consensus
- Cost/funding
## Project Schedule

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- **First BPAC Briefing**
- **Release Environmental Document**
- **Final Environmental Document**

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Thank you

For additional information, go to:
www.alamedactc.org/eastbaygreenway