EAST BAY GREENWAY
Rail to Trail Concept Plan

For Sheets 1-12, refer to Rail with Trail Sheets RwT-01 to RwT-12
54TH AVE
52ND AVE
53RD AVE
54TH AVE
SAN LEANDRO STREET
52ND AVE
E10TH STREET
SAN LEANDRO STREET
10' TO BRIDGES ACADEMY AT MELROSE
CLOSE SIDEWALK GAP ON NORTH AND SOUTH SIDE OF STREET

GENERAL NOTE:
TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION AND TYPICAL.TRAIL DESIGN IS SUBMITTED FOR SURVEY, CONFIRMATION OF SIGHT DISTANCE AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

1. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION AND TYPICAL.

TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

POTENTIAL LOCAL ACCESS POINT

R2T-14 05/12/2017
MATCH LINE - SEE SHEET R2T-15
MATCH LINE - SEE SHEET R2T-13
EAST BAY GREENWAY

LEGEND
ASPHALT PATH
5' DG JOGGING PATH
OPPORTUNITY AREA FOR GENERAL LANDSCAPING (INCLUDING GREEN INFRASTRUCTURE) IN UPRR/JOINT EASEMENT/BART ROW
OPPORTUNITY AREA FOR PROGRAMMED OPEN SPACE (BY OTHERS)
"FLEX" AREA FOR USE AS ADD-ON TO POTENTIAL DEVELOPMENT ON ADJACENT PROPERTIES AND/OR OPEN SPACE (BY OTHERS)

CENTER LINE OF UPRR TRACK
CLASS II (EXISTING)
CLASS I (EXISTING)
CLASS III (EXISTING)
CLASS IV (EXISTING)
CLASS II (PLANNED)
CLASS I (PLANNED)
CLASS III (PLANNED)
CLASS IV (PLANNED)

ENHANCED LANDSCAPE/HARDSCAPE/SIGNAGE TREATMENT AT KEY ACCESS POINTS
NEW BRIDGE
KEY CONNECTION POINT TO EXISTING BICYCLE NETWORK
KEY CONNECTION POINT TO PLANNED BICYCLE NETWORK
KEY CONNECTION POINT TO ACCESS ROUTE (PED. AND BIKE) TO ADJACENT LAND USES OR DESTINATIONS AT BART STATION
KEY CONNECTION POINT TO ACCESS ROUTE (PED. AND BIKE) TO ADJACENT LAND USES OR DESTINATIONS IN BART STATION

ENHANCED LANDSCAPE/HARDSCAPE/TREATMENT AT PED/BIKE MERGE AREAS
EXISTING OPEN SPACE/STREETSCAPE WITH POTENTIAL FOR FUTURE ENHANCEMENT (BY OTHERS)
LANDSCAPED BUFFER/MEDIAN/ISLAND (NARROW MEDIANS AND ISLANDS MAY BE LANDSCAPED OR HARDSCAPED)
ENHANCED LANDSCAPE/HARDSCAPE/TREATMENT AT KEY ACCESS POINTS

ENHANCED LANDSCAPE/HARDSCAPE/TREATMENT AT PED/BIKE MERGE AREAS
EXISTING OPEN SPACE/STREETSCAPE WITH POTENTIAL FOR FUTURE ENHANCEMENT (BY OTHERS)
LANDSCAPED BUFFER/MEDIAN/ISLAND (NARROW MEDIANS AND ISLANDS MAY BE LANDSCAPED OR HARDSCAPED)
ENHANCED LANDSCAPE/HARDSCAPE/TREATMENT AT KEY ACCESS POINTS

CENTRAL LINE OF UPRR TRACK
CLASS II (EXISTING)
CLASS I (EXISTING)
CLASS III (EXISTING)
CLASS IV (EXISTING)
CLASS II (PLANNED)
CLASS I (PLANNED)
CLASS III (PLANNED)
CLASS IV (PLANNED)

ENHANCED LANDSCAPE/HARDSCAPE/TREATMENT AT KEY ACCESS POINTS
NEW BRIDGE
KEY CONNECTION POINT TO EXISTING BICYCLE NETWORK
KEY CONNECTION POINT TO PLANNED BICYCLE NETWORK
KEY CONNECTION POINT TO ACCESS ROUTE (PED. AND BIKE) TO ADJACENT LAND USES OR DESTINATIONS AT BART STATION
KEY CONNECTION POINT TO ACCESS ROUTE (PED. AND BIKE) TO ADJACENT LAND USES OR DESTINATIONS IN BART STATION

ENHANCED LANDSCAPE/HARDSCAPE/TREATMENT AT PED/BIKE MERGE AREAS
EXISTING OPEN SPACE/STREETSCAPE WITH POTENTIAL FOR FUTURE ENHANCEMENT (BY OTHERS)
LANDSCAPED BUFFER/MEDIAN/ISLAND (NARROW MEDIANS AND ISLANDS MAY BE LANDSCAPED OR HARDSCAPED)
ENHANCED LANDSCAPE/HARDSCAPE/TREATMENT AT KEY ACCESS POINTS
TO COMMUNITY UNITED ELEMENTARY SCHOOL, ASPIRE GOLDEN STATE COLLEGE PREP ACADEMY, COLISEUM COLLEGE PREP ACADEMY, AND GREENMAN RECREATION CENTER

GENERAL NOTE:
1. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION AND TOPOGRAPHY. FINAL DESIGN IS SUBJECT TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

2. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

3. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

4. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

5. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

6. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

7. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

8. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

9. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

10. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

11. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

12. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

13. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

14. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

15. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

16. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

17. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

18. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

19. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

20. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

21. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

22. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

23. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

24. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

25. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

26. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

27. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

28. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

29. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

30. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

31. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

32. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

33. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

34. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

35. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

36. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

37. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

38. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

39. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

40. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

41. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

42. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

43. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

44. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

45. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

46. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

47. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

48. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

49. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

50. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.
GENERAL NOTE:
1. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION AND TOPOGRAPHY. FINAL DESIGN IS SUBJECT TO SURVEY, CONFIRMATION OF SITE DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

POTENTIAL ELIMINATION OF PEDESTRIAN UNDERCROSSING AND NEW EAST-SIDE BART ACCESS (BY OTHERS)

GENERAL NOTE:
1. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

POTENTIAL ELIMINATION OF PEDESTRIAN UNDERCROSSING AND NEW EAST-SIDE BART ACCESS (BY OTHERS)

R2T-17
05/12/2017

MATCH LINE - SEE SHEET R2T-18
MATCH LINE - SEE SHEET R2T-16

LEGEND
ASPHALT PATH
5' DG JOGGING PATH
OPPORTUNITY AREA FOR GENERAL LANDSCAPING (INCLUDING GREEN INFRASTRUCTURE) IN UP RR/JOINT EASEMENT/BART ROW
OPPORTUNITY AREA FOR PROGRAMMED OPEN SPACE (BY OTHERS)
"FLEX" AREA FOR USE AS ADD-ON TO POTENTIAL DEVELOPMENT ON ADJACENT PROPERTIES AND/OR OPEN SPACE (BY OTHERS)
CENTER LINE OF UPRR TRACK
ENHANCED LANDSCAPE/HARDSCAPE/SIGNAGE TREATMENT AT KEY ACCESS POINTS
NEW BRIDGE
KEY CONNECTION POINT TO EXISTING BICYCLE NETWORK
KEY CONNECTION POINT TO ACCESS ROUTE (PED. AND BIKE) TO ADJACENT LAND USES OR DESTINATIONS AT BART STATION

KEY CONNECTION POINT TO PLANNED BICYCLE NETWORK
KEY CONNECTION POINT TO ACCESS ROUTE (PED. AND BIKE) TO ADJACENT LAND USES OR DESTINATIONS AT BART STATION

LANDSCAPED BUFFER/MEDIAN/ISLAND (NARROW MEDIANS AND ISLANDS MAY BE LANDSCAPED OR HARDSCAPED)
PHB
RRFB
TRAFFIC SIGNAL-PR
STOP SIGN-EX
STOP SIGN-MOD
TRAFFIC SIGNAL-MOD

CLASS II (EXISTING)
CLASS III (EXISTING)
CLASS IV (EXISTING)
CLASS II (PLANNED)
CLASS III (PLANNED)
CLASS IV (PLANNED)

CLASS I (EXISTING)
CLASS I (PLANNED)

ENHANCED LANDSCAPE/HARDSCAPE/TREATMENT AT KEY CONNECTION POINT
ENHANCED LANDSCAPE/HARDSCAPE/TREATMENT AT PRELIMINARY ACCESS ROUTE

AUTHORITY: AERIAL WALKWAY TO OAKLAND COUSEMUM STADIUM

EAST BAY GREENWAY
Rail to Trail Concept Plan
PRELIMINARY CONCEPTUAL DESIGN
FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY

PRELIMINARY CONCEPTUAL DESIGN FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY

PRELIMINARY CONCEPTUAL DESIGN FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY
GENERAL NOTE:
1. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION AND TOPOGRAPHY. FINAL DESIGN IS SUBJECT TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

25' WIDE PATHWAY CROSS SECTION [#2]

MATCH LINE - SEE SHEET R2T-20
MATCH LINE - SEE SHEET R2T-18

LEGEND
- ASPHALT PATH
- 5' DG JOGGING PATH
- OPPORTUNITY AREA FOR GENERAL LANDSCAPING (INCLUDING GREEN INFRASTRUCTURE) IN UPRR/JOINT EASEMENT/BART ROW
- OPPORTUNITY AREA FOR PROGRAMMED OPEN SPACE (BY OTHERS)
- "FLEX" AREA FOR USE AS ADD-ON TO POTENTIAL DEVELOPMENT ON ADJACENT PROPERTIES AND/OR OPEN SPACE (BY OTHERS)
- ENHANCED LANDSCAPE/HARDSCAPE/TREATMENT AT PED/BIKE MERGE AREAS
- EXISTING OPEN SPACE/STREETSCAPE WITH POTENTIAL FOR FUTURE ENHANCEMENT (BY OTHERS)
- CENTER LINE OF UPRR TRACK
- ENHANCED LANDSCAPE/HARDSCAPE/SIGNAGE TREATMENT AT KEY ACCESS POINTS
- NEW BRIDGE
- KEY CONNECTION POINT TO PLANNED BICYCLE NETWORK
- KEY CONNECTION POINT TO EXISTING BICYCLE NETWORK
- KEY CONNECTION POINT TO ACCESS ROUTE (PED. AND BIKE) TO ADJACENT LAND USES OR DESTINATIONS AT BART STATION
- RIGHTS-OF-WAY
- BICYCLE FACILITIES
- CLASS II (EXISTING)
- CLASS I (EXISTING)
- CLASS III (EXISTING)
- CLASS IV (EXISTING)
- CLASS II (PLANNED)
- CLASS I (PLANNED)
- CLASS III (PLANNED)
- CLASS IV (PLANNED)
- PARCEL LINES
- LANDSCAPED BUFFER/MEDIAN/ISLAND (NARROW MEDIANS AND ISLANDS MAY BE LANDSCAPED OR HARDSCAPED)
- CENTERLINE OF LITE TRACK
- TRENCH EXISTING CURB
- TEMPORARY EXISTING CURB
- REMOVE EXISTING CURB
- LANDSCAPED BUFFER/MEDIAN/ISLAND (NARROW MEDIANS AND ISLANDS MAY BE LANDSCAPED OR HARDSCAPED)

FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY
SAN LEANDRO STREET
92ND AVE
10' AVG

GENERAL NOTE:
1. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION AND TERRAIN. DESIGN IS SUBJECT TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

34' WIDE PATHWAY CROSS SECTION (H:4)

LEGEND
ASPHALT PATH
2' DG JOGGING PATH
OPPORTUNITY AREA FOR GENERAL LANDSCAPING (INCLUDING GREEN INFRASTRUCTURE) IN UPRR/JOINT EASEMENT/BART ROW
OPPORTUNITY AREA FOR PROGRAMMED OPEN SPACE (BY OTHERS)
"FLEX" AREA FOR USE AS ADD-ON TO POTENTIAL DEVELOPMENT ON ADJACENT PROPERTIES AND/OR OPEN SPACE (BY OTHERS)
CENTER LINE OF UPRR TRACK
ENHANCED LANDSCAPE/HARDSCAPE/TREATMENT AT PED/BIKE MERGE AREAS
EXISTING OPEN SPACE/STREETSCAPE WITH POTENTIAL FOR FUTURE ENHANCEMENT (BYP OTHERS)
LANDSCAPED BUFFER/MEDIAN/ISLAND (NARROW MEDIANS AND ISLANDS MAY BE LANDSCAPED OR HARDSCAPED)
PHB
RRFB
TRAFFIC SIGNAL-PR
STOP SIGN-EX
STOP SIGN-PR
TRAFFIC SIGNAL-EX
STOP SIGN-MOD
TRAFFIC SIGNAL-MOD

KEY CONNECTION POINTS
KEY CONNECTION POINT TO ADJACENT BICYCLE NETWORK
KEY CONNECTION POINT TO RAIL TO TRAIL CENTRAL PATH
KEY CONNECTION POINT TO RAIL TO TRAIL CENTRAL PATH (BY OTHERS)
KEY CONNECTION POINT TO RAIL TO TRAIL CENTRAL PATH (BYP OTHERS)

EAST BAY GREENWAY
Rail to Trail Concept Plan
PRELIMINARY CONCEPTUAL DESIGN
FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY
SAN LEANDRO STREET
92ND AVE
8.5'

GENERAL NOTE:
1. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

34' WIDE PATHWAY CROSS SECTION [#1.A]
1. Trail crossing design based on available information on BART column location and topography. Final design is subject to survey confirmation of sight distance and available space for curb ramps at each trail crossing.

Area玛琳劳尔Secondary Pathway Connections to Existing Sidewalks

Cross Section (H.A)

Coordinate with adjacent signal

General Note:
1. Trail crossing design based on available information on BART column location and topography is subject to survey, confirmation of sight distance, and available space for curb ramps at each trail crossing.

East Bay Greenway Rail to Trail Concept Plan

Legend
- Asphalt Path
- 5' DG Jogging Path
- Opportunity area for general landscaping (excluding design infrastructure in UPRR/Joint Easement/BART Row or for future development on adjacent lands)
- Opportunity area for programmatic HARDSCAPE/BKE (by city)
- Landscaping buffer/median/island (narrow medians and islands may be landscaped or hardscaped)
- Enhanced Landscape/Hardscape/Signage treatment at key access points
- New Bridge
- Centerline of UPRR Track
- Truck Linx
- Remove existing curb
- Preliminary conceptual design for environmental analysis purposes only

For Environmental Analysis Purposes Only
SAN LEANDRO BLVD
ROYAL ST
MOOREPARK ST
BLENHEIM ST
APRICOT ST
PARK ST
W. BROADMOOR BLVD
CITY OF SAN LEANDRO
CITY OF OAKLAND
CITY OF SAN LEANDRO
CITY OF OAKLAND
PIPPIN STREET
ACCOLADE DR
GARCIA AVE
EXISTING LANDSCAPING TO REMAIN
34' WIDE PATHWAY CROSS SECTION [#3]
INSTALL ENHANCED CROSSWALK WITH PHBS
PROVIDE PATH SPUR FOR TRAVEL ACCESS FOR ADJACENT NEIGHBORHOODS
GENERAL NOTE:
1. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

R2T-24
05/12/2017
MATCH LINE - SEE SHEET R2T-25
MATCH LINE - SEE SHEET R2T-23
EAST BAY GREENWAY
A15-0030
1457.001
Rail to Trail Concept Plan
LEGEND
ASPHALT PATH
5' DG JOGGING PATH
OPPORTUNITY AREA FOR GENERAL LANDSCAPING (INCLUDING GREEN INFRASTRUCTURE) IN UPRR/JOINT EASEMENT/BART ROW
OPPORTUNITY AREA FOR PROGRAMMED OPEN SPACE (BY OTHERS)
"FLEX" AREA FOR USE AS ADD-ON TO POTENTIAL DEVELOPMENT ON ADJACENT LANDS/PROPERTIES AND/OR OPEN SPACE (BY OTHERS)
CENTER LINE OF UPRR TRACK
ENHANCED LANDSCAPE/HARDSCAPE/TREATMENT AT PED/BIKE MERGE AREAS
EXISTING OPEN SPACE/STREETSCAPE WITH POTENTIAL FOR FUTURE ENHANCEMENT (BY OTHERS)
LANDSCAPED BUFFER/MEDIAN/ISLAND (NARROW MEDIANS AND ISLANDS MAY BE LANDSCAPED OR HARDSCAPED)
PHB
RRFB
TRAFFIC SIGNAL-PR
STOP SIGN-EX
STOP SIGN-MOD
TRAFFIC SIGNAL-MOD
KEY CONNECTION POINT TO PLANNED BICYCLE NETWORK
KEY CONNECTION POINT TO EXISTING BICYCLE NETWORK
KEY CONNECTION POINT TO ACCESS ROUTE (PED. AND BIKE) TO ADJACENT LAND USES OR DESTINATIONS AT BART STATION
KEY CONNECTION POINT TO ACCESS ROUTE (PED. AND BIKE) TO ADJACENT LAND USES OR DESTINATIONS
CENTER LINE OF UPRR TRACK
PARCEL LINES
REMOVE EXISTING CURB
PRELIMINARY CONCEPTUAL DESIGN FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY
GENERAL NOTES:
1. The Trail Crossing Design Based on Available Information on BART Column Location and Topography. Final Design is Subject to Survey, Confirmation of Sight Distance, and Available Space for Curb Ramps at Each Trail Crossing.

2. Consider installing Trail Crossing to Park in Future.

3. Match Line - See Sheet R2T-26

4. 14' Wide Pathway Cross Section (m2)

5. Pre-Preliminary Conceptual Design Purposes Only.
ANTONIO ST
PERALTA AVE
SAN LEANDRO BLVD
SAN LEANDRO CREEK
BIXCO STREET
SAN LEANDRO BLVD
PERALTA AVE
LORRAINE BLVD
LILLE AVE
ALVARADO ST
CREEKSIDE PLAZA TRAIL
CREEK SIDE PLAZA TRAIL
ALAMEDA COUNTY FLOOD CONTROL DISTRICT ROW (TYP.)
POTENTIAL FUTURE ACCESS POINT TO POTENTIAL FUTURE TRAIL ALONG CREEK
CDA-RAIL to TRAIL_San Leandro_24-36_01km
1" = 100' (Half-Size)
A15-0030
Rail to Trail
Concept Plan
LEGEND
ASPHALT PATH
5' DG JOGGING PATH
OPPORTUNITY AREA FOR GENERAL LANDSCAPING (INCLUDING GREEN INFRASTRUCTURE) IN UPRR/JOINT EASEMENT/BART ROW
BART JOINT USE EASEMENT (CITY)
FLEX AREA FOR USE AS ADD-ON TO POTENTIAL DEVELOPMENT ON ADJACENT PROPERTIES AND/OR OPEN SPACE (BY OTHERS)
CENTRAL LINE OF UPRR TRACK
ENHANCED LANDSCAPE/HARDSCAPE/SIGNAGE TREATMENT AT KEYS ACCESS POINTS
EXISTING OPEN SPACE/STREETSCAPE WITH POTENTIAL FOR FUTURE ENHANCEMENT (BY OTHERS)
PROJECTED ROADWAY PROFILES OR TREATMENT AT KEY ACCESS POINTS
LACK OF DATA/INFORMATION
NEW BRIDGE
ENHANCED LANDSCAPE/HARDSCAPE/SIGNAGE TREATMENT AT KEY CONNECTION POINTS
POTENTIAL LOCAL ACCESS POINT
VERIFIED SIDEWALK & CURB RAMP FLARE WITH BART COLUMN
ALAMEDA COUNTY FLOOD CONTROL DISTRICT ROW (TYP.)
34' WIDE PATHWAY CROSS SECTION [H]
**General Notes:**
1. **Trail Crossing Design:**
   Based on available information on BART column location and topography. Final design is subject to survey, coordination of sight distance, and available space for curb ramps at each trail crossing.

**Cross Section [#4]:**

**General Notes:**
1. **Trail Crossing Design:**
   Based on available information on BART column location and subject to survey, confirmation of sight distance, and available space for curb ramps at each trail crossing.

**Signalize Right-Turn Slip Lane with Protected Right-Turn Phase**

**Utilize Existing 18' Pathway Project**

**To John Muir Middle School, Woodrow Wilson Elementary School, Cherry Grove Park, San Leandro Marina, and SF Bay Trail**

**Match Line - See Sheet R2T-27**

**Match Line - See Sheet R2T-29**

**Legend:**
- **Asphalt Path**
- **5' DG Jogging Path**
- **Opportunity Area for General Landscaping (Existing or New Infrastructure)**
- **Opportunity Area for New Infrastructure**
- **Red Brick/Stone Pathway**
- **Enhanced Landscape/Hardscape/Signage Treatment at Key Access Points**
- **Enhanced Landscape/Hardscape/Signage Treatment at Potential Future Entry Points**
- **Intersection**
- **Stop Sign-PR**
- **Traffic Signal-PR**
- **Traffic Signal-EX**
- **Traffic Signal-MOD**
- **Enlarged Landscape/Hardscape/Signage Treatment at Potential Future Entry Points**
- **Natural Ground**
- **Bike Path**
- **Pedestrian Path**
- **Parcel Lines**
- **Removing Existing Curb**
- **Preliminary Conceptual Design**
   For Environmental Analysis Purposes Only
GENERAL NOTES:
1. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION AND
   TOPOGRAPHY. FINAL DESIGN IS SUBJECT TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE
   SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

2. INSTALL YIELD CONTROL FOR SOUTHBOUND RIGHT-TURN.

3. SIGNALIZE RIGHT-TURN SLIP LANE WITH PROTECTED RIGHT-TURN PHASE.

4. INSTALL YIELD CONTROL FOR SOUTHBOUND RIGHT-TURN.

GENERAL NOTES:
1. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION AND
   TOPOGRAPHY. FINAL DESIGN IS SUBJECT TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE
   SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

2. INSTALL YIELD CONTROL FOR SOUTHBOUND RIGHT-TURN.

3. SIGNALIZE RIGHT-TURN SLIP LANE WITH PROTECTED RIGHT-TURN PHASE.

4. INSTALL YIELD CONTROL FOR SOUTHBOUND RIGHT-TURN.

NOTE: FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY

PRELIMINARY CONCEPTUAL DESIGN

EAST BAY GREENWAY
Rail to Trail Concept Plan

LEGEND
- ASPHALT PATH
- 2' DG JoggIING PATH
- OPPORTUNITY AREA FOR GENERAL LANDSCAPING (INCLUDING GREEN INFRASTRUCTURE)
- OPPORTUNITY AREA FOR PROGRAMMED OPPORTUNITY AREA FOR GENERAL LANDSCAPING (INCLUDING GREEN INFRASTRUCTURE)
- ENHANCED LANDSCAPE/HARDSCAPE/SIGNAGE TREATMENT AT KEY ACCESS POINTS
- NEW BRIDGE
- KEY CONNECTION POINTS
- KEY CONNECTION POINT TO EXISTING BICYCLE NETWORK
- KEY CONNECTION POINT TO ACCESS ROUTE (PED. AND BIKE) TO ADJACENT LAND USES OR DESTINATIONS AT BART STATION
- KEY CONNECTION POINT TO ACCESS ROUTE (PED. AND BIKE) TO ADJACENT LAND USES OR DESTINATIONS AT BART STATION
- REMOVE MEDIAN ISLAND
- 18' WIDE PATHWAY CROSS SECTION [#4]
- MATCH LINE - SEE SHEET R2T-28
- MATCH LINE - SEE SHEET R2T-29
- BART GAP BREAKER STATION
- PER 2035 SAN LEANDRO GENERAL PLAN
- EIR MITIGATION MEASURE
- REMOVE EXISTING CURB
- PRELIMINARY CONCEPTUAL DESIGN
- FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY
GENERAL NOTE:
TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION AND TRAFFIC APT.
FINAL DESIGN IS SUBJECT TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

EXISTING SIGNAL

MATCH LINE - SEE SHEET R2T-31
MATCH LINE - SEE SHEET R2T-29

LEGEND

ASPHALT PATH
2' DG JOGGING PATH
OPPORTUNITY AREA FOR GENERAL LANDSCAPING (INCLUDING GREEN INFRASTRUCTURE) IN UPRR/JOINT EASEMENT/BART ROW
OPPORTUNITY AREA FOR PROGRAMMED OPEN SPACE (BY OTHERS)
"FLEX" AREA FOR USE AS ADD-ON TO POTENTIAL DEVELOPMENT ON ADJACENT PROPERTIES AND/OR OPEN SPACE (BY OTHERS)
CENTER LINE OF UPRR TRACK
ENHANCED LANDSCAPE/HARDSCAPE/TREATMENT AT PED/BIKE MERGE AREAS
EXISTING OPEN SPACE/STREETSCAPE WITH POTENTIAL FOR FUTURE ENHANCEMENT (BY OTHERS)

LANDSCAPED BUFFER/MEDIAN/ISLAND (NARROW MEDIANS AND ISLANDS MAY BE LANDSCAPED OR HARDSCAPED)

ENHANCED LANDSCAPE/HARDSCAPE/SIGNAGE TREATMENT AT KEY ACCESS POINTS
NEW BRIDGE

KEY CONNECTION POINT TO KEY CONNECTION POINT TO EXISTING BICYCLE NETWORK
KEY CONNECTION POINT TO KEY CONNECTION POINT TO EXISTING BICYCLE NETWORK
KEY CONNECTION POINT TO KEY CONNECTION POINT TO PLANNED BICYCLE NETWORK
KEY CONNECTION POINT TO KEY CONNECTION POINT TO EXISTING BICYCLE NETWORK
KEY CONNECTION POINT TO KEY CONNECTION POINT TO ACCESS ROUTE (PED. AND BIKE) TO ADJACENT LAND USE OR DESTINATIONS AT BART STATION
KEY CONNECTION POINT TO KEY CONNECTION POINT TO PLANNED BICYCLE NETWORK

CLASS II (EXISTING)
CLASS I (EXISTING)
CLASS III (EXISTING)
CLASS IV (EXISTING)
CLASS II (PLANNED)
CLASS I (PLANNED)
CLASS III (PLANNED)
CLASS IV (PLANNED)

CLASS II (EXISTING)
CLASS I (EXISTING)
CLASS III (EXISTING)
CLASS IV (EXISTING)
CLASS II (EXISTING)
CLASS I (EXISTING)
CLASS III (EXISTING)
CLASS IV (EXISTING)

ENHANCED LANDSCAPE/HARDSCAPE/TREATMENT AT PED/BIKE MERGE AREAS
EXISTING OPEN SPACE/STREETSCAPE WITH POTENTIAL FOR FUTURE ENHANCEMENT (BY OTHERS)

RIGHT-OF-WAY
BICYCLE FACILITIES

18' WIDE PATHWAY CROSS SECTION (#4)
18' WIDE PATHWAY CROSS SECTION (#5)

EAST BAY GREENWAY
Rail to Trail Concept Plan

PRELIMINARY CONCEPTUAL DESIGN
FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY

PRELIMINARY CONCEPTUAL DESIGN
FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY

0 100 200 300 400 500 600
0 100 200 300 400 500 600

1'0 WIDE PATHWAY CROSS SECTION (H5)
WASHINGTON AVE
OPPORTUNITY TO CONNECT FUTURE CLASS 1 PATH ON WASHINGTON AVE. WITH FUTURE GREENWAY
MUP CROSSES ON EXISTING RAILROAD BRIDGE
18' WIDE PATHWAY / CROSS SECTION [H]

GENERAL NOTES:
1. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION AND TOPOGRAPHY. FINAL DESIGN IS SUBJECT TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

PRELIMINARY CONCEPTUAL DESIGN FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY

LEGEND
ASPHALT PATH
2' DG JOGGING PATH
OPPORTUNITY AREA FOR GENERAL LANDSCAPING (INCLUDING: CURB INFRASTRUCTURE, In-House Landscaping, etc.)
"FLEX" AREA FOR USE AS ADD-ON TO POTENTIAL DEVELOPMENT ON ADJACENT PROPERTIES AND/OVER OPEN SPACE, ETC.
CENTER LINE OF UP RR TRACK
EXISTING OPEN SPACE/STREETSCAPE WITH POTENTIAL FOR FUTURE ENHANCEMENT (BY OTHERS)
ENHANCED LANDSCAPE/HARDSCAPE/TREATMENT AT PED/BIKE MERGE AREAS
LANDSCAPED BUFFER/MEDIAN/ISLAND (NARROW MEDIANS AND ISLANDS MAY BE LANDSCAPED OR HARDSCAPED)
NEW BRIDGE
KEY CONNECTION POINTS
KEY CONNECTION POINT TO KEY CONNECTION POINTS
KEY CONNECTION POINT TO RAILROAD BRIDGE
KEY CONNECTION POINT TO ADDITIVE BICYCLE NETWORK
RIGHT-OF-WAY
BICYCLE FACILITIES
CLASS II (EXISTING)
CLASS III (EXISTING)
CLASS IV (EXISTING)
CLASS II (PLANNED)
CLASS III (PLANNED)
CLASS IV (PLANNED)
KEY CONNECTION POINT TO KEY CONNECTION POINTS
KEY CONNECTION POINT TO EXISTING BICYCLE NETWORK
KEY CONNECTION POINT TO ACCESS ROUTE (PED. AND BIKE) TO ADJACENT LAND USES OR DESTINATIONS AT BART STATION
KEY CONNECTION POINT TO ACCESS ROUTE (PED. AND BIKE) TO ADJACENT LAND USES OR DESTINATIONS AT BART STATION
KEY CONNECTION POINT TO ACCESS ROUTE (PED. AND BIKE) TO ADJACENT LAND USES OR DESTINATIONS AT BART STATION

A15-0030
05/12/2017
EAST BAY GREENWAY
Rail to Trail Concept Plan
CDA-RAILtoTRAIL_San Leandro_24-36_01km
1" = 100' (Half-Size)
GENERAL NOTES:
1. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION AND TOPOGRAPHY. FINAL DESIGN IS SUBJECT TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

TO SAN LEANDRO HOSPITAL

WASHINGTON AVE

139TH AVE

143RD AVE

18' WIDE PATHWAY CROSS SECTION (#6)

GENERAL NOTES: 1. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION AND TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.
GENERAL NOTES:
1. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION AND TOPOGRAPHY. FINAL DESIGN IS SUBJECT TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

WIDE PATHWAY CROSS SECTION (HS)

LOCAL ACCESS POINT

MATCH LINE - SEE SHEET R2T-34
MATCH LINE - SEE SHEET R2T-32

EAST BAY GREENWAY
Rail to Trail Concept Plan

LEGEND
ASPHALT PATH
2' DG JOGGING PATH
OPPORTUNITY AREA FOR GENERAL LANDSCAPING (INCLUDING GREEN INFRASTRUCTURE) IN UPRR/JOINT EASEMENT/BART ROW
OPPORTUNITY AREA FOR PROGRAMMED OPEN SPACE (BY OTHERS)
"FLEX" AREA FOR USE AS ADD-ON TO POTENTIAL DEVELOPMENT ON ADJACENT PROPERTIES AND/OR OPEN SPACE (BY OTHERS)
CENTER LINE OF UPRR TRACK
ENHANCED LANDSCAPE/HARDSCAPE/SIGNAGE TREATMENT AT KEY ACCESS POINTS
NEW BRIDGE
KEY CONNECTION POINTS
KEY CONNECTION POINT TO BART JOINT USE EASEMENT
KEY CONNECTION POINT TO RIGHT-OF-WAY BOUNDARY
KEY CONNECTION POINT TO EXISTING BICYCLE NETWORK
KEY CONNECTION POINT TO ACCESS ROUTE (PED. AND BIKE) TO ADJACENT LAND USES OR DESTINATIONS AT BART STATION
KEY CONNECTION POINT TO ACCESS ROUTE (PED. AND BIKE) TO ADJACENT LAND USES OR DESTINATIONS

R2T-33
PRELIMINARY CONCEPTUAL DESIGN
FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY

Rights-of-Way
BART
UPRR
BART JOINT USE EASEMENT (CITY)
BART JOINT USE EASEMENT (UPRR)

LANDSCAPED BUFFER/MEDIAN/ISLAND (NARROW MEDIANS AND ISLANDS MAY BE LANDSCAPED OR HARDSCAPED)
PHB
RRFB
TRAFFIC SIGNAL-PR
STOP SIGN-EX
STOP SIGN-PR
TRAFFIC SIGNAL-MOD
TRAFFIC SIGNAL-MOD

R2T-33
PRELIMINARY CONCEPTUAL DESIGN
FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY
Area may include secondary pathway connections to existing trailside facilities or trail crossing.

General Notes:
1. Trail crossing design based on available information on BART column location and topography. Final design is subject to survey.
2. Confirmation of sight distance and available space for curb ramps at each trail crossing.

[Map of trail with notes and connections]
GENERAL NOTES:
1. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION AND TOPOGRAPHY; FINAL DESIGN IS SUBJECT TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

POTENTIAL ELIMINATION OF PEDESTRIAN UNDERCROSSING (BY OTHERS)
SCREENING (WALL, FENCE ETC) WILL BE PROVIDED WHEN PATH ADJACENT TO RESIDENTIAL AREAS. DETAILS TO BE DEVELOPED DURING FINAL DESIGN.

THE NEW BRIDGE IS NECESSARY BASED ON THE ALIGNMENT OF THE NEW BART PLATFORM AND TRACKS AS SHOWN ON OPTION 3 OF THE BART STATION EXPANSION STUDY AT BAY FAIR (NEW WEST SIDE STATION PLATFORM).

LOCAL ACCESS POINT
NEW BRIDGE PRESENTS OPPORTUNITY FOR LOCATION SPECIFIC URBAN DESIGN OPPORTUNITIES.

THE NEW BRIDGE PRESENTS OPPORTUNITY FOR LOCATION SPECIFIC URBAN DESIGN OPPORTUNITIES.

THE NEW BRIDGE IS NECESSARY BASED ON THE ALIGNMENT OF THE NEW BART PLATFORM AND TRACKS AS SHOWN ON OPTION 3 OF THE BART STATION EXPANSION STUDY AT BAY FAIR (NEW WEST SIDE STATION PLATFORM).

POTENTIAL ELIMINATION OF PEDESTRIAN UNDERCROSSING (BY OTHERS)
SCREENING (WALL, FENCE ETC) WILL BE PROVIDED WHEN PATH ADJACENT TO RESIDENTIAL AREAS. DETAILS TO BE DEVELOPED DURING FINAL DESIGN.

THE NEW BRIDGE IS NECESSARY BASED ON THE ALIGNMENT OF THE NEW BART PLATFORM AND TRACKS AS SHOWN ON OPTION 3 OF THE BART STATION EXPANSION STUDY AT BAY FAIR (NEW WEST SIDE STATION PLATFORM).
EDENDALE MIDDLE SCHOOL AND EDENDALE PARK

END OF SHIFT OF PATH BASED ON THE ALIGNMENT OF THE NEW BART PLATFORM AND TRACKS AS SHOWN ON OPTION 3 OF THE BART STATION EXPANSION STUDY AT BAY FAIR (NEW WEST SIDE STATION PLATFORM)

SCREENING (WALL, FENCE ETC) WILL BE PROVIDED WHEN PATH ADJACENT TO RESIDENTIAL AREAS. DETAILS TO BE DEVELOPED DURING FINAL DESIGN

EAST BAY GREENWAY

Rail to Trail Concept Plan

PRELIMINARY CONCEPTUAL DESIGN PURPOSES ONLY
EXISTING CURB RAMP TO REMAIN

SUNSET PARK

FUTURE LOCATION OF CHERRYLAND ELEMENTARY SCHOOL

AREA MAY INCLUDE SECONDARY PATH CONNECTIONS TO EXISTING OR NEW SIDEWALKS

POTENTIAL FOR EXPANDING EXISTING ROW OF STREET TREES (BY OTHERS)

30'+ WIDE PATHWAY CROSS SECTION [#9]

PROVIDE TRAIL ACCESS

CLOSE SIDEWALK GAP

REMOVE STOP CONTROL

EXISTING CURB RAMP TO REMAIN

R2T-44

MATCH LINE - SEE SHEET R2T-45

MATCH LINE - SEE SHEET R2T-43

05/12/2017

EAST BAY GREENWAY

LEGEND

ASPHALT PATH

5' DG JOGGING PATH

OPPORTUNITY AREA FOR GENERAL LANDSCAPING (INCLUDING GREEN INFRASTRUCTURE) IN UPRR/JOINT EASEMENT/BART ROW

OPPORTUNITY AREA FOR PROGRAMMED OPEN SPACE (BY OTHERS)

"FLEX" AREA FOR USE AS ADD-ON TO POTENTIAL DEVELOPMENT ON ADJACENT PROPERTIES AND/OR OPEN SPACE (BY OTHERS)

CENTER LINE OF UPRR TRACK

ENHANCED LANDSCAPE/HARDSCAPE/TREATMENT AT PED/BIKE MERGE AREAS

EXISTING OPEN SPACE/STREETSCAPE WITH POTENTIAL FOR FUTURE ENHANCEMENT (BY OTHERS)

RIGHTS-OF-WAY BICYCLE FACILITIES

CLASS II (EXISTING)

CLASS III (EXISTING)

CLASS IV (EXISTING)

CLASS II (PLANNED)

CLASS III (PLANNED)

CLASS IV (PLANNED)

KEY CONNECTION POINT TO PLANED BICYCLE NETWORK

KEY CONNECTION POINT TO EXISTING BICYCLE NETWORK

KEY CONNECTION POINT TO ADJACENT LAND USE OR DESTINATIONS AT BART STATION

ENHANCED LANDSCAPE/HARDSCAPE/SIGNAGE TREATMENT AT KEY ACCESS POINTS

NEW BRIDGE

LANDSCAPED BUFFER/MEDIAN/ISLAND (NARROW MEDIANS AND ISLANDS MAY BE LANDSCAPED OR HARDSCAPED)

ENHANCED LANDSCAPE/HARDSCAPE/TREATMENT AT KEY ACCESS POINTS

EXHIBIT B/ENVIRONMENTAL ASSESSMENT

PRELIMINARY CONCEPTUAL DESIGN FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY

PARCEL LINES

REMOVE EXISTING CURB
Potentials for Expanding Existingrowth of Street Trees (by others)

30' Wide Pathway Cross Section

Provide Trail Access

Rail to Trail Concept Plan

EAST BAY GREENWAY

Potential for Expanding Existing Growth of Street Trees (by Others)

Rights of Way

Bicycle Facilities

Legend

- Asphalt Path
- 2' DG Shoulder
- 2' DG Shoulder
- Traffic Signal - PR
- Traffic Signal - EX
- Stop Sign - PR
- Stop Sign - EX
- Stop Sign - MOD
- Traffic Signal - MOD
- Enhanced Landscape/Hardscape/Treatment at Key Access Points
- New Bridge
- Existing Bridge
- Traffic Signal - PR
- Traffic Signal - EX
- Stop Sign - PR
- Stop Sign - EX

Parcel Lines

Remove Existing Curb
PEDESTRIAN AND BICYCLE PATH SPLIT TO TAKE ADVANTAGE OF EXISTING BRIDGES

ROW OF EXISTING TREES TO REMAIN TO THE EXTENT FEASIBLE

PATH NARROWS TO 14' (10' OF ASPHALT) ON EXISTING BRIDGE

CROSSWALK CONNECT FUTURE COMMUNITY GARDENS

NEW RETAINING WALL ANTIPOXED
NEW Bike pedestrian underpass under BART establishes connection to residential areas east of BART.

21' wide pathway cross section (#11)

Potential connection between landscaped and adjacent local open space.

KEY CONNECTION POINTS TO PLANNED BICYCLE NETWORK

KEY CONNECTION POINTS TO EXISTING BICYCLE NETWORK

KEY CONNECTION POINTS TO ACCESS ROUTE (PED. AND BIKE) TO ADJACENT LAND USES OR DESTINATIONS AT BART STATION

LANDSCAPED BUMP-/MEDIAN/ISLAND (NARROW MEDIANS AND ISLANDS MAY BE LANDSCAPED OR HARDSCAPED)

ENHANCED LANDSCAPE/HARDSCAPE/TREATMENT AT KEY ACCESS POINTS

PARCEL LINES

REMOVE EXISTING CURB

PRELIMINARY CONCEPTUAL DESIGN FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY
LEGEND

- ASPHALT PATH
- DECOMPOSED GRANITE
- JOGGING PATH/SHOULDER
- OPPORTUNITY AREA FOR GENERAL LANDSCAPING (INCLUDING GREEN INFRASTRUCTURE) IN UPRR/JOINT EASEMENT/BART ROW
- OPPORTUNITY AREA FOR PROGRAMMED OPEN SPACE (BY OTHERS)
- "FLEX" AREA FOR USE AS ADD-ON TO POTENTIAL DEVELOPMENT ON ADJACENT PROPERTIES AND/OR OPEN SPACE (BY OTHERS)
- LS = LANDSCAPE BUFFER
- DG = DECOMPOSED JOGGING PATH/SHOULDER
- VAR. = VARIANCE
- UPRR = UNION PACIFIC RAILROAD
- JUE = JOINT USE EASEMENT
- ROW = RIGHT-OF-WAY
- MUP = MULTI-USE PATHWAY

R2T-X01

*NOTE: PEDESTRIAN PATH LOCATED NEAR SAN LEANDRO STREET. WHERE THE DEVELOPMENT OF GREENWAY-ADJACENT PROPERTIES OCCURS IN OR ALONG THE "FLEX" AREA, THE PATH ASSIGNMENTS COULD BE SWITCHED AS MAY BE APPROPRIATE.

PRELIMINARY CONCEPTUAL DESIGN FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY
Section of 25-foot multi-use path in Oakland along existing MUP between 77th Ave. to 85th Ave.
[3] Section of 34-foot multi-use path in locations between 105th Ave. (Oakland) and Davis St. (San Leandro)

**Legend**
- Asphalt Path
- Decomposed Granite
- Jogging Path/Shoelâ
- Opportunity area for general landscaping (including green infrastructure) in UPRR/joint easement/BART row
- Opportunity area for programming open space by others
- "Flex" area for use as add-on to potential development on adjacent properties and/or open space by others

**Abbreviations**
- LS = Landscape Buffer
- DG = Decomposed Jogging Path/Shoelâ
- Var. = Varies
- UPRR = Union Pacific Railroad
- JUE = Joint Use Easement
- ROW = Right-Of-Way
- MUP = Multi-Use Pathway

**Preliminary Conceptual Design**

**FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY**
[6] SECTION OF 18-FOOT MULTI-USE PATH IN SAN LEANDRO FROM 143RD AVE. TO HALCYON DR.

LEGEND
- ASPHALT PATH
- DECOMPOSED GRANITE
- JOGGING PATH/SHOULDER
- OPPORTUNITY AREA FOR GENERAL LANDSCAPING (INCLUDING GREEN INFRASTRUCTURE) IN UPRR/JUE/BART ROW
- OPPORTUNITY AREA FOR PROGRAMMED OPEN SPACE (BY OTHERS)
- "FLEX" AREA FOR USE AS ADD-ON TO POTENTIAL DEVELOPMENT ON ADJACENT PROPERTIES AND/OR OPEN SPACE (BY OTHERS)
- LS BUFFER
- VAR.

EAST BAY GREENWAY
Rail to Trail
Typical Cross Sections

FOR PRELIMINARY CONCEPTUAL DESIGN PURPOSES ONLY
[8] SECTION OF 18-FOOT MULTI-USE PATH IN ALAMEDA COUNTY FROM EAST LEWELLING BLVD. TO SUNSET BLVD.

LEGEND

- ASPHALT PATH
- DECOMPOSED GRANITE
- JOGGING PATH/SHOULDER
- OPPORTUNITY AREA FOR GENERAL LANDSCAPING (INCLUDING GREEN INFRASTRUCTURE) IN UPRR/JOINT EASEMENT/BART ROW
- OPPORTUNITY AREA FOR PROGRAMMED OPEN SPACE (BY OTHERS)
- "FLEX" AREA FOR USE AS ADD-ON TO POTENTIAL DEVELOPMENT ON ADJACENT PROPERTIES AND OR OPEN SPACE (BY OTHERS)
- LS = LANDSCAPE BUFFER
- DG = DECOMPOSED JOGGING PATH/SHOULDER
- Var. = VARIES
- UPRR = UNION PACIFIC RAILROAD
- JUE = JOINT USE EASEMENT
- ROW = RIGHT-OF-WAY
- MUP = MULTI-USE PATHWAY

ABBREVIATIONS

PRELIMINARY CONCEPTUAL DESIGN
FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY
[9] SECTION OF 30-FOOT PLUS MULTI-USE PATH IN HAYWARD FROM SUNSET BLVD. TO BERRY AVE.

LEGEND

ASPHALT PATH
DECOMPOSED GRANITE
JOGGING PATH/SHOULDER
OPPORTUNITY AREA FOR GENERAL LANDSCAPING (INCLUDING GREEN INFRASTRUCTURE) IN UPRR/JOINT EASEMENT/BART ROW
OPPORTUNITY AREA FOR PROGRAMMED OPEN SPACE (BY OTHERS)
"FLEX" AREA FOR USE AS ADD-ON TO POTENTIAL DEVELOPMENT ON ADJACENT PROPERTIES AND/OR OPEN SPACE (BY OTHERS)

LS= LANDSCAPE BUFFER
DG= DECOMPOSED JOGGING PATH/SHOULDER
Var.= VARIES
UPRR= UNION PACIFIC RAILROAD
JUE= JOINT USE EASEMENT
ROW= RIGHT-OF-WAY
MUP= MULTI-USE PATHWAY

ABBREVIATIONS

PRELIMINARY CONCEPTUAL DESIGN FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY
[#10] SECTION OF 30-FOOT PLUS MULTI-USE PATH IN HAYWARD FROM HARDER RD. TO SORENSON RD.