EAST BAY GREENWAY

Rail with Trail

Concept Plan
3. SIDEWALKS ALONG TWO-WAY SEPARATED BIKEWAY PRESENT OPPORTUNITIES FOR STREETSCAPE/URBAN IMPROVEMENTS

GENERAL NOTE:
1. ALL COMMERCIAL DRIVEWAYS SHOULD HAVE GREEN SKIP-STRIPING ACROSS (4' SKIP, 4' SOLID) ACROSS THE SEPARATED BIKEWAY, AND ALL RESIDENTIAL DRIVEWAYS SHOULD HAVE WHITE DASHED LINES ACROSS THE SEPARATED BIKEWAY.
2. AT DRIVEWAYS, MINIMUM 20' PARKING PROHIBITION REQUIRED TO ALLOW FOR DRIVEWAY-PATH OR DRIVEWAY-SEPARATED BIKEWAY SIGHTLINES.
3. SIDEWALKS ALONG TWO-WAY SEPARATED BIKEWAY PRESENT OPPORTUNITIES FOR STREETSCAPE/URBAN IMPROVEMENTS.

- INSTALL CURB RAMPS FOR PEDESTRIAN ACCESS
- ADD BICYCLE CUT THROUGH WITH WAYFINDING SIGN FOR ACCESS TO 9TH AVE
- REMOVE 30' OF PARKING
- ELIMINATE ACCESS TO E. 11TH ST.
- PROVIDE 4 PARKING SPACES
- POTENTIAL LANDSCAPED BUFFER/MEDIAN/ISLAND (NARROW MEDIANS AND ISLANDS MAY BE LANDSCAPED OR HARDSCAPED)
- EXISTING OPEN SPACE/STREETSCAPE WITH POTENTIAL FOR FUTURE ENHANCEMENT (BY OTHERS)
- KEY CONNECTION POINT TO ACCESS ROUTE (PED. AND BIKE) TO ADJACENT LAND USES OR DESTINATIONS AT BART STATION
- KEY CONNECTION POINT TO BART COLUMN
- KEY CONNECTION POINT TO BART JOINT USE EASEMENT (UPRR)
- KEY CONNECTION POINT TO ACCESS ROUTE (PED. AND BIKE) TO ADJACENT LAND USES OR DESTINATIONS
EXISTING FENCE PRESENTS OPPORTUNITY FOR GREENING

2. SIDEWALKS ALONG TWO-WAY SEPARATED BIKEWAY PRESENT OPPORTUNITIES FOR STREETSCAPE/URBAN IMPROVEMENTS

1. ALL COMMERCIAL DRIVEWAYS SHOULD HAVE GREEN SKIP-STRIPING ACROSS (4' SKIP, 4' SOLID) ACROSS THE SEPARATED BIKEWAY, AND ALL RESIDENTIAL DRIVEWAYS SHOULD HAVE WHITE DASHED LINES ACROSS THE SEPARATED BIKEWAY.

3. PROPOSED SIGNALIZED INTERSECTION TO FACILITATE CONNECTION TO GREENWAY; EB LEFT TURN PROHIBITED

GENERAL NOTE:

1. ALL COMMERCIAL DRIVEWAYS SHOULD HAVE GREEN SKIP-STRIPING ACROSS (4' SKIP, 4' SOLID) ACROSS THE SEPARATED BIKEWAY, AND ALL RESIDENTIAL DRIVEWAYS SHOULD HAVE WHITE DASHED LINES ACROSS THE SEPARATED BIKEWAY.

2. AT DRIVEWAYS, MINIMUM 20' PARKING PROHIBITION REQUIRED TO ALLOW FOR DRIVEWAY-PATH OR DRIVEWAY-SEPARATED BIKEWAY SIGHTLINES.

3. REMOVE THROUGH LANE

EXISTING ENSIGN PRESENTS OPPORTUNITY FOR GREENING

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

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

LEGEND

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

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

MATCH LINE - SEE SHEET RwT-05
MATCH LINE - SEE SHEET RwT-07

BART JOINT USE EASEMENT (CITY)
BART JOINT USE EASEMENT (UPRR)
POTENTIAL STAGING AREA

CENTER LINE OF TRACK
ASPHALT PATH
PAVEMENT-WALK
 existing barrier wall
 POTENTIAL EXISTING BRIDGE

NEW HIGHWAY BRIDGE

POTENTIAL STAGING AREA

UPRR ENCROACHMENT AREA

BART JOINT USE EASEMENT (UPRR) ENCROACHMENT AREA

EAST BAY GREENWAY
Rail with Trail
Concept Plan
1. ALL COMMERCIAL DRIVEWAYS SHOULD HAVE GREEN SKIP-STRIPING ACROSS (4' SKIP x SOLID) ACROSS THE SEPARATED BIKEWAY, AND ALL RESIDENTIAL DRIVEWAYS SHOULD HAVE WHITE DASHED LINES ACROSS THE SEPARATED BIKEWAY.

2. AT DRIVEWAYS, MINIMUM 20' PARKING PROHIBITION REQUIRED TO ALLOW FOR DRIVEWAY/PATH OR DRIVEWAY-SEPARATED BIKEWAY SIGHTLINES.

3. SIDEWALKS ALONG TWO-WAY SEPARATED BIKEWAY PRESENT OPPORTUNITIES FOR STREETSCAPE/URBAN IMPROVEMENTS.

GENERAL NOTE:

1. ALL COMMERCIAL DRIVEWAYS SHOULD HAVE GREEN SKIP-STRIPING ACROSS (4' SKIP x SOLID) ACROSS THE SEPARATED BIKEWAY, AND ALL RESIDENTIAL DRIVEWAYS SHOULD HAVE WHITE DASHED LINES ACROSS THE SEPARATED BIKEWAY.

2. AT DRIVEWAYS, MINIMUM 20' PARKING PROHIBITION REQUIRED TO ALLOW FOR DRIVEWAY/PATH OR DRIVEWAY-SEPARATED BIKEWAY SIGHTLINES.

3. SIDEWALKS ALONG TWO-WAY SEPARATED BIKEWAY PRESENT OPPORTUNITIES FOR STREETSCAPE/URBAN IMPROVEMENTS.
3. SIDEWALKS ALONG TWO-WAY SEPARATED BIKEWAY
PRESENT OPPORTUNITIES FOR STREETSCAPE/URBAN IMPROVEMENTS

GENERAL NOTE:
1. ALL COMMERCIAL DRIVEWAYS SHOULD HAVE GREEN SKIP-STRIPING ACROSS (4' SKIP, 4' SOLID) ACROSS THE SEPARATED BIKEWAY. AND ALL RESIDENTIAL DRIVEWAYS SHOULD HAVE WHITE DASHED LINES ACROSS THE SEPARATED BIKEWAY.
2. AT DRIVEWAYS, MINIMUM 20' PARKING PROHIBITION REQUIRED TO ALLOW FOR DRIVEWAY-PATH OR DRIVEWAY-SEPARATED BIKEWAY SIGHTLINES.

GENERAL NOTE:
1. ALL COMMERCIAL DRIVEWAYS SHOULD HAVE GREEN SKIP-STRIPING ACROSS (4' SKIP, 4' SOLID) ACROSS THE SEPARATED BIKEWAY, AND ALL RESIDENTIAL DRIVEWAYS SHOULD HAVE WHITE DASHED LINES ACROSS THE SEPARATED BIKEWAY.
2. AT DRIVEWAYS, MINIMUM 20' PARKING PROHIBITION REQUIRED TO ALLOW FOR DRIVEWAY-PATH OR DRIVEWAY-SEPARATED BIKEWAY SIGHTLINES.
TO CESAR CHAVEZ LIBRARY, UPPER FRUITVALE, PATTEN COLLEGE

TO LAZEAR ELEMENTARY SCHOOL AND CHARTER SCHOOL, FRUITVALE STATION RETAIL CENTER

CESAR CHAVEZ SOCCER FIELD

GENERAL NOTE:
1. ALL COMMERCIAL DRIVEWAYS SHOULD HAVE GREEN SKIP-STRIPING ACROSS (4' SKIP, 4' SOLID) ACROSS THE SEPARATED BIKEWAY, AND ALL RESIDENTIAL DRIVEWAYS SHOULD HAVE WHITE DASHED LINES ACROSS THE SEPARATED BIKEWAY.
2. AT DRIVEWAYS, MINIMUM 20' PARKING PROHIBITION REQUIRED TO ALLOW FOR DRIVER VISION OR DRIVEWAY-SEPARATED BIKEWAY SIGHT LINES.
3. INSTALL BIKE RAMP WHERE APPROPRIATE TO PROVIDE ACCESS TO BIKE PATH AT STREET CORNER IMPROVEMENTS.

SIDEWALKS ALONG TWO-WAY SEPARATED BIKEWAY PRESENT OPPORTUNITIES FOR STREETSCAPE/URBAN IMPROVEMENTS

INTERNATIONAL BLVD
29TH AVE
30TH AVE
DERBY AVE
31ST AVE
FRUITVALE AVE

BAY TRAIL
CONNECTION

29TH AVE
DERBY AVE
E. 13TH ST
E. 10TH ST
(EB) E. 12TH ST
(WB) E. 12TH ST

PROHIBIT EB LEFT-TURNS
INSTALL RIGHT-TURN POCKET IF WARRANTED BASED ON VOLUMES. IF SO, INSTALL PROTECTED RIGHT-TURN PHASE AND CYCLE SIGNAL.

PROTECT RIGHT TURN AND CYCLE SIGNAL PHASE

INSTALL BIKE RAMP

RAISED SEPARATED BIKEWAY THROUGH BUS STOP BARRIER

BARRIER

RELOCATE BUS STOP TO FAR SIDE OF INTERSECTION

EXISTING PROTECTED LEFT TURN

INSTALL BIKE RAMP

BARRIER

8' PARKING
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GENERAL NOTE:

1. All commercial driveways should have green Skip-stripping across the separated bikeway, and all residential driveways should have white dashed lines across the separated bikeway.

2. At driveways, minimum 20' parking prohibition required to allow for driveway/path or driveway-separated bikeway sightlines.

3. Consider raised crosswalks.

4. Potential landscape spaces and median areas may be landscaped or hardscaped.

5. Existing open space/streetscapes with potential for future enhancement by others.

6. Key connection point to access routes (ped and bike) at various uses and destinations.

7. Key connection point to access routes (ped and bike) at various uses and destinations at BART station.

LEGEND:

- **Class II (Existing)**
- **Class I (Existing)**
- **Class III (Existing)**
- **Class IV (Existing)**
- **Class II (Planned)**
- **Class I (Planned)**
- **Class III (Planned)**
- **Class IV (Planned)**

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PRELIMINARY CONCEPTUAL DESIGN
ENVIRONMENTAL ANALYSIS PURPOSES ONLY

EAST BAY GREENWAY

Concept Plan
TO I-510, FREMONT HIGH SCHOOL, FREMONT MUNICIPAL POOL, MAXWELL PARK, ALLENDALE, AND LAUREL DISTRICT

EXISTING OR NEW FENCES PRESENT OPPORTUNITIES FOR GREENING

TO I-880 AND ALAMEDA

PRESENT OPPORTUNITY FOR SPECIAL URBAN DESIGN TREATMENTS

GENERAL NOTE:
1. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION AND TOPOGRAPHY. FINAL DESIGN SUBJET TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.
2. AT DRIVEWAYS, MINIMUM 20' PARKING PROHIBITION REQUIRED TO ALLOW FOR DRIVEWAY-PATH OR DRIVEWAY-SEPARATED BIKEWAY SIGHTLINES.

POTENTIAL LANDSCAPED BUFFER/MEDIAN/ISLAND (NARROW MEDIANIS AND ISLANDS MAY BE LANDSCAPED OR HARDSCAPED)
EXISTING OPEN SPACE/STREETSCAPE WITH POTENTIAL FOR FUTURE ENHANCEMENT (BY OTHERS)

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

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.
2. AT DRIVEWAYS, MINIMUM 20' PARKING PROHIBITION REQUIRED TO ALLOW FOR DRIVEWAY-PATH OR DRIVEWAY-SEPARATED BIKEWAY SIGHTLINES.

SAN LEANDRO ST BETWEEN 47TH AVE AND SEMINARY AVE: REMOVE ONE LANE FROM EACH DIRECTION; PROVIDE CENTER LEFT-TURN LANE

BART JOINT USE EASEMENT (UPRR) ENCROACHMENT AREA

EAST BAY GREENWAY

CONCEPTUAL DESIGN

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

2. AT DRIVEWAYS, MINIMUM 20' PARKING PROHIBITION REQUIRED TO ALLOW FOR DRIVEWAY-PATH OR DRIVEWAY-SEPARATED BIKEWAY SIGHTLINES.

SAN LEANDRO ST BETWEEN 47TH AVE AND SEMINARY AVE: REMOVE ONE LANE FROM EACH DIRECTION; PROVIDE CENTER LEFT-TURN LANE

LEGEND

- CONCEPTUAL DESIGN FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY

MATCH LINE - SEE SHEET RwT-13

PRELIMINARY CONCEPTUAL DESIGN

RwT-14

COORDINATES

EAST BAY GREENWAY

Rail with Trail

Concept Plan

1:200 50' 0' 100'
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 DISTANCES, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.
2. AT DRIVEWAYS, MINIMUM 20' PARKING PROHIBITION REQUIRED TO ALLOW FOR DRIVEWAY-PATH OR DRIVEWAY-SEPARATED BIKEWAY SIGHTLINES.

Class I & 2' Shld
11' 10'± PARKING
11' CENTER TURN LANE
8' PARKING
11' CENTER TURN LANE
11.5' 10' Cl. I & 2' Shld
SAN LEANDRO ST BETWEEN 47TH AVE AND SEMINARY AVE: REMOVE ONE LANE FROM EACH DIRECTION; PROVIDE CENTER LEFT-TURN LANE

POTENTIAL LANDSCAPED BUFFER/MEDIAN/ISLAND (NARROW MEDIANS AND ISLANDS MAY BE LANDSCAPED OR HARDSCAPED)
EXISTING OPEN SPACE/STREETSCAPE WITH POTENTIAL FOR FUTURE ENHANCEMENT (BY OTHERS)
KEY CONNECTION POINT TO ACCESS ROUTE (PED. AND BIKE) TO ADJACENT LAND USES OR DESTINATIONS
EXISTING BART COLUMN
NEW/WIDEN BRIDGE
POTENTIAL STAGING AREA
MATCH LINE - SEE SHEET RwT-14
MATCH LINE - SEE SHEET RwT-16

LEGEND
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
KEY CONNECTION POINT TO EXISTING ROUTE (PED. AND BIKE) TO ADJACENT LAND USES OR DESTINATIONS AT BART STATION

ASPHALT PATH
POTENTIAL LANDSCAPED SUPER-SUPERRR/ISLAND (NARROW MIDRAILS, MEDIANs AND ISLANDs MAY BE LANDSCAPED OR HARDSCAPED)
EXISTING OPEN SPACE/STREETSCAPE WITH POTENTIAL FOR FUTURE ENHANCEMENT (BY OTHERS)
KEY CONNECTION POINT TO ACCESS ROUTE (PED. AND BIKE) TO ADJACENT LAND USES OR DESTINATIONS
EXISTING BART COLUMN
NEW/WIDEN BRIDGE
POTENTIAL STAGING AREA
MATCH LINE - SEE SHEET RwT-14
MATCH LINE - SEE SHEET RwT-16

LEGEND
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
KEY CONNECTION POINT TO EXISTING ROUTE (PED. AND BIKE) TO ADJACENT LAND USES OR DESTINATIONS AT BART STATION

ASPHALT PATH
POTENTIAL LANDSCAPED SUPER-SUPERRR/ISLAND (NARROW MIDRAILS, MEDIANs AND ISLANDs MAY BE LANDSCAPED OR HARDSCAPED)
EXISTING OPEN SPACE/STREETSCAPE WITH POTENTIAL FOR FUTURE ENHANCEMENT (BY OTHERS)
KEY CONNECTION POINT TO ACCESS ROUTE (PED. AND BIKE) TO ADJACENT LAND USES OR DESTINATIONS
EXISTING BART COLUMN
NEW/WIDEN BRIDGE
POTENTIAL STAGING AREA
MATCH LINE - SEE SHEET RwT-14
MATCH LINE - SEE SHEET RwT-16

LEGEND
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
KEY CONNECTION POINT TO EXISTING ROUTE (PED. AND BIKE) TO ADJACENT LAND USES OR DESTINATIONS AT BART STATION

ASPHALT PATH
POTENTIAL LANDSCAPED SUPER-SUPERRR/ISLAND (NARROW MIDRAILS, MEDIANs AND ISLANDs MAY BE LANDSCAPED OR HARDSCAPED)
EXISTING OPEN SPACE/STREETSCAPE WITH POTENTIAL FOR FUTURE ENHANCEMENT (BY OTHERS)
KEY CONNECTION POINT TO ACCESS ROUTE (PED. AND BIKE) TO ADJACENT LAND USES OR DESTINATIONS
EXISTING BART COLUMN
NEW/WIDEN BRIDGE
POTENTIAL STAGING AREA
MATCH LINE - SEE SHEET RwT-14
MATCH LINE - SEE SHEET RwT-16

LEGEND
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
KEY CONNECTION POINT TO EXISTING ROUTE (PED. AND BIKE) TO ADJACENT LAND USES OR DESTINATIONS AT BART STATION

ASPHALT PATH
POTENTIAL LANDSCAPED SUPER-SUPERRR/ISLAND (NARROW MIDRAILS, MEDIANs AND ISLANDs MAY BE LANDSCAPED OR HARDSCAPED)
EXISTING OPEN SPACE/STREETSCAPE WITH POTENTIAL FOR FUTURE ENHANCEMENT (BY OTHERS)
KEY CONNECTION POINT TO ACCESS ROUTE (PED. AND BIKE) TO ADJACENT LAND USES OR DESTINATIONS
EXISTING BART COLUMN
NEW/WIDEN BRIDGE
POTENTIAL STAGING AREA
MATCH LINE - SEE SHEET RwT-14
MATCH LINE - SEE SHEET RwT-16

LEGEND
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
KEY CONNECTION POINT TO EXISTING ROUTE (PED. AND BIKE) TO ADJACENT LAND USES OR DESTINATIONS AT BART STATION
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. AT DRIVEWAYS, PNEUMATIC STALL PARKING PROHIBITION REQUIRED TO ALLOW FOR DRIVeway PATH OR DRIVEWAY SEPARATED BIKEWAY SIGHTLINES.

ADD WAYFINDING SIGN THAT ILLUSTRATES PATH USAGE (PEDESTRIANS ON RIGHT AND BIKES ON LEFT)

ADD WAYFINDING SIGN AT FORK TO DIRECT PEDESTRIANS TO THE RIGHT AND BIKES STAY LEFT

ADD WAYFINDING SIGN AT FORK TO DIRECT PEDESTRIANS TO THE LEFT AND BIKES TO THE RIGHT

RELOCATE TREES

REMOVE 50' OF CURB PARKING AS PROPOSED IN CITY CLASS II BIKE LANE STRIPING PROJECT

REMOVE 40' OF BLUE CURB LOADING ZONE

REMOVE 80' OF WHITE CURB LOADING ZONE AS PROPOSED IN CITY CLASS II BIKE LANE STRIPING PROJECT

RELOCATE TREES

RELOCATE TREES

PHB

RRFB

TRAFFIC SIGNAL-PR

STOP SIGN-EX

STOP SIGN-MOD

TRAFFIC SIGNAL-MOD

RAILING

RETAINING WALL

POTENTIAL STAGING AREA

ASPHALT PATH

BART JOINT USE EASEMENT (UPRR)

BART JOINT USE EASEMENT (CITY)

EAST BAY GREENWAY

MATCH LINE - SEE SHEET RwT-16

MATCH LINE - SEE SHEET RwT-17

LEGEND

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

ASPHALT PATH

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

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

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

NEW/WIDEN BRIDGE

POTENTIAL LANDSCAPED BUFFER/MEDIAN/ISLAND

MATCH LINE - SEE SHEET RwT-18

RwT-17

RwT-18

PRELIMINARY CONCEPTUAL DESIGN FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY

PRELIMINARY CONCEPTUAL DESIGN

FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY

CONCEPTUAL DESIGN

PRELIMINARY CONCEPTUAL DESIGN

FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY

CONCEPTUAL DESIGN
GENERAL NOTE:
1. TRAIL CROSSINGS 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. AT DRIVEWAYS, MINIMUM 20' PARKING PROHIBITION REQUIRED TO ALLOW FOR DRIVEWAY-PATH OR DRIVEWAY-SEPARATED BIKEWAY SIGHTLINES.

CONFORM TO EXISTING MULT-USE PATH

Utilize existing multi-use path: segment 7A

BART joint use easement (UPRR) encroachment area

East Bay Greenway

LEGEND
- 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
- Existing BART column
- 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)
- Key connection point to access route (ped. and bike) to adjacent land uses or destinations at BART station
- Existing BART joint use easement (City)
- Existing BART joint use easement (UPRR)
- Potential landscaped buffer/median/island (narrow medians and islands may be landscaped or hardscaped)
- Existing open space/streetcape with potential for future enhancement (by others)
- Plot lines
- Existing center line of track
- Potential staging area
- Retaining wall
- Asphalt path
- Nominated bridge
- Potential staging area
- Existing traffic signal - PR
- Existing traffic signal - EX
- Existing stop sign - EX
- Existing stop sign - MOD
- Heavy traffic signal - MOD
- Traffic signal - PR
- Traffic signal - EX
- Existing raised pedestrian crossing
- Existing BART column

North Avenue

Rail with Trail
Concept Plan

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.
2. AT DRIVEWAYS, MINIMUM 20' PARKING PROHIBITION REQUIRED TO ALLOW FOR DRIVEWAY-PATH OR DRIVEWAY-SEPARATED BIKEWAY SIGHTLINES.
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. AT DRIVEWAYS, MINIMUM 20' PARKING PROHIBITION REQUIRED TO ALLOW FOR DRIVEWAY-PATH OR DRIVEWAY-SEPARATED BIKEWAY SIGHTLINES.

LEGEND
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)

ASPHALT PATH
POTENTIAL LANDSCAPED BUFFER/MEDIAN/ISLAND (NARROW MEDIANS AND ISLANDS MAY BE LANDSCAPED OR HARDSCAPED)
EXISTING OPEN SPACE/STREETSCAPE WITH POTENTIAL FOR FUTURE ENHANCEMENT (BY OTHERS)
KEY CONNECTION POINT TO EXISTING BICYCLE NETWORK
KEY CONNECTION POINT TO ACCESS ROUTE (PED. AND BIKE) TO ADJACENT LAND USE OR DESTINATIONS

PHB
RRFB
TRAFFIC SIGNAL-PR
STOP SIGN-EX
STOP SIGN-PR
TRAFFIC SIGNAL-EX
RAILING
POTENTIAL STAGING AREA
CENTRE TURN LANE
C. ST E 2' SW
S LANDSCAPE
BART JOINT USE EASEMENT (UPRR)
PARKING
PARKING
EAST BAY GREENWAY
Rail with Trail
Concept Plan

PRELIMINARY CONCEPTUAL DESIGN
FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY
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. At driveways, minimum 20’ parking prohibition required to allow for driveway-paved or driveway-separated bikeway sightlines.

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SAN LEANDRO ST
92ND AVE

GENERAL NOTE:

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EAST BAY GREENWAY

LEGEND

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

ASPHALT PATH

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

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

KEY CONNECTION POINT TO ACCESS ROUTE (PED. AND BIKE) TO BART STATION

EXISTING BART COLUMN

BART JOINT USE EASEMENT (CITY)

BART JOINT USE EASEMENT (UPRR)

PARCEL LINES

MATCH LINE - SEE SHEET RwT-20

MATCH LINE - SEE SHEET RwT-22

PRELIMINARY CONCEPTUAL DESIGN FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY

PRELIMINARY CONCEPTUAL DESIGN FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY

R: redbook

08_techprod

cadd

sheets

Rail with Trail

Concept Plan

100’ 50’ 0’

RwT-21

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 I (PLANNED)

CLASS II (PLANNED)

CLASS III (PLANNED)

CLASS IV (PLANNED)
EXISTING SIGNAL POLES TO BE RELOCATED

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. AT DRIVEWAYS, MINIMUM 20' PARKING PROHIBITION REQUIRED TO ALLOW FOR DRIVEWAY-PATH OR DRIVEWAY-SEPARATED BIKEWAY SIGHTLINES.

 meisjesnote: 98th Ave

existsing signal poles to be relocated

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. at driveways, minimum 20' parking prohibition required to allow for driveway-path or driveway-separated bikeway sightlines.

rail with trail

5/12/2017

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.
2. AT DRIVEWAYS/DRIVEWAY-20' PARKING PROHIBITION REQUIRED TO ALLOW FOR DRIVEWAY- PATH OR DRIVEWAY-SEPARATED BIKEWAY-SIGHT LINES.

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. AT DRIVEWAYS/DRIVEWAY-20' PARKING PROHIBITION REQUIRED TO ALLOW FOR DRIVEWAY- PATH OR DRIVEWAY-SEPARATED BIKEWAY-SIGHT LINES.

RIGHTS-OF-WAY
UPRR
BART
BART JOINT USE EASEMENT (CITY)
BART JOINT USE EASEMENT (UPRR)
PARK
PARCEL LINES
UPRR SETBACK: 25' TO 11'
UPRR SETBACK: 12' TO 25'
RELOCATE TREES
BART JOINT USE EASEMENT (UPRR) ENCROACHMENT AREA
UPRR ENCROACHMENT AREA
EAST BAY GREENWAY
LEGEND
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
ASPHALT PATH
POTENTIAL LANDSCAPED BUFFER/MEDIAN/ISLAND (NARROW MEDIANs AND ISLANDs MAY BE LANDSCAPED OR HARDSCAPED)
EXISTING OPEN SPACE/STREETSCAPE WITH POTENTIAL FOR FUTURE ENHANCEMENT (BY OTHERS)
KEY CONNECTION POINT TO ACCESS ROUTE (PED. AND BIKE) TO ADJACENT LAND USES OR DESTINATIONS AT BART STATION
EXISTING BART COLUMN CENTER LINE OF TRACK
POTENTIAL STAGING AREA
RAILWAY
RETAINING WALL
PHB
RRFB
TRAFFIC SIGNAL-PR
STOP SIGN-EX
STOP SIGN-PR
TRAFFIC SIGNAL-EX
STOP SIGN-MOD
TRAFFIC SIGNAL-MOD
RAILING
MATCH LINE - SEE SHEET RwT-24
MATCH LINE - SEE SHEET RwT-23
CONCEPT PLAN
PRELIMINARY CONCEPTUAL DESIGN
FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY
EAST BAY GREENWAY
Rail with 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
CLASS I PATH IMPACTS EXISTING TREES. REPLACEMENT MAY NEED TO OCCUR IN OTHER LOCATIONS OR REQUIRES UPRR ROW ACQUISITION.
EXISTING LANDSCAPING REMAINS
SAN LEANDRO BLVD
BIXCO STREET
JUBILEE LN
BURIAT ST
BLOOM ST
BILTMORE ST
CALLAWAY ST
PARK ST
BEST AVE
NAPOLEON DR
CONSIDER INSTALLING CROSSING TO PARK IN FUTURE

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.

PARKING
LANDSCAPE
SAN LEANDRO BLVD BETWEEN W. BROADMOOR AVE AND PERALTA AVE: REMOVE ONE LANE FROM EACH DIRECTION; PROVIDE CENTER LEFT-TURN LANE

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.

BART JOINT USE EASEMENT (UPRR) ENCROACHMENT AREA
UPRR ENCROACHMENT AREA
EAST BAY GREENWAY

POTENTIAL LANDSCAPED BUFFER/MEDIAN/ISLAND (NARROW MEDIANS AND ISLANDS MAY BE LANDSCAPED OR HARDSCAPED)
EXISTING OPEN SPACE/STREETSCAPE WITH POTENTIAL FOR FUTURE ENHANCEMENT (BY OTHERS)

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 TO BIKE NETWORK
KEY CONNECTION TO BIKE NETWORK
KEY CONNECTION TO BIKE NETWORK

EXISTING BART COLUMN

MATCH LINE - SEE SHEET RwT-26
MATCH LINE - SEE SHEET RwT-24
PRELIMINARY CONCEPTUAL DESIGN FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY
PRELIMINARY CONCEPTUAL DESIGN FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY
PRELIMINARY CONCEPTUAL DESIGN FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY

EAST BAY GREENWAY
CREEKSIDE PLAZA TRAIL

NEW FENCE PRESENTS OPPORTUNITY FOR GREENING

ALAMEDA COUNTY FLOOD CONTROL DISTRICT ROW (TYP.)

SAN LEANDRO CREEK

SAN LEANDRO BLVD BETWEEN W. BROADMOOR AVE AND PERALTA AVE. REMAIN ONE-LANE FROM EACH DIRECTION. PROVIDE CENTER LANE.

SAN LEANDRO CREEK

PERALTA AVE

BIXCO STREET

ALVARADO ST

COORDINATE CURB RAMP WITH ADJACENT DRIVEWAY

VERIFY SIDEWALK & CURB RAMP FLARE WITH BART COLUMN

EXISTING STOP CONTROL TO REMAIN

BICYCLE BOULEVARD

OPPORTUNITY FOR TIE-IN WITH POTENTIAL FUTURE PATH ALONG SAN LEANDRO CREEK

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. BART JOINT USE EASEMENT AREA ENCROACHMENT

3. LANDSCAPE POTENTIAL BUFFER/MEDIAN/ISLAND (NARROW MEDIANS AND ISLANDS MAY BE LANDSCAPED OR HARDSCAPED)

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

RwT-26 MATCH LINE - SEE SHEET RwT-27

MATCH LINE - SEE SHEET RwT-25

PRELIMINARY CONCEPTUAL DESIGN FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY

Changes as of: 5/12/2017

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. BART JOINT USE EASEMENT AREA ENCROACHMENT

3. LANDSCAPE POTENTIAL BUFFER/MEDIAN/ISLAND (NARROW MEDIANS AND ISLANDS MAY BE LANDSCAPED OR HARDSCAPED)

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

RwT-26 MATCH LINE - SEE SHEET RwT-27

MATCH LINE - SEE SHEET RwT-25

PRELIMINARY CONCEPTUAL DESIGN FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY

Changes as of: 5/12/2017
POTENTIAL LANDSCAPED SIDEWALK/ISLAND (NARROW MEDIAN AND ISLAND MAY BE LANDSCAPED OR HARDSCAPED)

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

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

MATCH LINE - SEE SHEET RwT-27

MATCH LINE - SEE SHEET RwT-29

PRELIMINARY CONCEPTUAL DESIGN
FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY

LEGEND

RIGHT-OF-WAY

ASPHALT PATH

NEW/WIDEN BRIDGE

CLASS II (EXISTING)

CLASS I (EXISTING)

CLASS III (EXISTING)

CLASS IV (EXISTING)

CLASS II (PLANNED)

CLASS I (PLANNED)

CLASS III (PLANNED)

CLASS IV (PLANNED)

CENTRAL LINE OF TRACK

FENCE

RETAINING WALL

PHB

RRFB

TRAFFIC SIGNAL-PR

STOP SIGN-EX

STOP SIGN-PR

TRAFFIC SIGNAL-EX

STOP SIGN-MOD

TRAFFIC SIGNAL-MOD

RAILING

POTENTIAL STAGING AREA

RIGHT-ON RED

RIGHT-ON GREEN

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

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

KEY CONNECTION POINT TO ACCESS ROUTE (PED. AND BIKE) TO ADJACENT LAND USE OR DESTINATIONS

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

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

PRELIMINARY CONCEPTUAL DESIGN
FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY

TO JOHN MUIR MIDDLE SCHOOL, WOODROW WILSON ELEMENTARY SCHOOL, CHERRY GROVE PARK, SAN LEANDRO MARINA AND SF BAY TRAIL

REMOVE 120' OF PARKING TO PROVIDE ACCESS TO TRAIL CROSSING VIA CURB EXTENSION.

UTILIZE EXISTING 20' PATH FOR TECH CAMPUS PROJECT (ALIGNMENT MAY VARY)

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 JOHN MUIR MIDDLE SCHOOL, WOODROW WILSON ELEMENTARY SCHOOL, CHERRY GROVE PARK, SAN LEANDRO MARINA AND SF BAY TRAIL

STRATEGICALLY SIGNALIZE RIGHT TURN "S"-BEND WITH PROTECTED RIGHT TURN PHASE.
GENERAL NOTES:
1. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION AND TOPOGRAPHY. TRAIL DESIGN IS SUBJECT TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABILITY 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. MATCH LINE - SEE SHEET RwT-29

5. MATCH LINE - SEE SHEET RwT-30

LEGEND:
- 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
- ASPHALT PATH
- POTENTIAL LANDSCAPED BUFFER/MEDIAN/ISLAND (NARROW MEDIANS AND ISLANDS MAY BE LANDSCAPED OR HARDSCAPED)
- EXISTING OPEN SPACE/STREETSCAPE WITH POTENTIAL FOR FUTURE ENHANCEMENT (BY OTHERS)
- POTENTIAL STAGING AREA

KEY CONNECTION POINT TO ACCESS ROUTE PCE AND BRT (EAST BAY GREENWAY). FUTURE INTERSECTIONS OF KEY CONNECTION POINT TO ACCESS ROUTE PCE AND BRT (EAST BAY GREENWAY). FUTURE INTERSECTIONS

RIGHTS-OF-WAY:
- UPRR ENCROACHMENT AREA
- BART JOINT USE EASEMENT (CITY)
- BART JOINT USE EASEMENT (UPRR)
- PARCEL LINES

EAST BAY GREENWAY:
- Rail with Trail Concept Plan
- PRELIMINARY CONCEPTUAL DESIGN FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY

MAP EPW-1036

1" = 100' (Half-Size)

Rail with Trail
RevT.29
5/12/2017
100'
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.

EXISTING SIGNAL

SAN LEANDRO BLVD

13' 9' Cl. I & 1' Shld
10' Cl. I & 2' Shld
10' Cl. I & 2' Shld
13'
2' BUFFER AND RAILING
2' BUFFER AND RAILING

SEE X-SHEETS FOR SUB-OPTION IN UP ROW

BART JOINT USE EASEMENT (UPRR) ENCROACHMENT AREA

U PRR ENCROACHMENT AREA

EAST BAY GREENWAY

r:\redbook\08_techprod\cadd\sheets

HNTB-RAILwithTRAIL_San Leandro_24-36

1" = 100' (Half-Size)

A15-0030

1457.001

Rail with Trail

5/12/2017

LEGEND

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

ASPHALT PATH

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

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

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

SEE X-SHEETS FOR SUB-OPTION IN LP ROW

PRELIMINARY CONCEPTUAL DESIGN
FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY

EAST BAY GREENWAY

Concept Plan

MATCH LINE - SEE SHEET RwT-30

MATCH LINE - SEE SHEET RwT-29
NEW BRIDGE PRESENTS OPPORTUNITY FOR SPECIAL URBAN DESIGN TREATMENTS.

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.

WASHINGTON AVE

SEE X-SHEETS FOR SUB-OPTION IN UP ROW.
TO SAN LEANDRO HOSPITAL
139TH AVE
143RD AVE
WASHINGTON AVE
143RD AVE
WASHINGTON AVE
143RD AVE

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.

EXISTING RETAINING WALL ENDS
UPRR ENCROACHMENT AREA
EAST BAY GREENWAY
r:\redbook\08_techprod\cadd\sheets
HNTB-RAILwithTRAIL_San Leandro_24-36
1" = 100' (Half-Size)
A15-0030
5/12/2017
100'
50'
0'

LEGEND
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
KEY CONNECTION POINT TO ACCESS ROUTE (PED. AND BIKE) TO ADJACENT LAND USES OR DESTINATIONS AT BART STATION
ASPHALT PATH
POTENTIAL LANDSCAPED BUFFER/MEDIAN/ISLAND (NARROW MEDIANS AND ISLANDS MAY BE LANDSCAPED OR HARDSCAPED)
EXISTING OPEN SPACE/STREETSCAPE WITH POTENTIAL FOR FUTURE ENHANCEMENT (BY OTHERS)

NEW/WIDEN BRIDGE
POTENTIAL STAGING AREA
CENTER LINE OF TRACK
FENCE
RETAINING WALL
PHB
RRFB
TRAFFIC SIGNAL-PR
STOP SIGN-EX
STOP SIGN-PR
TRAFFIC SIGNAL-EX
STOP SIGN-MOD
TRAFFIC SIGNAL-MOD
RAILING
UPRR JOINT USE EASEMENT (UPRR)
BART JOINT USE EASEMENT (CITY)
POTENTIAL LANDSCAPED SUPPRESSION/ISLAND (NARROW RETAINING AND ISLANDS MAY BE LANDSCAPED OR HARDSCAPED)
EXISTING OPEN SPACE/STREETSCAPE WITH RETENTION FOR FUTURE ENHANCEMENT (BY OTHERS)

POTENTIAL STAGING AREA
RwT-32
MATCH LINE - SEE SHEET RwT-31
MATCH LINE - SEE SHEET RwT-33

CONCEPTUAL DESIGN FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY
PRELIMINARY CONCEPTUAL DESIGN FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY
PRELIMINARY CONCEPTUAL DESIGN FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY

EAST BAY GREENWAY
Rail with Trail
Concept Plan
1457.001
Rev T.32
TO SOUTH BRANCH SAN LEANDRO COMMUNITY LIBRARY
HALCYON PARK
EXISTING AND POTENTIAL NEW RENES MUNICIPAL PROPERTY FOR GREENING
147TH AVE
WESTERN AVE
148TH AVE
LILLIAN AVE

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 DISTANCES, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

SEE X-SHEETS FOR SUB-OPTION HLP ROW
SCREENING (WALL, FENCE, ETC) WILL BE PROVIDED WHEN PATH ADJACENT TO RESIDENTIAL AREAS. DETAILS TO BE DEVELOPED DURING FINAL DESIGN.

BART JOINT USE EASEMENT (UPRR) ENCROACHMENT AREA
UPRR ENCROACHMENT AREA
EAST BAY GREENWAY

LEGEND
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
EXISTING BART COLUMN
CENTER LINE OF TRACK
FENCE
RETAINING WALL
PHB
RRFB
TRAFFIC SIGNAL-PR
STOP SIGN-EX
STOP SIGN-PR
TRAFFIC SIGNAL-EX
STOP SIGN-MOD
TRAFFIC SIGNAL-MOD
RAILING
NEW/WIDEN BRIDGE
POTENTIAL STAGING AREA
EXISTING BART JOINT USE EASEMENT (UPRR)
BART JOINT USE EASEMENT (CITY)
PARCEL LINES

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

MATCH LINE - SEE SHEET RwT-32
MATCH LINE - SEE SHEET RwT-33
MATCH LINE - SEE SHEET RwT-34

BART JOINT USE EASEMENT (CITY)
BART JOINT USE EASEMENT (UPRR)
PARCEL LINES

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

2' LANDSCAPE
2' LANDSCAPE
10' CI & 2' SHLD

RwT-33
A15-0030
5/12/2017
100'
GENERAL NOTES:
1. TRAIL CROSSING DESIGN BASED ON AVAILABLE INFORMATION ON BART COLUMN LOCATION AND TOPOGRAPHY. FINAL DESIGN SUBJECT TO SURVEY, CONFIRMATION OF SIGHT DISTANCE, AND AVAILABLE SPACE FOR CURB RAMPS AT EACH TRAIL CROSSING.

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

MATCH LINE - SEE SHEET RwT-35
MATCH LINE - SEE SHEET RwT-33

PRELIMINARY CONCEPTUAL DESIGN
FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY
GENERAL NOTES:
1. Trail crossing design is based on available information on BART columns and topography. Final design is subject to survey, confirmation of sight distance, and available space for curb ramps at each trail crossing.

EXISTING AND POTENTIAL NEW FENCES PRESENT OPPORTUNITIES FOR GREENING.

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

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

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

EXISTING AND POTENTIAL HIGH ENDS PRESENT OPPORTUNITIES FOR GREENING.

EXISTING AND POTENTIAL NEW FENCES PRESENT OPPORTUNITIES FOR GREENING.

MATCH LINE - SEE SHEET RwT-34.
NEW FENCE PRESENTS OPPORTUNITY FOR GREENING
POTENTIAL LOCAL ACCESS POINT
BAY FAIR BART STATION TO I-238 AND SAN LORENZO HIGH SCHOOL
THORNALLY DR
CITY OF SAN LEANDRO
ALAMEDA COUNTY (UNINCORPORATED AREA)
MOONEY DR
CITY OF SAN LEANDRO
ALAMEDA COUNTY (UNINCORPORATED AREA)
ELGIN ST
THORNALLY DR
CITY OF SAN LEANDRO
ALAMEDA COUNTY (UNINCORPORATED AREA)
COLBY ST
WAGNER ST
CORNELL ST
VASSAR AVE
10' Cl. I & 2' Shld
UTILIZE EXISTING BRIDGE UP RR SETBACK: Min 10'
SCREENING (WALL, FENCE, ETC) WILL BE PROVIDED WHEN PATH ADJACENT TO RESIDENTIAL AREAS.
DETAILS TO BE DEVELOPED DURING FINAL DESIGN.
POTENTIAL RECONSTRUCTION OF THE PED UC PORTAL TO INCLUDE ADA RAMP
PED/BIKE ACCESS TO BART CONCOURSE VIA EXISTING PED UC
POTENTIAL RECONSTRUCTION OF THE PED UC PORTAL TO INCLUDE ADA RAMP
PED/BIKE ACCESS TO BART CONCOURSE VIA EXISTING PED UC

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

KEY CONNECTION POINT TO EXISTING BART COLUMN
ASPHALT PATH
POTENTIAL LANDSCAPED BUFFER/MEDIAN/ISLAND
EXISTING OPEN SPACE/STREETSCAPE WITH POTENTIAL FOR FUTURE ENHANCEMENT (BY OTHERS)
POTENTIAL LANDSCAPED BUFFER/MEDIAN/ISLAND (NARROW MEDIANS AND ISLANDS MAY BE LANDSCAPED OR HARDSCAPED)
EXISTING OPEN SPACE/STREETSCAPE WITH POTENTIAL FOR FUTURE ENHANCEMENT (BY OTHERS)
KEY CONNECTION POINT TO ACCESS ROUTE (PED. AND BIKE) TO ADJACENT LAND USES OR DESTINATIONS
BART JOINT USE EASEMENT (UPRR)
BART JOINT USE EASEMENT (CITY)
PARCEL LINES

LEGEND
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

EAST BAY GREENWAY
Rail with 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
CLOSE SIDEWALK GAP AND CONFORM TO EXISTING SIDEWALK TO ARROYO HIGH SCHOOL, AND BAY TRAIL.

NEW FENCE PRESENTS OPPORTUNITY FOR GREENING HWY 238.

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

EXISTING SIGNAL HOUSE TO REMAIN.

PRELIMINARY CONCEPTUAL DESIGN FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY.
CLOSE SIDEWALK GAP AND CONFORM TO EXISTING SIDEWALK TO MISSION BLVD. TO HAYWARD AMTRAK NEW BRIDGE PRESENTS OPPORTUNITY FOR SPECIAL URBAN DESIGN TREATMENTS NEW FENCE PRESENTS OPPORTUNITY FOR GREENING E. LEWELLING BLVD PARADISE BLVD SAN LORENZO CREEK HAMPTON RD 10' Cl. I & 2' Shld BART JOINT USE EASEMENT (UPRR) ENCROACHMENT AREA 1' = 100' (Half-Size) PRELIMINARY CONCEPTUAL DESIGN FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY

LEGEND

CENTER LINE OF TRACK ASPHALT PATH FENCE RETAINING WALL NEW/WIDEN BRIDGE POTENTIAL STAGING AREA

Right-of-Way:
UPRR BART BART (JOIN USE EASEMENT (CITY)) BART (JOIN USE EASEMENT (UPRR)) PARCEL LINES

New N-VTEC presented opportunity for greenery in urban design treatments.

Existing fence presents opportunity for greening.

New bridge presents opportunity for special urban design treatments.

Legend:
- Potential landscaped superelevation island
- Existing fence and superelevation may be landscaped or hardscaped
- Existing on-street bike lanes with potential for future enhancement
- Existing off-street bike path with potential for future enhancement (by others)
- Existing pedestrian/bike path

Key connections:
- Key connection point to access routes, bus, and BART
- Key connection point to access routes, bus, and BART
- Key connection point to access routes, bus, and BART

San Lorenzo Creek

Wickman Ct

East Bay Greenway

Rail with Trail Concept Plan

PRELIMINARY CONCEPTUAL DESIGN FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY

HNTB-RAILwithTRAIL_Alameda County_36-44
1/2" = 100' (Half-Size)
1457.001

Concept Plan
PRELIMINARY CONCEPTUAL DESIGN FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY

MATCHLINE SEEN SHEET No. 18

MATCHLINE SEEN SHEET No. 41

MATCHLINE SEEN SHEET No. 39
CLOSE SIDEWALK GAP
INSTALL STOP CONTROL, ALLOW FOR ONE VEHICLE QUEUING SPACE CLEAR OF RAILROAD TRACKS

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

HAMPTON RD
WESTERN BLVD
MEDFORD AVE
WESTERN BLVD
CAMDEN AVE
HAVILAND AVE
MEDFORD CIR
MEDFORD CIR
FUCHSIA CT

10' Cl. I & 2' Shld
UPRR SETBACK: 16' Min

BART JOINT USE EASEMENT (UPRR) ENCROACHMENT AREA
UPRR ENCROACHMENT AREA

EAST BAY GREENWAY
Rail with Trail
Concept Plan

PRELIMINARY CONCEPTUAL DESIGN FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY

1" = 100' (Half-Size)
100'
50'
0'

LEGEND
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) FROM BART TO ADJACENT LAND USES OR DESTINATIONS

ASPHALT PATH
POTENTIAL LANDSCAPED BUFFER/MEDIAN/ISLAND (NARROW MEDIANS AND ISLANDS MAY BE LANDSCAPED OR HARDSCAPED)
EXISTING OPEN SPACE/STREETSCAPE WITH POTENTIAL FOR FUTURE ENHANCEMENT (BY OTHERS)

RIGHTS-OF-WAY
UPRR
BART
BART (JOINT USE-easement (TTC))
BART (JOINT USE-easement (UPRR))
PARCEL LINES

CENTER LINE OF TRACK
ROADWAY
ASPHALT PATH
POTENTIAL STAGING AREA
PHB
RRFB
TRAFFIC SIGNAL-PR
STOP SIGN-EX
STOP SIGN-MOD
TRAFFIC SIGNAL-EX
RAILING
FENCE
RETAINING WALL

CLASS II (EXISTING)
CLASS III (EXISTING)
CLASS IV (EXISTING)
CLASS II (PLANNED)
CLASS III (PLANNED)
CLASS IV (PLANNED)
CLOSE SIDEWALK GAP
INSTALL STOP CONTROL, ALLOW FOR ONE VEHICLE QUEUING SPACE CLEAR OF RAILROAD TRACKS
TO CHERRYLAND PARK AND SF BAY TRAIL
POTENTIAL FOR EXPANDING EXISTING ROW OF STREET TREES (BY OTHERS)
NEW FENCE PRESENTS OPPORTUNITY FOR GREENING
BLOSSOM WAY
CHERRY WAY
WESTERN BLVD
MINGUS WAY
INSTALL STOP CONTROL, ALLOW FOR ONE VEHICLE QUEUING SPACE CLEAR OF RAILROAD TRACKS
POTENTIAL FOR EXPANDING EXISTING ROW OF STREET TREES (BY OTHERS)
NEW FENCE PRESENTS OPPORTUNITY FOR GREENING
BLOSSOM WAY
CHERRY WAY
WESTERN BLVD
MINGUS WAY
INSTALL STOP CONTROL, ALLOW FOR ONE VEHICLE QUEUING SPACE CLEAR OF RAILROAD TRACKS
POTENTIAL FOR EXPANDING EXISTING ROW OF STREET TREES (BY OTHERS)
NEW FENCE PRESENTS OPPORTUNITY FOR GREENING
BLOSSOM WAY
CHERRY WAY
WESTERN BLVD
MINGUS WAY
INSTALL STOP CONTROL, ALLOW FOR ONE VEHICLE QUEUING SPACE CLEAR OF RAILROAD TRACKS
POTENTIAL FOR EXPANDING EXISTING ROW OF STREET TREES (BY OTHERS)
NEW FENCE PRESENTS OPPORTUNITY FOR GREENING
BLOSSOM WAY
CHERRY WAY
WESTERN BLVD
MINGUS WAY
INSTALL STOP CONTROL, ALLOW FOR ONE VEHICLE QUEUING SPACE CLEAR OF RAILROAD TRACKS
POTENTIAL FOR EXPANDING EXISTING ROW OF STREET TREES (BY OTHERS)
NEW FENCE PRESENTS OPPORTUNITY FOR GREENING
BLOSSOM WAY
CHERRY WAY
WESTERN BLVD
MINGUS WAY
INSTALL STOP CONTROL, ALLOW FOR ONE VEHICLE QUEUING SPACE CLEAR OF RAILROAD TRACKS
POTENTIAL FOR EXPANDING EXISTING ROW OF STREET TREES (BY OTHERS)
NEW FENCE PRESENTS OPPORTUNITY FOR GREENING
BLOSSOM WAY
CHERRY WAY
WESTERN BLVD
MINGUS WAY
COORDINATE PHB WITH ADJACENT SIGNAL AND RR CROSSING

RECONSTRUCT SIDEWALK TO PROVIDE STANDARD CURB AND GUTTER

TO HAYWARD EXECUTIVE AIRPORT, CENTENNIAL PARK, AND HAYWARD REGIONAL SHORELINE

TO BURBANK ELEMENTARY SCHOOL, CANNERY PARK, AND AMTRAK STATION

EXISTING SIGNAL HOUSE TO REMAIN UPRR SETBACK (PLUS)

NEW FENCE PRESENTS OPPORTUNITY FOR GREENING

A STREET

B STREET

PERALTA ST

MONTGOMERY AVE

WESTERN BLVD

SMALLEY AVE

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

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

BART JOINT USE EASEMENT (CITY)

BART JOINT USE EASEMENT (UPRR)

PARCEL LINES

Rights-of-Way

AIRPLANE PATH

RETAINING WALL

NEW/RENEW BRIDGE

POTENTIAL STAGING AREA

 Legend

LEGEND

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

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

LEGEND

ASPHALT PATH

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

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

BART JOINT USE EASEMENT (CITY)

BART JOINT USE EASEMENT (UPRR)

PARCEL LINES

CENTRELINE OF TRACK

RAILWAY

RAILWAY SIGNAL-PR

STOP SIGN-EX

STOP SIGN-PR

TRAFFIC SIGNAL-EX

TRAFFIC SIGNAL-PR

RAILING

RETAINING WALL

NEW/RENEW BRIDGE

POTENTIAL STAGING AREA

LEGEND

ASPHALT PATH

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

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

BART JOINT USE EASEMENT (CITY)

BART JOINT USE EASEMENT (UPRR)

PARCEL LINES

CENTRELINE OF TRACK

RAILWAY

RAILWAY SIGNAL-PR

STOP SIGN-EX

STOP SIGN-PR

TRAFFIC SIGNAL-EX

TRAFFIC SIGNAL-PR

RAILING

RETAINING WALL

NEW/RENEW BRIDGE

POTENTIAL STAGING AREA

PRELIMINARY CONCEPTUAL DESIGN FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY
NEW FENCE PRESENTS OPPORTUNITY FOR SPECIAL URBAN DESIGN TREATMENTS

NEW BRIDGE PRESENTS OPPORTUNITY FOR SPECIAL URBAN DESIGN TREATMENTS

POTENTIAL ACCESS RAMPS TO JACKSON ST; NEW RETAINING WALLS ARE ANTICIPATED

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

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

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

POTENTIAL LANDSCAPED SUPERBASIS/ISLAND (SUPERBASIS WIDTHS AND SHADES MAY BE LANDSCAPED OR HARDSCAPED)

EXISTING BART COLUMN

CENTRAL COLUMN W/ EASEMENT

PRELIMINARY CONCEPTUAL DESIGN FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY

PRELIMINARY CONCEPTUAL DESIGN FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY

PRELIMINARY CONCEPTUAL DESIGN FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY

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PRELIMINARY CONCEPTUAL DESIGN FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY
NEW BRIDGE PRESENTS OPPORTUNITY FOR
SPECIAL URBAN DESIGN TREATMENTS

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

POTENTIAL ACCESS RAMPS
TO JACKSON ST; NEW
RETAINING WALLS ARE
ANTICIPATED

PRELIMINARY CONCEPTUAL DESIGN
FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY

LEGEND

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

ASPHALT PATH

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

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

PRELIMINARY CONCEPTUAL DESIGN
FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY
TO HAYWARD MEMORIAL PARK
CALIFORNIA STATE UNIVERSITY- EAST BAY

EXISTING PED OC TO REMAIN
UPRR SETBACK: Min 16'

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

BART JOINT USE EASEMENT (UPRR) ENCROACHMENT AREA
UPRR ENCROACHMENT AREA

EAST BAY GREENWAY

LEGEND

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

ASPHALT PATH

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

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

RIGHTS-OF-WAY
ASPHALT PATH
FENCE
RETAINING WALL
PHB
RRFB
TRAFFIC SIGNAL-PR
STOP SIGN-EX
STOP SIGN-PR
TRAFFIC SIGNAL-EX
STOP SIGN-MOD
TRAFFIC SIGNAL-MOD
RAILING
NEW/WIDEN BRIDGE
POTENTIAL STAGING AREA
POTENTIAL STAGING AREA

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

BART JOINT USE EASEMENT (CITY)
BART JOINT USE EASEMENT (UPRR)
PARCEL LINES

MATCH LINE - SEE SHEET RwT-47
MATCH LINE - SEE SHEET RwT-48

CONCEPTUAL DESIGN
PRELIMINARY CONCEPTUAL DESIGN
FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY

EAST BAY GREENWAY
Rail with Trail
Concept Plan
EXISTING CURB RAMP TO REMAIN

NEW WALL PRESENTS OPPORTUNITY FOR GREENING

AREA OF FUTURE RESIDENTIAL DEVELOPMENT

BART JOINT USE EASEMENT (UPRR) ENCROACHMENT AREA

EAST BAY GREENWAY

RwT-50

BART

UPRR

CENTER LINE OF TRACK

BART JOINT USE EASEMENT (CITY)

PARCEL LINES

BART JOINT USE EASEMENT (UPRR)

PPHN

PHB

TRAFFIC SIGNAL-PR

STOP SIGN-PR

TRAFFIC SIGNAL-EX

STOP SIGN-EX

TRAFFIC SIGNAL-MOD

STOP MANDATED

NEW/WIDEN BRIDGE

POTENTIAL STAGING AREA

RIGHTS-OF-WAY

ASPHALT PATH

NEW/RESCIND BRIDGE

POTENTIAL STAGNATION AREA

COLD JOINT USE EASEMENT (CITY)

BART JOINT USE EASEMENT (UPRR)

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

EXISTING BART COLUMN

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"
EXISTING CURB RAMP TO REMAIN
ROW OF EXISTING TREES TO REMAIN
NEW FENCE PRESENTS OPPORTUNITY FOR GREENING

Whitman St
Luvena Dr
Cottage Park Dr
Sorensen Rd
Collette St
Voltaire St
Edwin Way
Colette St

10' Cl. I & 2' Shld
8' PARKING
11'

BART JOINT USE EASEMENT (UPRR) ENCROACHMENT AREA
EAST BAY GREENWAY

LEGEND

KEY CONNECTION POINT TO PLANNED BICYCLE NETWORK

KEY CONNECTION POINT TO ACCESS ROUTE (PED. AND BIKE) TO ADJACENT LAND USES OR DESTINATIONS

ASPHALT PATH

POTENTIAL LANDSCAPED BUFFER/MEDIAN/ISLAND (NARROW MEDIANS AND ISLANDS MAY BE LANDSCAPED OR HARDSCAPED)
EXISTING OPEN SPACE/STREETSCAPE WITH POTENTIAL FOR FUTURE ENHANCEMENT (BY OTHERS)

MATCH LINE - SEE SHEET RwT-51
MATCH LINE - SEE SHEET RwT-52
REMOVE 100' OF PARKING TO INSTALL SIDEWALK EXTENSION TO ACCOMMODATE PATH WIDTH.

NEW 100' TUNNEL UNDER BART ESTABLISHES CONNECTION TO RESIDENTIAL AREAS EAST OF BART.

NEW/WIDEN BRIDGE, UPRR ENCROACHMENT AREA.

NEW PED/BIKE TUNNEL UNDER BART ESTABLISHES CONNECTION TO RESIDENTIAL AREAS EAST OF BART.

E. 10TH ST
E. 11TH ST
JEFFERSON ST
WEBSTER ST
BROADWAY ST
CHAMBOSSE DR
MITCHELL PL
CARSON DR
SPARLING DR
HURLEY DR
THORNE DR
ROSS PL
WHITE DR
BEALE DR

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

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

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

EXISTING BART COLUMN

RIGHTS-OF-WAY
UPRN
BART
BART JOINT USE EASEMENT (CITY)
BART JOINT USE EASEMENT (UPRR)
PARCEL LINES

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

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

CENTER LINE OF TRACK
RAILWAY RETAINING WALL
NEW/RENEW BRIDGE
POTENTIAL STAGING AREAS

POTENTIAL LANDSCAPED SUPERVISORY ISLAND (NARROW MEDIAN AND ISLAND MAY BE LANDSCAPED OR HARDSCAPED)

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

EXISTING BART COLUMN

STOP SIGN, EXISTING
STOP SIGN, PRIMARY
TRAFFIC SIGNAL, EXISTING
TRAFFIC SIGNAL, PRIMARY
RAILWAY, PRIMARY
RAILWAY, SECONDARY
RAILWAY, EXISTING
RAILWAY, PRIMARY
RAILWAY, SECONDARY
RAILWAY, EXISTING

MATCH LINE - SEE SHEET RwT-55
MATCH LINE - SEE SHEET RwT-53

PRELIMINARY CONCEPTUAL DESIGN FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY

PRELIMINARY CONCEPTUAL DESIGN FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY
ADD BIKE RAMP TO TENNYSON PARK, EL CHARRO SUPERMARKET, CHAVEZ SUPERMARKET TO CESAR CHAVEZ MIDDLE SCHOOL

NEW BRIDGE PRESENTS OPPORTUNITY FOR SPECIAL URBAN DESIGN TREATMENTS

POTENTIAL ACCESS RAMPS TO TENNYSON RD; NEW RETAINING WALLS ARE ANTICIPATED

NEW BRIDGE PRESENTS OPPORTUNITY FOR SPECIAL URBAN DESIGN TREATMENTS

POTENTIAL PATH TO BART CONCOURSE

PEDESTRIAN ACCESS TO BART PARKING LOT VIA PLANNED FUTURE PEDESTRIAN/BIKE PATH

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

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

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

BART JOINT USE EASEMENT (CITY)

BART JOINT USE EASEMENT (UPRR)

PARCEL LINES

BART COLUMN

FENCE

RETAINING WALL

PHB

RRFB

TRAFFIC SIGNAL-PR

STOP SIGN-PR

TRAFFIC SIGNAL-EX

STOP SIGN-EX

RAILING

MATCH LINE - SEE SHEET RwT-54

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

POTENTIAL LANDSCAPED SUPERVISORY BRIDGE (NARROW MEDIANS AND ISLANDS MAY BE LANDSCAPED OR HARDSCAPED)

EXISTING BIKE FACILITIES/STREETS CAPABLE OF BIKE PATH IMPLEMENTATION

KEY CONNECTION POINT TO BART JOINT USE EASEMENT (CITY)
San Leandro St (85th to 98th Ave)

Up R/W (85th Ave to 98th Ave)

Up R/W & BART JUE (UP) (85th Ave to 105th Ave)

Up R/W (Blenheim St to Moorepark St)

San Leandro St (105th Ave to Blenheim St)

San Leandro St (Moorepark St to W. Broadmoor Blvd/City Limit Line)

LEGEND
- Existing Pavement
- Asphalt Path
- Landscaped Buffer/Median/Island (Narrow Medians and Island May Be Landscaped Or Handscaped)

SHEET NO.
- CADD FILENAME
- SCALE
- CONTRACT NO.
- DRAWING NO.
- REV.
- DATE

EAST BAY GREENWAY
Rail with Trail
Typical Cross Sections

PRELIMINARY CONCEPTUAL DESIGN
FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY
PRIVATE PROPERTIES
VACANT LAND (SAN LEANDRO CREEK TO DAVIS ST)

SAN LEANDRO BLVD (WILLIAMS ST TO POLAR WAY)

BART R/W (THORTON ST TO WILLIAMS ST)

BART JUE (PERALTA BLVD TO SAN LEANDRO CREEK)

BART JUE (PERALTA BLVD TO SAN LEANDRO CREEK)

UP R/W

SAN LEANDRO BLVD (WILLIAMS ST TO POLAR WAY)

LEGEND

EXISTING EASEMENTS
ASPHALT PATH
EXISTING PAVEMENT
LANDSCAPED BUTTER MEDIAN/ISLAND (NARROW MEDIAN AND ISLAND MAY BE LANDSCAPED OR HARDSCAPED)

ASSOCIATIONS
PK = EXISTING
CGR = CURB AND GUTTER
SH = SHOULDER
LT = LEFT
RT = RIGHT
R/W = RIGHT-OF-WAY

CL. I
CL. II

Typical Cross Sections

PREFLIMINARY CONCEPTUAL DESIGN
FOR ENVIRONMENTAL ANALYSIS PURPOSES ONLY