

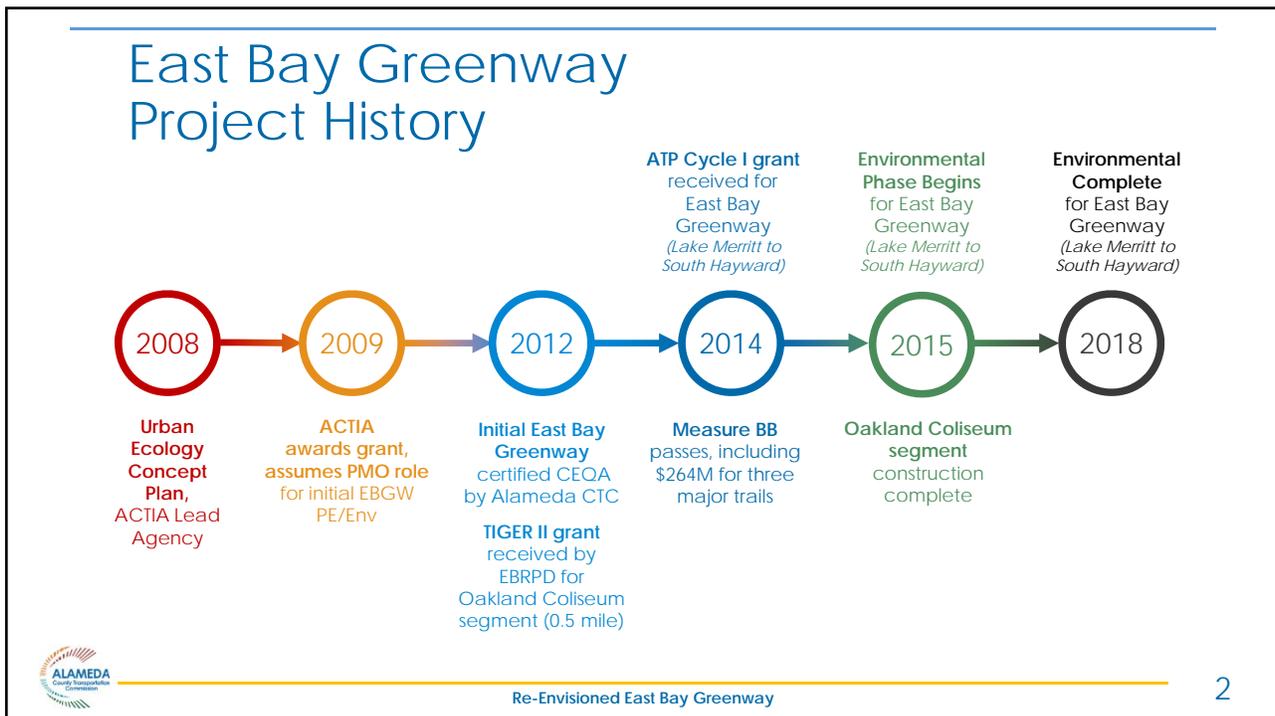


ALAMEDA COUNTY TRANSPORTATION COMMISSION

East Bay Greenway Project Updates

Programs and Projects Committee
 October 11, 2021



East Bay Greenway Overview

16-Mile Corridor

Two Alternatives:

- Rail-to-Trail
- Rail-with-Trail

Connects 7 BART Stations

- Class I and Class IV facilities
- Modernized bicycle and pedestrian crossings at streets



East Bay Greenway Project Development

Fruitvale BART to South Hayward BART Rails-to-Trails and Rails-with-Trails face significant risks

- Both require Union Pacific Railroad (UPRR) Right of Way (ROW)
 - Costs for UPRR ROW need to be negotiated
 - Selection of a designed alternative is dependent on UPRR schedule
 - Future ownership of UPRR land needs to be determined
- Extensive environmental cleanup of soil in UPRR's property is needed for public use
- Results in costs that approach \$40 M/mile for 16-mile Project
 - Funding opportunities at that scale are limited

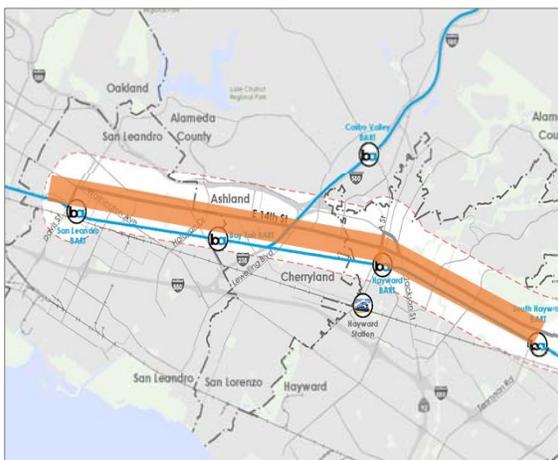


Re-Envisioning East Bay Greenway

- Take advantage of SB 288 for CEQA
 - Legislation to expedite Bicycle and Transportation Projects
 - Utilize Existing ROW
 - Cannot increase roadway capacity
- Avoid UPRR ROW
 - Lake Merritt BART to Fruitvale BART approved an Class IV/on-street facility already
- Take advantage of synergies with E14th/Mission Blvd Project



E14th/Mission Blvd and Fremont Blvd Multimodal Corridor Project



Near-term vision approved by Commission in July 2021:

- Continuous Class IV bike facility
- Intersection safety improvements for bikes and pedestrians
- Rapid bus infrastructure
- Placemaking for economic development opportunities
- Multimodal connections to BART stations

Long-Term vision approved by Commission in June 2020



Re-Envisioning East Bay Greenway

- **Near-term - EBGW Phase 1:** Create continuous, high-quality on-street bike facility.
 - Lake Merritt BART to Fruitvale BART as-is (Class IV)
 - New Environmental for Fruitvale BART to S. Hayward BART
 - Utilize SB 288 for CEQA Clearance
 - New NEPA CE
- **Mid-term** – BRT Extension San Leandro BART to Bay Fair BART
- **Long-term - EBGW Phase 2:** Pending discussions with UPRR, pursue Rail-to-Trail or Rail-with-Trail



Re-Envisioning - EBGW Phase 1

Near-term on-street alternative implements same goals as EBGW:

- ✓ Provides safe, high-quality option for biking for all ages and abilities
- ✓ Creates continuous north/south facility connecting 7 BART stations
- ✓ Supports multimodal access to BART stations
- ✓ Supports reduction of greenhouse gas emissions



Project Costs

(in \$Millions)

Phase	EBGW Rail-to-Trail	EBGW Rail-with-Trail	Re-Envisioned EBGW
Environmental	\$3.5	\$3.5	\$6.1*
Design	\$30	\$30	\$12.4
Construction & R/W**	\$477-\$577	\$212-\$262	\$159.5
Total	\$510.5-\$610.5	\$245.5-\$295.5	\$174.5

*New environmental clearance for revised alignment needed

**Right of Way costs do not reflect negotiated land values with UPRR



Project Schedule

2021	2022				2023				2024+
Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	

Preliminary Engineering & Environmental Phase

**Pending availability of Construction Funds*

Alternative Discussions with Agencies

Public Outreach

Environmental Document (SB 288, NEPA – CE)

Design Phase

Procurement

Lake Merritt to Fruitvale BART Design

Fruitvale to So Hayward BART Design*

Construction Phase

Local Projects on E14th/Mission Blvd

Remaining Segments*



Questions?

This item is for information only.

