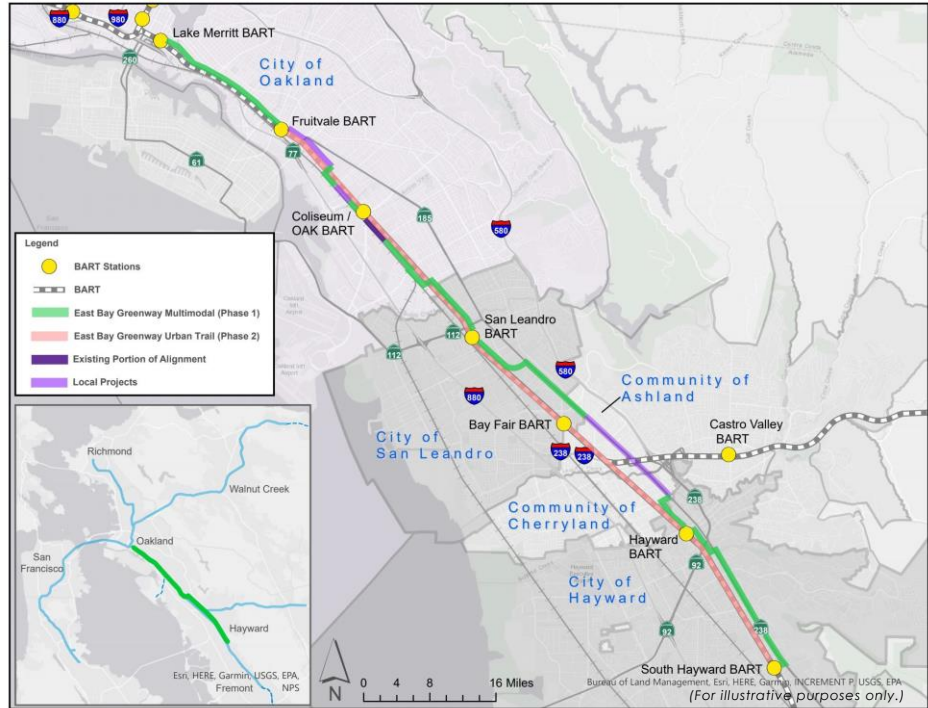


East Bay Greenway Urban Trail (Phase 2)

JULY 2022

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC) is the implementing agency for the East Bay Greenway: Lake Merritt BART to South Hayward BART Station project. The project proposes to construct a regional trail facility along the BART alignment from Oakland to Hayward. **Phase 1** focuses on regional bikeway improvements that run on-street parallel to BART and **Phase 2** of the project seeks to implement a linear park type regional trail facility that runs in the BART/Union Pacific Railroad (UPRR) Oakland Subdivision corridor from Fruitvale BART to South Hayward BART (13 miles). Alameda CTC completed environmental clearance for Phase 2 in 2018. Two design options were studied. A **Rail-with-Trail option** would construct a trail adjacent to the rail line while preserving rail operations. A **Rail-to-Trail option** would involve abandonment of the rail line and conversion to a trail facility. Both options have a significant funding shortfall and would require acquiring right-of-way from UPRR.



PROJECT NEED

- The existing county bikeway network does not provide a continuous and comfortable route connecting Downtown Oakland and South Hayward.
- Existing interjurisdictional routes in the East Bay Greenway corridor are generally arterial roadways that carry significant traffic volumes, are designated transit and truck routes, and have established histories of collisions involving bicyclists and pedestrians.
- The East Bay Greenway jurisdictions and BART have adopted specific plans, station area plans and other land use plans, calling for thousands of additional residents and jobs in the East Bay Greenway corridor. Improved last-mile transit access to regional transit and destinations is essential to accommodating planned growth along the East Bay Greenway corridor.

PROJECT BENEFITS

- Improves bicycle and pedestrian network connectivity in communities along the BART line
- Improves access to regional transit, schools, downtown area, and other destinations
- Creates a facility that is accessible and comfortable to bicyclists and pedestrians of all ages and abilities
- Improves safety for bicyclists and pedestrians
- Supports promotion of a multimodal transportation system and reduction of greenhouse gas emissions

STATUS

Implementing Agency: Alameda CTC

Current Phase: Final Design/Right-of-Way

- Alameda CTC certified a California Environmental Quality Act (CEQA) Mitigated Negative Declaration (MND) and a National Environmental Policy Act (NEPA) Categorical Exclusion (CE) in 2018.
- Phase 2 improvements are on hold due to funding shortfalls and right-of-way challenges.



Project corridor in San Leandro south shared by UPRR – an active freight rail line.

PROJECT DOCUMENTS

Project materials are available at:

www.alamedactc.org/eastbaygreenway.

PARTNERS AND STAKEHOLDERS

Cities of Oakland, San Leandro and Hayward, Alameda County, BART, East Bay Regional Park District and the California Department of Transportation – lead agency for NEPA clearance

COST ESTIMATE BY PHASE (\$ X 1,000)

PE/Environmental	\$6,100
Final Design	\$35,000
Right-of-Way	\$100,000-300,000
Construction	\$160,000
Total Expenditures	\$301,100-501,100

FUNDING SOURCES (\$ X 1,000)

Measure B/BB	\$3,845
Federal	\$2,656
State	TBD
Regional	TBD
TBD	\$295,000-495,000
Total Revenues	\$301,100-501,100

SCHEDULE BY PHASE

	Begin	End
Preliminary Engineering/ Environmental (IS-MND/CE)	October 2015	Spring 2018
Final Design (PS&E)	TBD	TBD
Right-of-Way	TBD	TBD
Construction	TBD	TBD

Note: Information on this fact sheet is subject to periodic updates.