

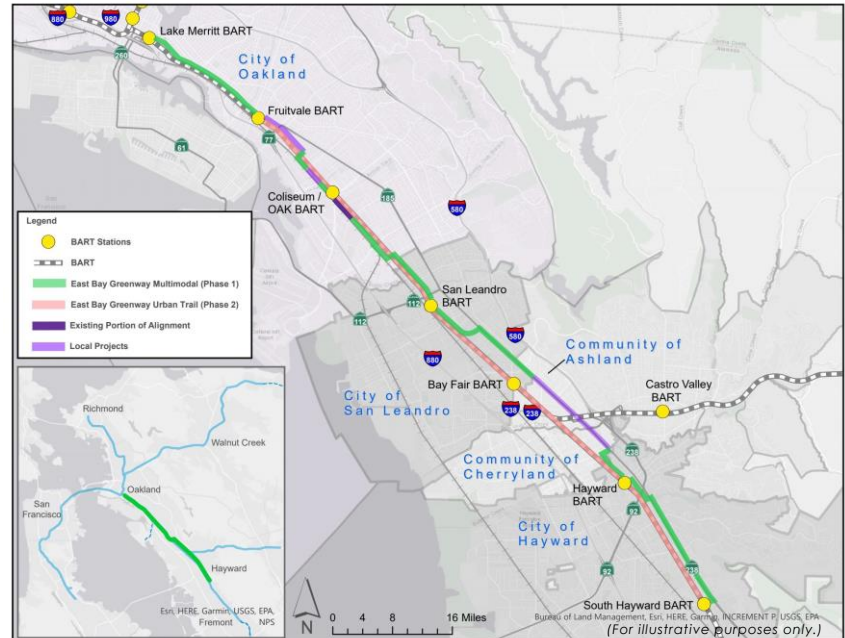
East Bay Greenway Multimodal (Phase 1)

MAY 2023

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC) is the implementing agency for the East Bay Greenway (EBGW) project that proposes to construct a 16-mile long active transportation facility along major arterials that connects seven BART stations from the Lake Merritt BART station in Oakland to the South Hayward BART station. The project will construct Class I and Class IV bike facilities; evaluate transit enhancements, such as transit islands and traffic signal priority; safety enhancements, such as traffic calming measures through narrow lanes and placemaking amenities and landscaping; signal upgrades for bicyclists, protected intersections; and pedestrian crossing enhancements with high visibility crosswalks and bulb-outs that meet Americans with Disabilities Act requirements.

EBGW, Phase 1 focuses on getting near-term improvements in construction in a three to five-year horizon. EBGW, Phase 2 will continue to work with the Union Pacific Railroad to implement a Rails-to-Trail or Rails-with-Trail facility in a 10+ year horizon.



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 safety and bicycle and pedestrian network connectivity in communities along the BART line including may Equity Priority Communities
- Improves access to regional transit, schools, downtown areas and other destinations
- Creates a facility that is accessible and comfortable to bicyclists and pedestrians of all ages and abilities
- Improves reliability of transit service in the corridor
- Supports promotion of a multimodal transportation system and reduction of greenhouse gas emissions to protect our climate and create sustainable communities



Initial East Bay Greenway segment from Coliseum BART to 85th Avenue (funded by Measure WW, TIGER and BAAQMD).



Rendering of East Bay Greenway.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Preliminary Engineering/Environmental

PROJECT DOCUMENTS

For more information on the project, please visit:

www.alamedactc.org/eastbaygreenway.

PARTNERS AND STAKEHOLDERS

Cities of Oakland, San Leandro and Hayward, Alameda County, AC Transit, Bay Area Rapid Transit and the California Department of Transportation

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

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

PE/Environmental	\$2,350
Final Design	\$12,400
Construction	\$159,500
Total Phase 1 Expenditures	\$174,250

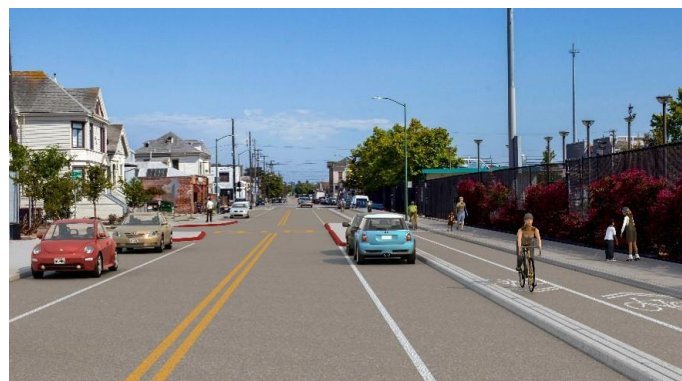
FUNDING SOURCES (\$ x 1,000)

Local	\$14,750
State ¹	\$19,500
TBD	\$140,000
Total Phase 1 Revenues	\$174,250

¹ California Transportation Commission (CTC)

SCHEDULE BY PHASE

	Begin	End
Environmental	Spring 2015	Fall 2018
Final Design (PS&E)	TBD	TBD
Construction	TBD	TBD



Rendering of East Bay Greenway.