



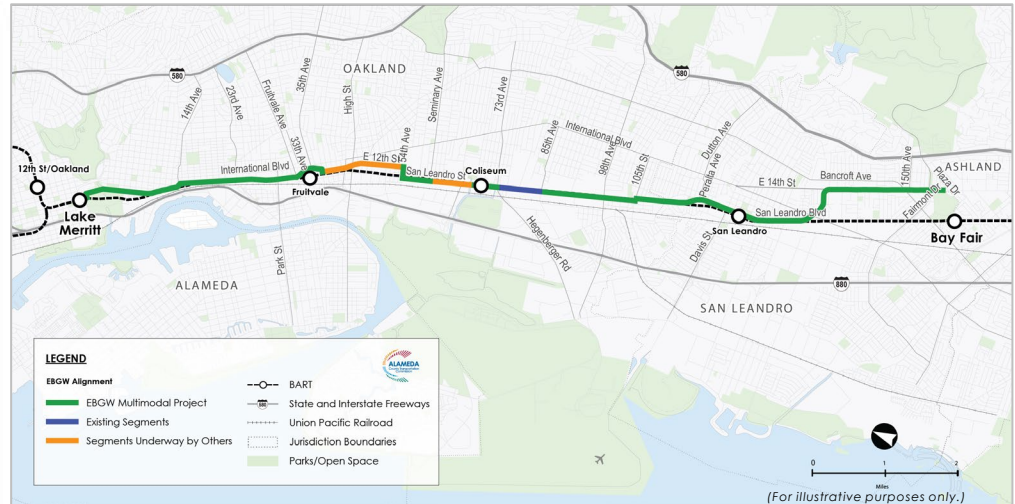
East Bay Greenway Multimodal (Phase 1) – Lake Merritt to Bayfair

SPRING 2025

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC) is the implementing agency for the East Bay Greenway multimodal project that will construct a regional active transportation facility along the BART corridor from Lake Merritt BART to the Bayfair area in San Leandro. The project will follow major arterials to connect five BART stations in Oakland and San Leandro. Project improvements will include Class I pathways, Class IV separated bikeways, pedestrian crossing enhancements, bus stop upgrades, raised medians, protected intersections, new and upgraded traffic signals, safety lighting, curb ramp upgrades, and opportunities for stormwater treatment features, street trees, and amenities.

The project forms a segment of the East Bay Greenway Multimodal (Phase 1) which focuses on implementing near term safety and multimodal access improvements in the project corridor in a three to five-year horizon.

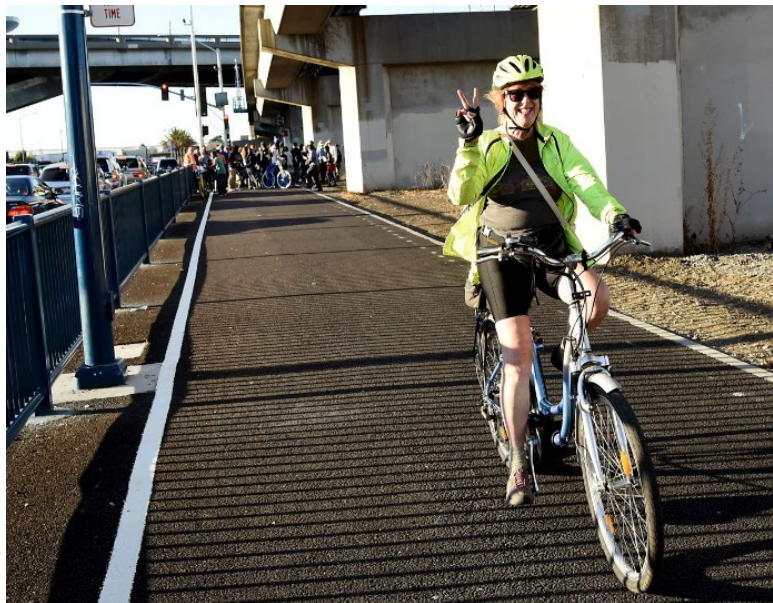


PROJECT NEED

- The existing county bikeway network does not provide a continuous and comfortable route connecting along the BART corridor.
- Existing interjurisdictional routes in the East Bay Greenway corridor are generally arterial roadways that carry significant traffic and have established histories of collisions involving bicyclists and pedestrians.
- The East Bay Greenway jurisdictions have adopted 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** for everyone
- **Improves access** to regional transit, schools, affordable housing, commercial districts, employment centers, and other destinations
- **Improves bicycle and pedestrian network connectivity** in densely populated neighborhoods home to many families along the BART line
- **Creates a facility that is accessible and comfortable** to families with children, and bicyclists and pedestrians of all ages and abilities
- **Improves transit service reliability** in the corridor
- **Makes area travel more efficient** by promoting various transportation methods to support existing communities and future development.



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: Final Design

PROJECT DOCUMENTS

For more information on the project, please visit:
www.alamedactc.org/eastbaygreenway.

PARTNERS AND STAKEHOLDERS

Cities of Oakland, San Leandro, 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	\$1,158
Final Design	\$16,164
Construction	\$179,333
Total Phase 1 Expenditures	\$196,655

FUNDING SOURCES (\$ x 1,000)

Local	\$17,322
State (ATP) ¹	\$19,500
State (SCCP) ²	\$39,375
Regional (RM3) ³	\$25,000
Federal (RCN) ⁴	\$30,000
Other/TBD	\$65,458
Total Phase 1 Revenues	\$196,655

¹Active Transportation Program.
²Solutions for Congested Corridor Program.
³Regional Measure 3
⁴Reconnecting Communities and Neighborhoods.

SCHEDULE BY PHASE

	Begin	End
PE/Environmental	Spring 2022	Summer 2023
Final Design (PS&E)	Summer 2023	Winter 2025
Construction	Summer 2026	Winter 2028



Rendering of East Bay Greenway.