



East Bay Greenway Multimodal – (Phase 1) - Hayward Segment

SUMMER 2025

PROJECT OVERVIEW

As the project sponsor and implementing agency, Alameda County Transportation Commission (Alameda CTC) is partnering with the City of Hayward to develop alternative concepts for implementing the East Bay Greenway Multimodal project that will construct an active transportation facility on the west side of the BART and Union Pacific Railroad corridors to connect the Hayward and South Hayward BART stations through Downtown Hayward. Project improvements will include Class I pathways, Class IV separated bikeways, where feasible, pedestrian crossing enhancements, bus stop upgrades, raised medians, protected intersections, new and upgraded traffic signals, safety lighting, curb ramp upgrades, and opportunities for improving stormwater treatment, street trees, etc. In addition, the project will also review and recommend pedestrian-scale improvements at eleven intersections along Mission Boulevard.

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



* Connections into the BART stations to be coordinated as part of the evaluation.

PROJECT NEED

- Existing 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.
- 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
- Makes area travel more efficient by promoting various transportation methods to support existing communities and future development.



Grand Avenue.



Whitman Street.



Whitman Street at Tennyson Road.

STATUS

Implementing Agency: Alameda CTC
Current Phase: Scoping/Planning
The design team conducted in-person and online outreach to inform conceptual level designs in April 2025.

PROJECT DOCUMENTS

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

PARTNERS AND STAKEHOLDERS

City of Hayward, AC Transit, and Bay Area Rapid Transit (BART)

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

Scoping	\$1,215
PE/Environmental	\$2,040
Final Design	TBD
Construction	TBD
Total Expenditures	TBD

FUNDING SOURCES (\$ X 1,000)

Local	\$3,255
TBD	TBD
Total Revenues (current)	\$3,255

SCHEDULE BY PHASE

	Begin	End
Scoping	Early 2024	Early 2026
PE/Environmental	Early 2026	Mid 2027
Final Design (PS&E)	TBD	TBD
Construction	TBD	TBD



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