



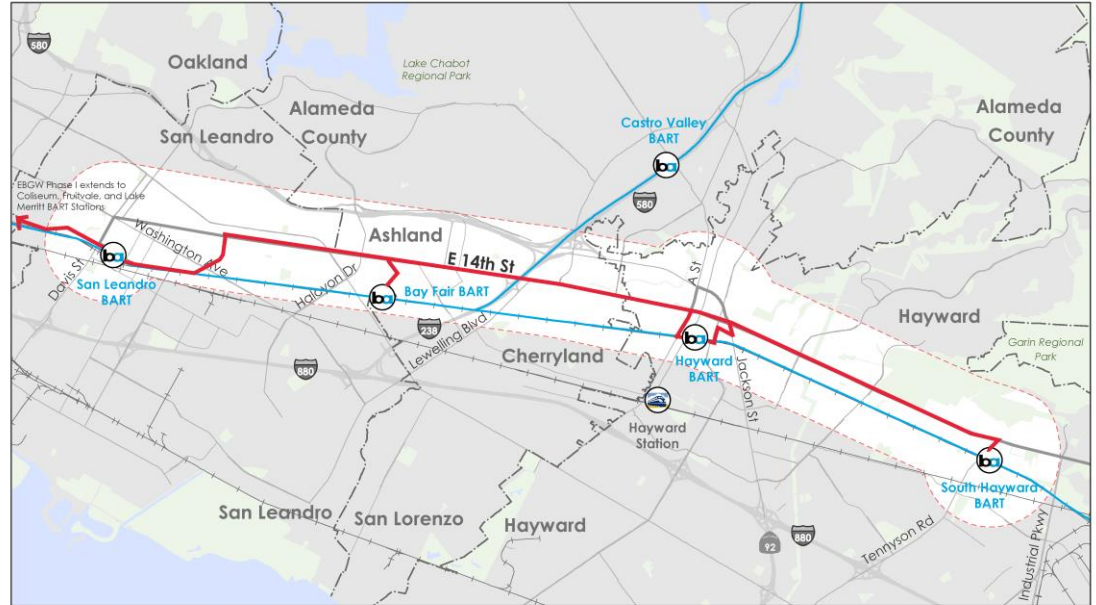
East Bay Greenway Multimodal, Phase 1

MARCH 2022

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 connect 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.



(For illustrative purposes only.)

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: Preliminary Engineering/Environmental



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

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

PE/Environmental	\$1,350
Final Design	\$12,400
Construction	\$159,500
Total Phase 1 Expenditures	\$173,250

FUNDING SOURCES (\$ X 1,000)

Local	\$13,750
TBD	\$159,500
Total Phase 1 Revenues	\$173,250



Rendering of East Bay Greenway.

SCHEDULE BY PHASE

	Begin	End
Environmental	Fall 2021	Fall 2022
Final Design (PS&E)	Fall 2022	Early 2024
Construction	Summer 2024	Fall 2026

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



Rendering of East Bay Greenway.

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