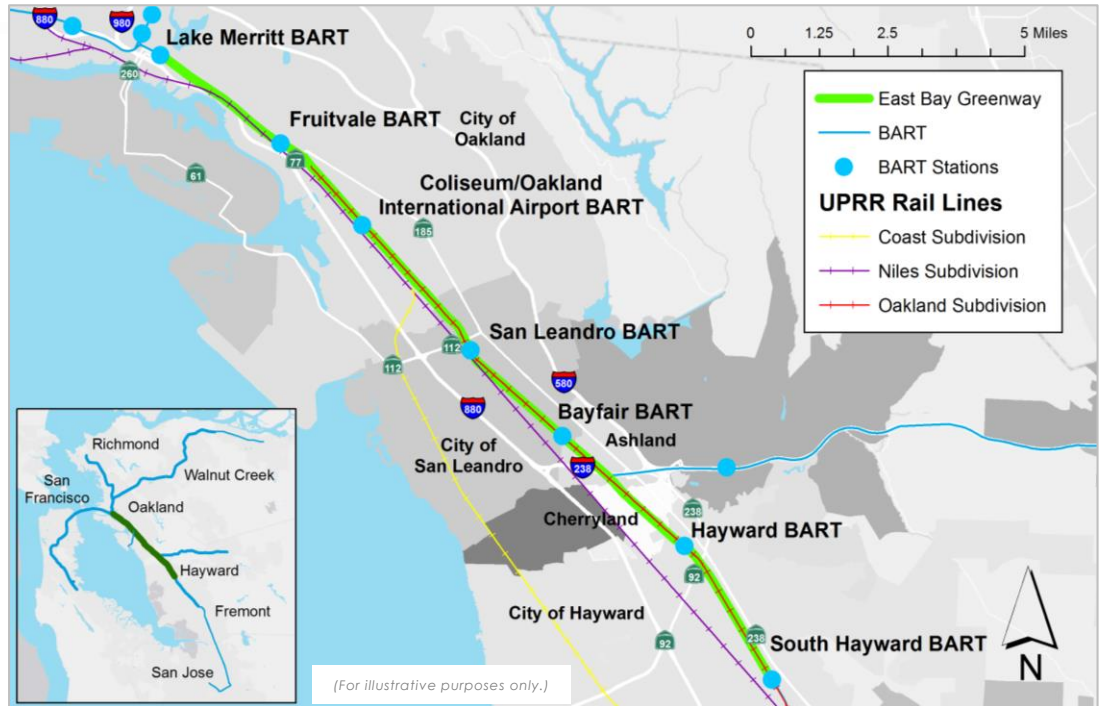


PROJECT OVERVIEW

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.



PROJECT NEED

- Provide a continuous and comfortable bicycle route connecting Downtown Oakland and South Hayward.
- Improve safety for users of all ages and abilities. Existing interjurisdictional routes in the East Bay Greenway corridor are generally arterial roadways that carry significant traffic volumes, are designated transit and truck routes, on Alameda County's bicycle and pedestrian high injury network.
- Encourage mode-shift and reduce greenhouse gasses by providing a high-quality facility connecting Priority Development Areas with local and regional transit facilities.

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

- September 2014: Alameda CTC leveraged available local Measure B and BB funds and was awarded \$2.6 million in state Active Transportation Program (ATP) funding towards the environmental clearance for this project.
- March 22, 2018: Alameda CTC adopted the CEQA Initial Study/Mitigated Negative Declaration (IS/MND).
- November 16, 2018: Caltrans approved the NEPA Categorical Exclusion (CE).
- Alameda CTC is currently designing Phase 1 of this project under the provisions warranted by Senate Bill 288 for delivery of projects in the four to five-year timeframe.



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

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	\$6,500
Final Design	\$12,000
Construction	\$159,500
Total Phase 1 Expenditures	\$178,000

FUNDING SOURCES (\$ x 1,000)

Local	\$13,844
Federal	\$2,656
TBD	\$161,500
Total Phase 1 Revenue	\$178,000

SCHEDULE BY PHASE

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



Rendering of the East Bay Greenway.