



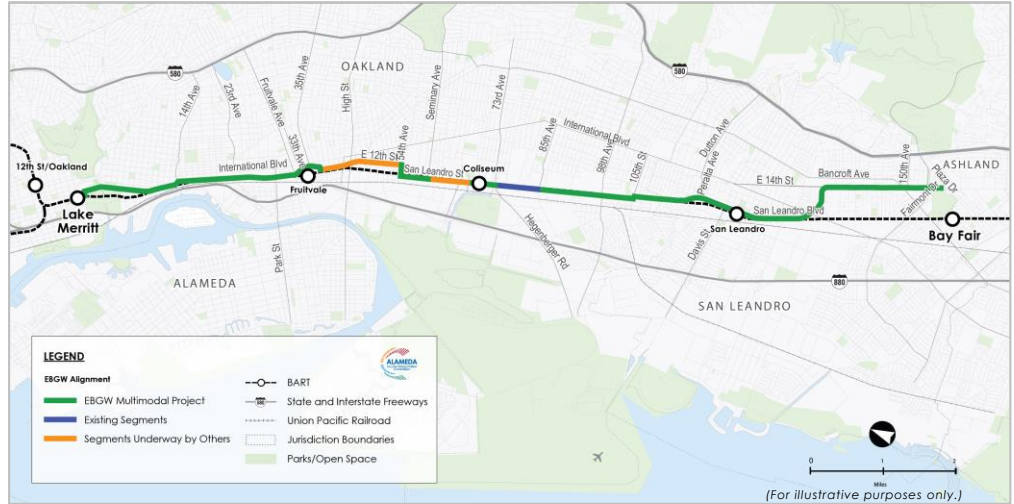
East Bay Greenway Multimodal (Phase 1) – Lake Merritt to Bayfair

MAY 2024

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC) is the implementing agency for the East Bay Greenway (EBGW) 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 station 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. A longer-term East Bay Greenway Urban Trail (Phase 2) project would implement a rail-trail facility and has a 10+ 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 and bicycle and pedestrian network connectivity in communities along the BART line including Equity Priority Communities
- Improves access to regional transit, schools, affordable housing, commercial districts 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: 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	\$11,900
Construction	\$179,000
Total Phase 1 Expenditures	\$192,058

FUNDING SOURCES (\$ x 1,000)

Local	\$13,058
State (ATP) ¹	\$19,500
State (SCCP) ²	\$39,375
Federal (RCN) ³	\$30,000
Other/TBD	\$90,125
Total Phase 1 Revenues	\$192,058

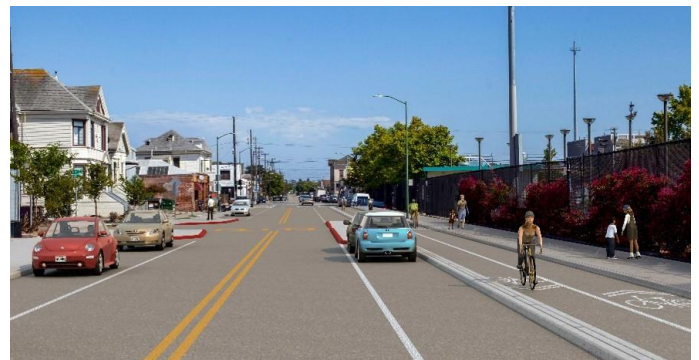
¹Active Transportation Program.

²Solutions for Congested Corridor Program.

³Reconnecting Communities and Neighborhoods.

SCHEDULE BY PHASE

	Begin	End
PE/Environmental	Spring 2022	Summer 2023
Final Design (PS&E)	Summer 2023	Summer 2025
Construction	Fall 2025	Fall 2027



Rendering of East Bay Greenway.