



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

AUGUST 2024

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 stormwater treatment features, street trees, and amenities. In addition, the project will also review and recommend pedestrian-scale improvements 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.

Preliminary, subject to revisions.

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 and bicycle and pedestrian network connectivity in communities along the BART line
- 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



Grand Avenue.



Whitman Street.



Whitman Street at Tennyson Road.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Scoping/Planning

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)

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

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 | Late 2025 |
| PE/Environmental | Summer 2025 | Early 2027 |
| Final Design (PS&E) | TBD | TBD |
| Construction | TBD | TBD |

