East Bay Greenway: Lake Merritt BART to South Hayward BART

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC) is the implementing agency for the East Bay Greenway: Lake Merritt BART to South Hayward BART project that proposes to construct a 16-mile regional trail facility along the BART alignment from Oakland to Hayward. The project would consist of Class I multi-use pathways and Class IV protected bikeways as well as lighting, fencing, barrier railings, intersection improvements and crossing treatments, and other features needed to ensure user safety and security.

Much of the project corridor contains an active Union Pacific Railroad (UPRR) line and availability of UPRR right-of-way will determine the ultimate project design. Two design options are under consideration to provide "bookends" for environmental analysis purposes. A Rail-with-Trail option would construct a trail adjacent to the rail line while preserving rail operations. A Rail-to-Trail option would involve abandonment of the rail line and conversion to a trail facility. Both options require some usage of UPRR right-of-way.

(For illustrative purposes only.)
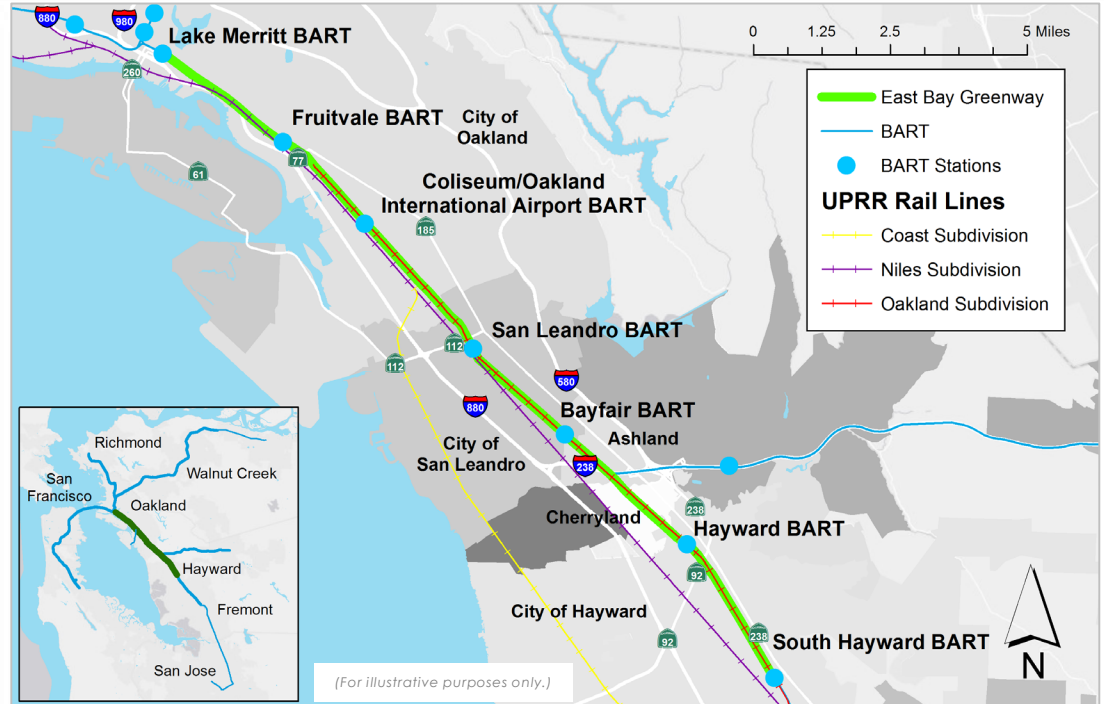
PROJECT NEED

- 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: Right-of-Way

- In 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 the Project.

- Alameda CTC is the lead agency for California Environmental Quality Act (CEQA) and Caltrans is the lead agency for National Environmental Policy Act (NEPA).

- Alameda CTC adopted the CEQA Initial Study/Mitigated Negative Declaration (IS/MND) on March 22, 2018.

- Caltrans approved the NEPA Categorical Exclusion (CE) on November 16, 2018.
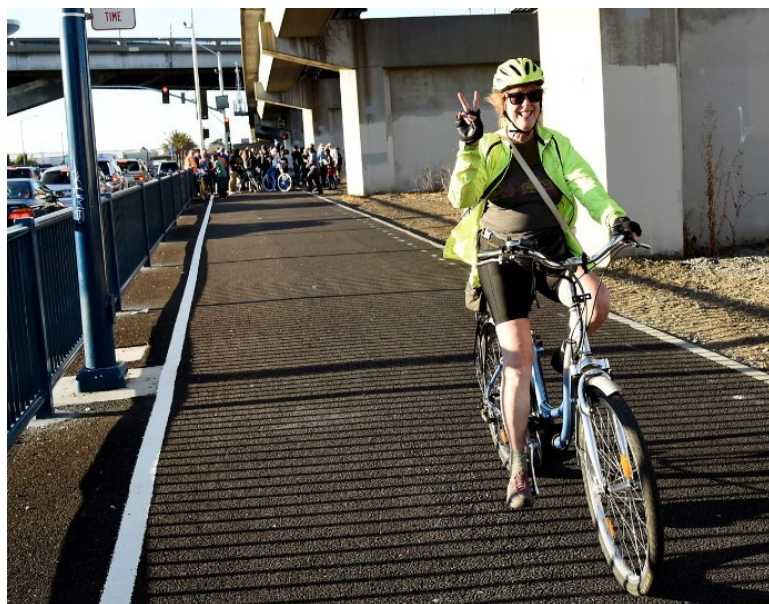
Initial East Bay Greenway segment from Coliseum BART to 85th Avenue (funded by Measure WW, TIGER and BAAQMD).

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, BART, East Bay Regional Park District and the California Department of Transportation – lead agency for NEPA clearance

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

COST ESTIMATE BY PHASE ($ X 1,000)

PE/Environmental	$3,000
Final Design	$30,000
Right-of-Way	TBD*
Construction	$191,070

* The cost for right-of-way is subject to future discussions with UPRR.

FUNDING SOURCES ($ X 1,000)

Measure BB	$3,500
Measure B	$345
Federal	$2,656
State	TBD
Regional	TBD

SCHEDULE BY PHASE

	Begin	End
Environmental	Fall 2015	Fall 2018
Final Design (PS&E)	Late 2021	2023
Right-of-Way	Early 2020	Spring 2021
Construction	TBD	TBD

Project corridor in San Leandro south shared by UPRR – an active freight rail line.