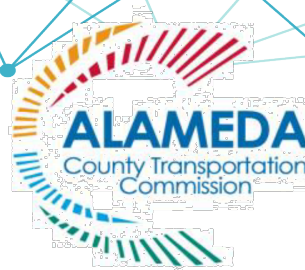


FACT SHEET



METROPOLITAN
TRANSPORTATION
COMMISSION



EAST BAY GREENWAY MULTIMODAL PROJECT – NORTH SEGMENT

Project Location:

The East Bay Greenway Multimodal Project – North Segment is located in the Cities of Oakland and San Leandro in Alameda County.

Project Scope:

The Project will construct approximately 10.6 miles of a major north-south bicycle and multimodal corridor on local streets and a State conventional highway adding Class I, buffered Class II, neighborhood Class III, and Class IV facilities connecting five (5) Bay Area Regional Transit (BART) stations beginning at the Lake Merritt BART Station in Oakland to the Bayfair BART Station in San Leandro. The Project also includes signalized and unsignalized intersection upgrades, pedestrian and transit boarding islands and transit signal priority to increase transit reliability. Placemaking improvements such as parklets, public art, and streetscape enhancements will support anticipated growth in transit and active transportation along the corridor and reflect local community heritages.



Proposed Class I Pathway along San Leandro Street in Oakland

Project Cost:

Total Project Cost	Total SCCP Request
\$120,947,000	\$39,375,000

Project Schedule:

PA&E	R/W	PS&E	RTL	CON
12/27/2022	12/27/2023	3/26/2024	3/26/2024	01/15/2025


Project Benefits:

This all-ages-and-abilities bikeway "spine" will connect users to a wide array of destinations including downtowns, commercial districts, schools, social services, community colleges, medical facilities, and open spaces. The Project will address needed safety improvements and long-standing pedestrian and bicycle access issues in the corridor to encourage walking, biking, and transit. The Project will improve safety for bicyclists and pedestrians in a corridor that has been identified as part of the county High Injury Network and in communities with relatively low levels of access to automobiles.

Senate Bill 1 – Solutions for Congested Corridors Program – 2022

East Bay Greenway Multimodal Project Phase 1

California Department of Transportation, Metropolitan Transportation Commission, & Alameda County Transportation Commission



Along with the many project benefits along the corridor, the Project will have a significant impact on achieving local, regional, and statewide greenhouse gas emissions goals and aligns with the State's Climate Action Plan for Transportation Infrastructure. The Project promotes multimodal travel and mode shift in a central corridor in the heart of the eastern San Francisco Bay Area by providing high quality bicycle and pedestrian facilities and transit priority treatments to increase transit reliability and performance. The improved multimodal access to BART stations is anticipated to result in increased ridership on BART throughout the corridor area and the region.

The Project is the first segment of a transformative corridor vision that extends from Oakland to Hayward in Alameda County that has the explicit goals of promoting mode shift and increasing use of alternate travel modes, improving safety and sustainability, and supporting housing and job growth as the corridor transitions from an auto-oriented thoroughway to a multimodal community street. The Project significantly improves safety for all users by separating bicyclists from motor vehicle traffic and includes elements to improve pedestrian crossings and safe access to transit. In addition, by narrowing lanes and implementing traffic calming treatments that reduce vehicle speed, the road will be safer for auto users.

As a result of over a decade of community organizing, the Project is a high transportation priority for marginalized communities in the corridor. More than 90% of the East Bay Greenway Multimodal Project corridor traverses regionally identified Equity Priority Communities, which are census tracts with high concentrations of underserved populations, such as households with low incomes and people of color. The project corridor is among the lowest income, lowest auto ownership, and highest asthma rate areas in the State of California. In addition, the surrounding community continues to suffer pollution, noise, and community displacement due to the proximity of the I-880 freeway, which carries most Port of Oakland truck traffic. These impacts will be reduced with the implementation of an alternate, low-stress greenway along this same corridor, which will result in less vehicle travel on the freeway. The project sponsor and its partners have developed deep ties in the communities along the project corridor including strong relationships with community-based organizations, social justice, transit advocacy and faith-based groups, and youth and senior organizations.

Key Project Benefits



**Multimodal
Connectivity
Along BART Line**



**Sustainable
Transportation
Options**



**Improved Safety
for Bicyclists
& Pedestrians**



**Facilitate First
Mile/Last Mile
Connections**



**Investment in
Equity Priority
Communities**