



segment design

segment design

- site analysis
- path alignment
- community connections



In order for the design to best respond to the different conditions and communities along the corridor, we divided the Greenway into sixteen segments. The design for each segment includes the link, our preferred path alignment for the Greenway, and the seam, opportunities to connect adjacent communities to the Greenway.

Segment 1: E 12th Street: 18th Avenue to Fruitvale Avenue, Oakland

Segment 2: Fruitvale BART Station: Fruitvale Avenue to 37th Avenue, Oakland

Segment 3: San Leandro Street: 37th Avenue to 50th Avenue, Oakland

Segment 4: San Leandro Street: 50th Avenue to Seminary, Oakland

Segment 5: San Leandro Street: Seminary Avenue to 69th Avenue, Oakland

Segment 6: Coliseum Station: 69th Avenue to 75th Avenue, Oakland

Segment 7: San Leandro Street: 75th Avenue to 105th Avenue, Oakland

Segment 8: San Leandro Street: 105th Avenue to Davis Street, Oakland and San Leandro

Segment 9: San Leandro Station: Davis Street (SR-61) to Thornton, San Leandro

Segment 10: Thornton Street to Hudson Lane, San Leandro

Segment 11: Washington Industrial: Hudson Lane to 147th Avenue, San Leandro

Segment 12: Halcyon Foothill: 147th Avenue to Hesperian Avenue, San Leandro

Segment 13: Bay Fair Station: Hesperian Avenue to Elgin Street, San Leandro and Ashland

Segment 14: Elgin Avenue to Hampton Road, Ashland

Segment 15: Western Boulevard: Hampton Road to A Street, Cherryland and Hayward

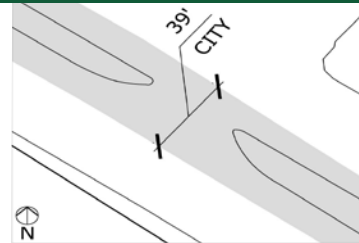
Segment 16: Hayward Station: A Street to Hayward BART Station, Hayward

The East Bay Greenway starts near 19th Avenue in Oakland where the BART tracks emerge from the Lake Merritt Station. This segment, running along East 12th Street, connects downtown Oakland and Lake Merritt to the Fruitvale neighborhood and the Fruitvale BART station.

Site Analysis

Land Ownership

On E 12th Street, the BART tracks are elevated above a median in the middle of the street. The City of Oakland owns the land under the BART tracks.



Segment 1 typical land ownership

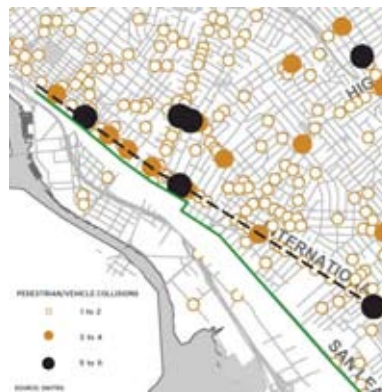
Site Observations

E 12th Street runs roughly parallel to International Boulevard, a busy street with a high number of pedestrian and bicycle accidents. The *Health Impact Assessment* designated International Boulevard as one of the main pedestrian and bicycle injury “hot spots” near the Greenway.



High speeds and truck traffic now make E 12th Street feel unsafe for pedestrians and cyclists, especially children and the elderly. To accommodate left-turn lanes, the travel lanes convert back and forth between two and three lanes. The intersection at 22nd Avenue, which connects directly to Interstate 880, is especially difficult for pedestrians to cross.

Although traffic safety is a problem on E 12th Street, with proper pedestrian and bicycle facilities it could provide an alternative route that is safer than International Boulevard. Unlike International Boulevard, E 12th Street stays active during the day and at night. The presence of day laborers, fruit stands, and sports activities at the Cesar Chavez Education Center provides “natural surveillance” and “eyes on the street.”



Pedestrian/vehicle collisions are high along International Boulevard which runs parallel to the Greenway corridor.

Image from the City of Oakland's Pedestrian Master Plan

Community Comments

At community workshops, residents agreed that E 12th Street was a desirable route for pedestrians and cyclists. But they were concerned about current levels of maintenance on the street. Despite high levels of activity in this area, residents were concerned about crime. Community members in this segment listed lighting, safety cameras, and planted areas as their top desires for the Greenway. Exercise areas, call boxes, and seating ranked second.

Existing Plans and Developments

The City of Oakland *Bicycle Master Plan* proposes on-street Class II bike lanes for this segment of E 12th Street. The City is currently developing the design and feasibility analysis for the bike lanes. The City of Oakland is also developing streetscape improvements for Fruitvale Avenue from E 12th Street to Foothill Boulevard.

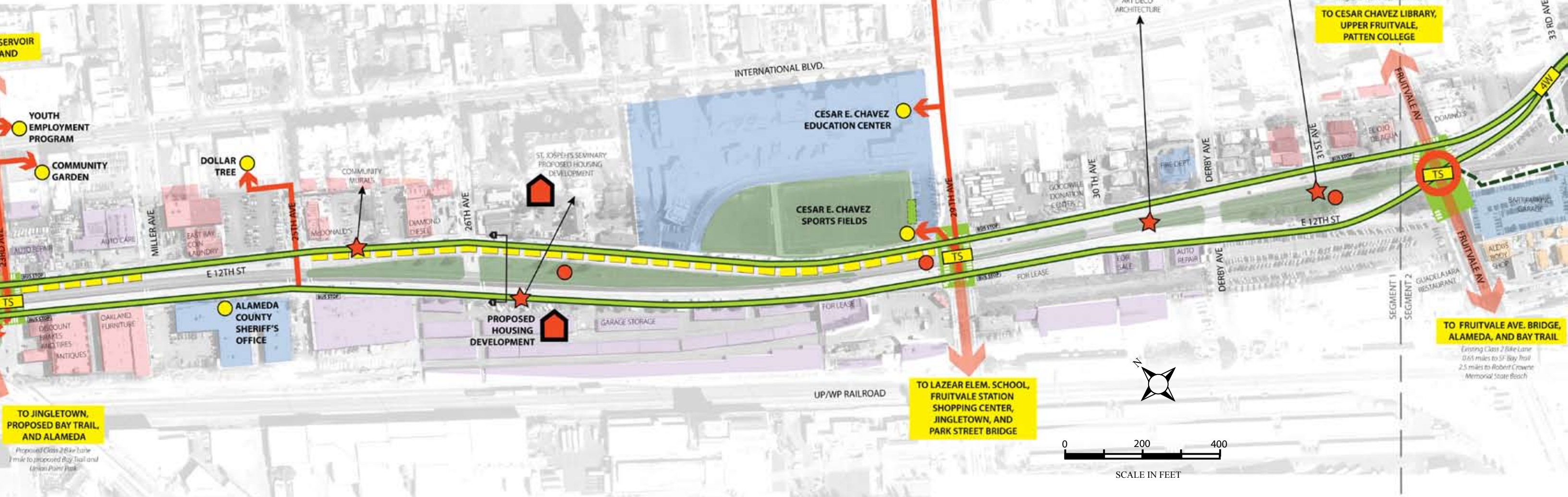
segment 1: E 12th Street, 19th Avenue to Fruitvale Avenue, Oakland





segment 1: E 12th Street, 19th Avenue to Fruitvale Avenue, Oakland





East Bay Greenway Site Map Legend

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|--|--|---|--|
| <ul style="list-style-type: none"> Preferred Route <ul style="list-style-type: none"> Class 1 - Bike Path Class 2 - Bike Lane Class 3 - Bicycle Boulevard Station Access Alternative Routes Traffic Impacts <ul style="list-style-type: none"> Remove on-street parking Remove one travel lane Railroad easement required for preferred route City Boundary SEGMENT 14 / SEGMENT 15 (Segment Division) | <ul style="list-style-type: none"> Railroad crossings <ul style="list-style-type: none"> Existing at grade crossing Proposed at grade crossing Pedestrian / Bicycle Overpass <ul style="list-style-type: none"> Existing Proposed Intersection crossings <ul style="list-style-type: none"> Existing traffic signal Non-signalized (stop or yield) Proposed new traffic signal Midblock crossings <ul style="list-style-type: none"> Proposed new crossing with traffic signal Proposed new crossing - non-signalized | <ul style="list-style-type: none"> Cross Section Location Water Points of Interest <ul style="list-style-type: none"> Places of historical, natural, and cultural interest along the Greenway route Art Opportunities Current and Planned Development Potential Development Site Potential Open Space Site | <ul style="list-style-type: none"> Gateway Bicycle Parking - Existing Bicycle Parking - Proposed Improved Pedestrian Crossings <ul style="list-style-type: none"> A combination of the following: improved or new crossing signals or signage, high-visibility crosswalks, pedestrian refuge medians, curb bulbouts, lane width reduction Community Destination Existing Community Connections Proposed Community Connections Connections to Regional Destinations |
|--|--|---|--|

segment 1

The Link: Greenway Path Alignment

Preferred Route

We propose that the Greenway work with the City of Oakland’s current plan to install Class II bike lanes in this segment. Installing bike lanes will make the number of travel lanes consistent (2 travel, 1 parking each direction) and clarify traffic flow.

Along with bike lanes, we recommend adding sidewalk improvements, street trees, and other pedestrian amenities as development occurs along the street. New developments should also be encouraged to minimize the number of driveway entrances on E 12th Street.

A preliminary traffic study finds that reducing the number of lanes from three to two in each direction marginally increases the intersection signal delay but would not change the Level of Service (LOS). Closing the median at non-signalized intersections increases the intersection control delay, but again the LOS would remain at the same level. Also, analysis shows no significant drop in arterial speeds by reducing lanes from three to two or closing medians at non-signalized intersections.

Further studies are needed to determine if closing median openings at certain non-signalized intersections would improve traffic safety.

Crossing Treatments

Key intersections in this segment selected for improved crossings are:

- 22nd Avenue because of the high speeds of traffic coming off the interstate
- 23rd Avenue because of its connections to community facilities
- 29th Avenue because of its adjacency to the Cesar Chavez Education Center and proposed housing developments
- Fruitvale Avenue because of the high volume of traffic



22nd Avenue intersection

At each of these intersections we recommend:

- Removing “free right turn” lanes where feasible
- Creating high-visibility crosswalks
- Adding pedestrian count-down signals where there are none
- Adding curb extensions (bulb-outs) where feasible

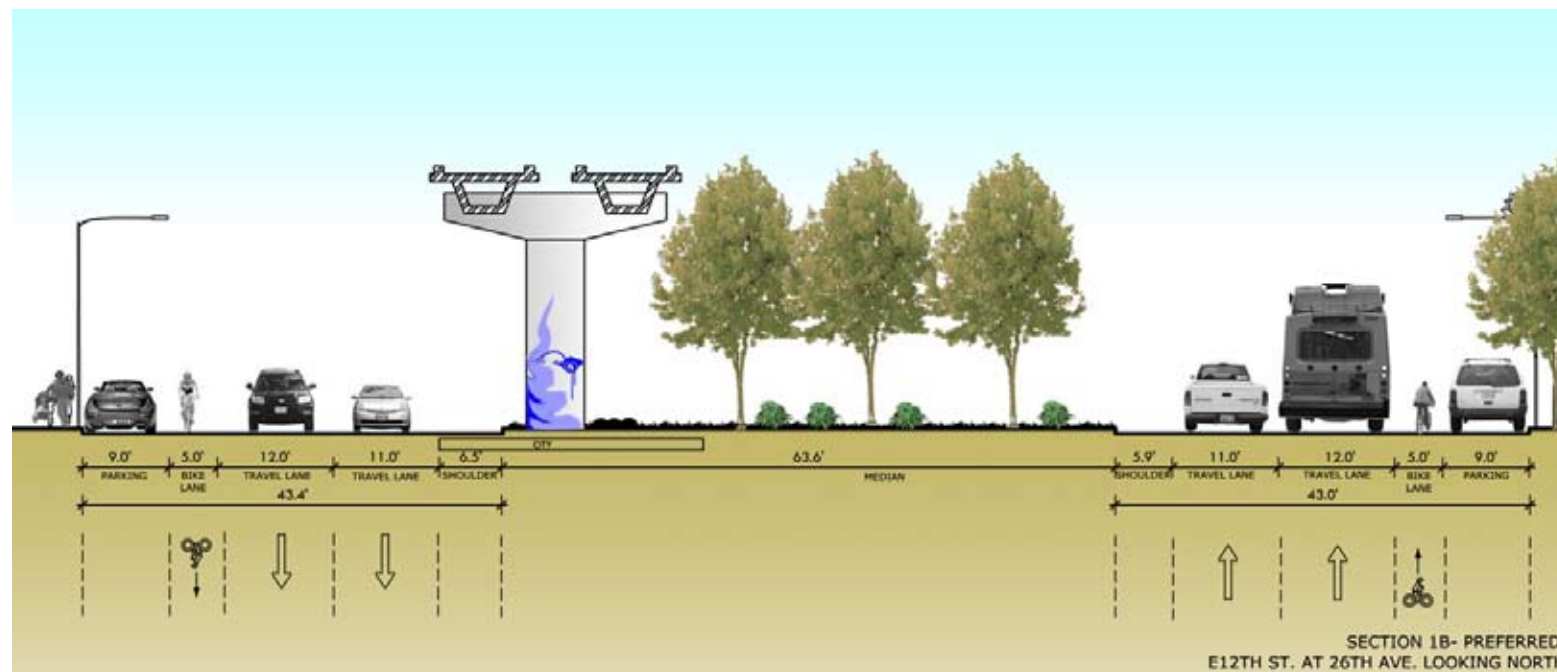
The City of Oakland is proposing improvements to the Fruitvale Avenue and E 12th Street intersection, including high-visibility crosswalks and signage. Directions to the Greenway should be included in the proposed signage.

Alternatives

An alternative Greenway design would be to close all the intersections that cut through the median except where a traffic signal exists, and expand the median to include a multi-use path. By restricting crossing to signalized intersections, the design provides for improved pedestrian and bicycle flow. Inexperienced riders would appreciate the longer stretches of continuous pathway. Additionally, closing the unsignaled intersections would minimize the number of vehicles that pull far into the intersection and stop before turning, unsafely blocking the pathway.



Mandela Parkway in Oakland has a pedestrian path in the median and bike lanes on the street.



The Seam: Community Connections

Community Character

This segment contains a vibrant mix of neighborhoods, from the predominantly Asian neighborhoods of Eastlake to the Hispanic neighborhood of Fruitvale, from the former brick factories of Jingtowntown to Art Deco buildings on International Boulevard. This area is rich in community organizations, historic architecture, restaurants, and markets. Points of interest include a community garden, colorful murals, and historic architecture. The Cohen Bray House at 1440 29th Avenue is home to the Victorian Preservation Center of Oakland, which offers tours of the 1884 home.

Access and Traffic Calming

The majority of pedestrian activity in this segment is along International Boulevard and Fruitvale Avenue. The existing sidewalks and traffic signals create adequate access from the Greenway to these commercial areas. The intersection improvements on E 12th Street listed in the Crossing Treatments section will help pedestrians and cyclists cross the corridor.

Community Opportunities

E 12th Street has several opportunities to create a community corridor of art, nature, and culture that supports pedestrian and bicycle traffic.

The unused grass field between 22nd and 23rd Avenues next to the railroad overpass could become a community park. Local schools and community youth groups could use the open space for sports, nature exploration, and other activities.

The street median (up to 76 feet in width) across from the Cesar Chavez Education Center and near 31st Street could become a place to display children's art or set up a demonstration rain garden for science classes.

This segment has many community organizations and assets that could benefit from and support the Greenway. Some ideas include:

- Cycles for Change, located at EBAYC near 19th Avenue, could work with the Greenway on programming that encourages young people to ride bicycles.
- Youth and art organizations in the community—East Side Arts Alliance, local schools and church groups, and the Youth Employment Program, for example—could participate in art and gardening projects in the median.
- Several local iron workers and artisans who live and work in the area could help construct the Greenway.



One of the many murals found in the neighborhood



An opportunity for community open space at 23rd Avenue



The wide median could provide space for gardening or public art



This simulation of the median along E 12th Street shows examples of rain gardens and public art



segment 1

4

segment design

Fruitvale Village at the Fruitvale BART Station is a model mixed-use development with housing, community services, restaurants, and more. It serves as a gateway to the Fruitvale neighborhood, a vibrant Latino community.

Site Analysis

Site Observations

Fruitvale Village contains the Bike Station, which stores 20 to 70 bicycles per day and has a capacity to store up to 250. Next door to the Bike Station is the East Bay Bicycle Coalition office.

The plaza outside the Fruitvale BART Station is the site of many festivals and celebrations and, on Thursdays, a farmers' market. Because of its high level of pedestrian activity, the plaza lacks adequate space for a bicycle path.

Existing Plans and Developments

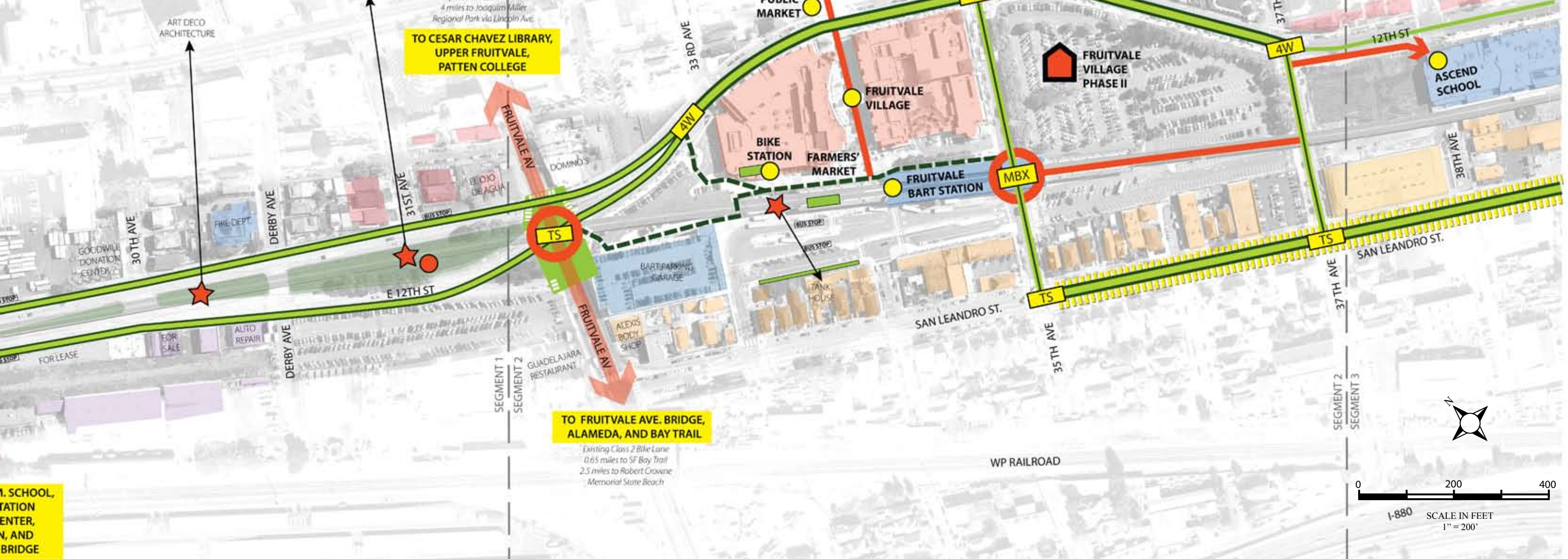
Completed in 2004, Fruitvale Village Phase 1, a mixed-use development next to the BART station, is a national model for community-based and transit-oriented development. Phase II is expected to add another 275 to 450 mixed-income residential units in the parking lot south of the station.

The Fruitvale BART *Station Access Plan*, completed in 2002, includes plans to improve pedestrian and bicycle routes to the station and provide pedestrian and bicycle amenities at the station.



segment 2: Fruitvale BART Station, Fruitvale Avenue to 37th Avenue, Oakland





1. SCHOOL, STATION CENTER, AND BRIDGE

segment 2: Fruitvale BART Station, Fruitvale Avenue to 37th Avenue, Oakland

East Bay Greenway Site Map Legend

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| Preferred Route
Class 1 - Bike Path | Class 2 - Bike Lane | Class 3 - Bicycle Boulevard | Station Access | Alternative Routes | Traffic Impacts
Remove on-street parking | Remove one travel lane | Railroad easement required for preferred route | City Boundary | Segment Division | Railroad crossings
Existing at grade crossing
Proposed at grade crossing | Pedestrian / Bicycle Overpass
Existing
Proposed | Intersection crossings
Existing traffic signal
Non-signalized (stop or yield) | Proposed new traffic signal | Midblock crossings
Proposed new crossing with traffic signal
Proposed new crossing - non-signalized | Water | Points of Interest
Places of historical, natural, and cultural interest along the Greenway route | Art Opportunities | Current and Planned Development | Potential Development Site | Potential Open Space Site | Gateway | Bicycle Parking - Existing
Bicycle Parking - Proposed | Improved Pedestrian Crossings
A combination of the following:
Places of historical, natural, and cultural interest along the Greenway route
Improved or new crossing signals or signage, high-visibility crosswalks, pedestrian refuge medians, curb bulbouts, lane width reduction | Community Destination | Existing Community Connections | Proposed Community Connections | Connections to Regional Destinations |
|--|---------------------|-----------------------------|----------------|--------------------|---|------------------------|--|---------------|------------------|--|---|---|-----------------------------|---|-------|---|-------------------|---------------------------------|----------------------------|---------------------------|---------|--|--|-----------------------|--------------------------------|--------------------------------|--------------------------------------|

The Link: Greenway Path Alignment

Preferred Route

From the north, cyclists and pedestrians will enter the Fruitvale Village and BART Station from E 12th Street; from the south, they will enter at the existing midblock crossing on 35th Avenue. At these entrance points, we recommend signage that asks cyclists to dismount and walk their bikes and directs them to bike storage.

Cyclists traveling on the Greenway through the area will continue on E 12th Street (Class II) to 35th Avenue and 37th Avenue (Class III) to connect to San Leandro Street.

We recommend keeping a pedestrian and bike path under the BART tracks between 35th Avenue and 37th Avenue when, in the future, the existing parking lot is developed into Fruitvale Village Phase II.

Intersections and Crossing Treatments

The key turns in the cycling route—E 12th Street and Fruitvale Avenue, E 12th Street and 35th Avenue, and 35th Avenue and San Leandro Street—all have traffic signals.

The pedestrian and bicycle entrance to the north of the station has a marked crosswalk and a stop sign. The midblock crossing to the south of the station on 35th Avenue needs improved signage and a more visible crosswalk, preferably with a speed table (raised crossing).

Alternatives

An alternative through route for cyclists is to follow the bike route along E 12th Street, per Oakland's *Bicycle Master Plan*, and connect back to the BART tracks near 50th Avenue.



Midblock crossing at 35th Avenue

The Seam: Community Connections

Community Character

Fruitvale Village hosts several annual festivals such as the Dia de los Muertos and Cinco de Mayo. The Village, which contains a local library and a new public market, connects directly to the International Boulevard Shopping District, the commercial core of the community. A half-mile away on 34th Avenue is the Peralta Hacienda Historic Park, the former home of the Peralta family land owners. A tank house west of the station, another historic site, serves as a reminder of the area's rich agricultural past.

Community Opportunities

The prime community opportunity in this area is to incorporate the Greenway into the Fruitvale Village Phase II, while preserving the character of the existing neighborhood and providing needed open space. The Unity Council, a community-based non-profit managing Fruitvale Village, and Ascend Academy, an adjacent school, should be included in developing the programming for the Greenway.



Sidewalk underneath BART tracks in BART parking lot

Segment 3 connects the Fruitvale Village and BART Station through a mixed neighborhood of older housing and light industry to the industrial corridor of San Leandro Street.

Site Analysis

Land Ownership

In this segment, the elevated BART tracks pass over an abandoned railroad right-of-way (the railroad tracks have been removed) that runs through several neighborhood blocks behind buildings and backyards. BART owns approximately 38 feet of this right-of-way, while the railroad owns approximately 11 feet.

Site Observations

Currently, the areas under the BART tracks are fenced off. However, residents say that people break into the area to walk their dogs. One property owner mows the area because no one else is maintaining it.

The neighbors here are concerned about crime. Some fear that the area behind buildings, if opened up and then neglected, would attract more crime and vandalism. However, the short blocks in this area allow for views through the entire space from adjacent streets.

The short blocks and frequent midblock crossings make this location less than ideal for a bicycle route. Additionally, the space between 37th and 39th Avenues is being used by Ascend Academy.

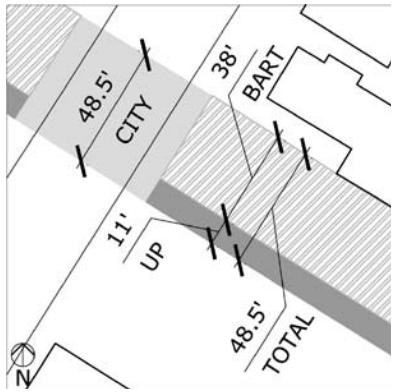
Community Comments

At community meetings people suggested that the abandoned rail area could become usable open space, which is lacking in the community. At the same, concerns about safety were high. Many viewed benches negatively because of the large homeless population in the neighborhood.

Given a choice for a travel corridor between E 12th Street, the midblock area, and San Leandro Street, the majority of the people we talked to preferred San Leandro Street because it is more visible, feels safer, and provides a more direct connection to key destinations.

Existing Plans and Developments

The City of Oakland's *Bicycle Master Plan* recommends a Class III bicycle route on E 12th Street. The City of Oakland prefers this route over San Leandro Street because of the high traffic volumes and street-width constraints on San Leandro Street. However, where E 12th Street crosses 42nd Avenue and becomes one way, cyclists face difficulties negotiating the freeway's on and off ramps.



Segment 3 typical land ownership



segment 3: San Leandro Street, 37th Avenue to 50th Avenue, Oakland



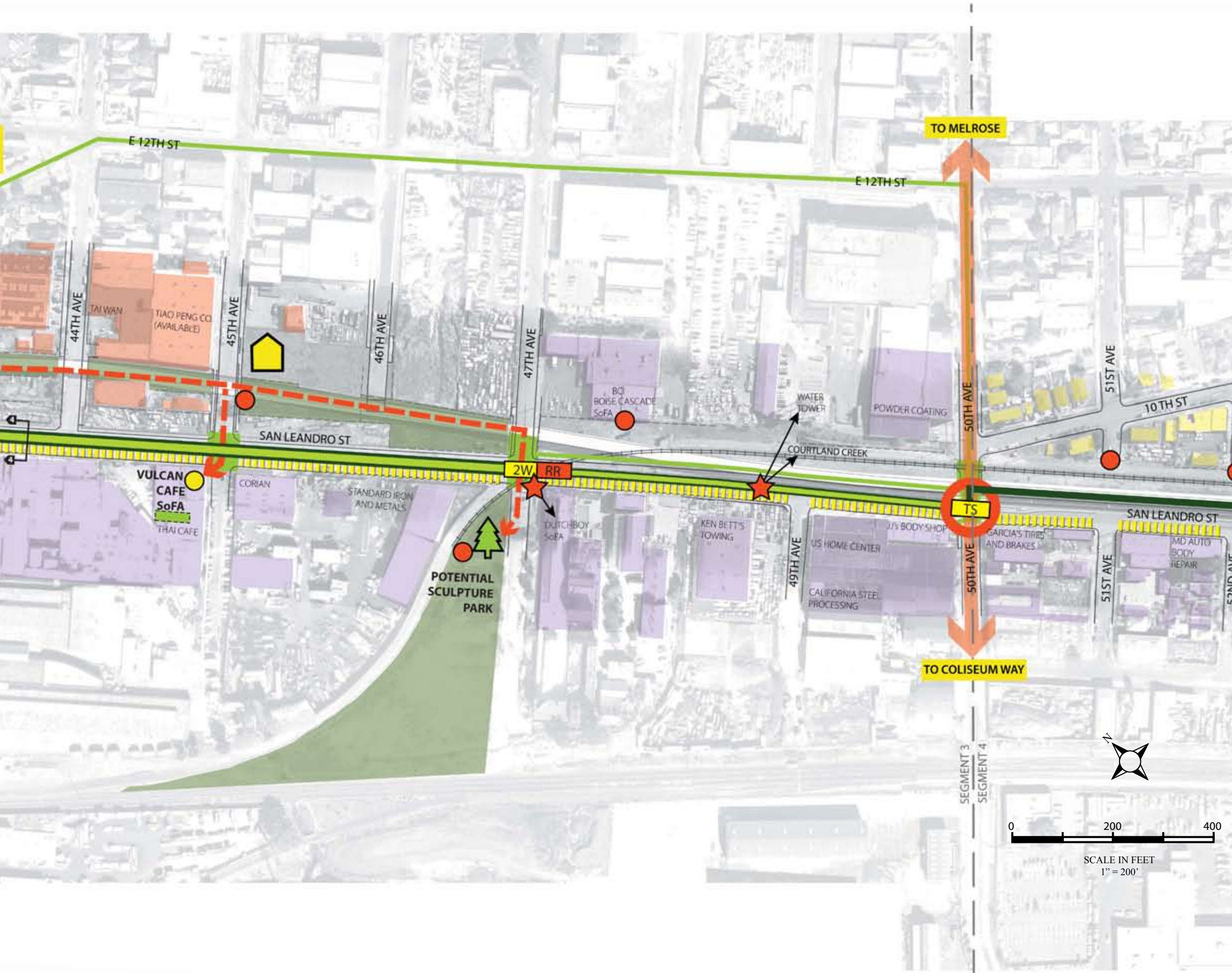


segment 3: San Leandro Street, 37th Avenue to 50th Avenue, Oakland



East Bay Greenway Site Map Legend

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The Link: Greenway Alignment

Preferred Route

The frequent midblock crossings along the BART corridor, the out-of-the-way quality of E 12th Street, and the community’s preference for using San Leandro Street make San Leandro Street the preferred Greenway bicycle route. Because of the community’s interest in using the abandoned rail corridor, we include the area under the BART tracks as an opportunity for community open space discussed in this segment’s Community Opportunities section.

From 37th Avenue to 42nd Avenue, San Leandro Street is approximately 60 feet wide—too narrow even for the existing four lanes of traffic and parking on both sides of the street. In order to add bike lanes, we would need to widen the street at least 2 feet and eliminate parking on both sides. Although this is not an ideal situation, from talking with community members and observing existing patterns of travel for pedestrians and bicycles, we recommend that San Leandro Street is still the preferred the route for the Greenway cyclists.

From 42nd Avenue to 47th Avenue, San Leandro Street narrows even further to approximately 50 feet for four lanes of traffic and parking on one side only. In this segment, the east side of San Leandro Street has no curb or sidewalk, and the adjacent properties, which are used for storage, have no existing structures. If these parcels become available, we strongly recommend acquiring a portion of the land for road widening, bike lanes, sidewalks, and curbs.

The preliminary traffic analysis found that the proposed modification will not have any impact on traffic operations. Parking use was observed in this area, and apparent opportunities for off-street parking were noted. The removal of on-street parking would require action by the City Council, as well as a special parking study.

If the current industrial uses become redeveloped into residential or commercial uses, then we recommend widening the road to allow for both on-street parking and bike lanes.

Crossing Treatments

Through most of this section, the cross streets along San Leandro Street have very light traffic; most intersections do not have traffic lights. San Leandro Street has a large volume of traffic that does not stop often for cross traffic. The busiest intersection in this segment is High Street, which has a traffic signal.

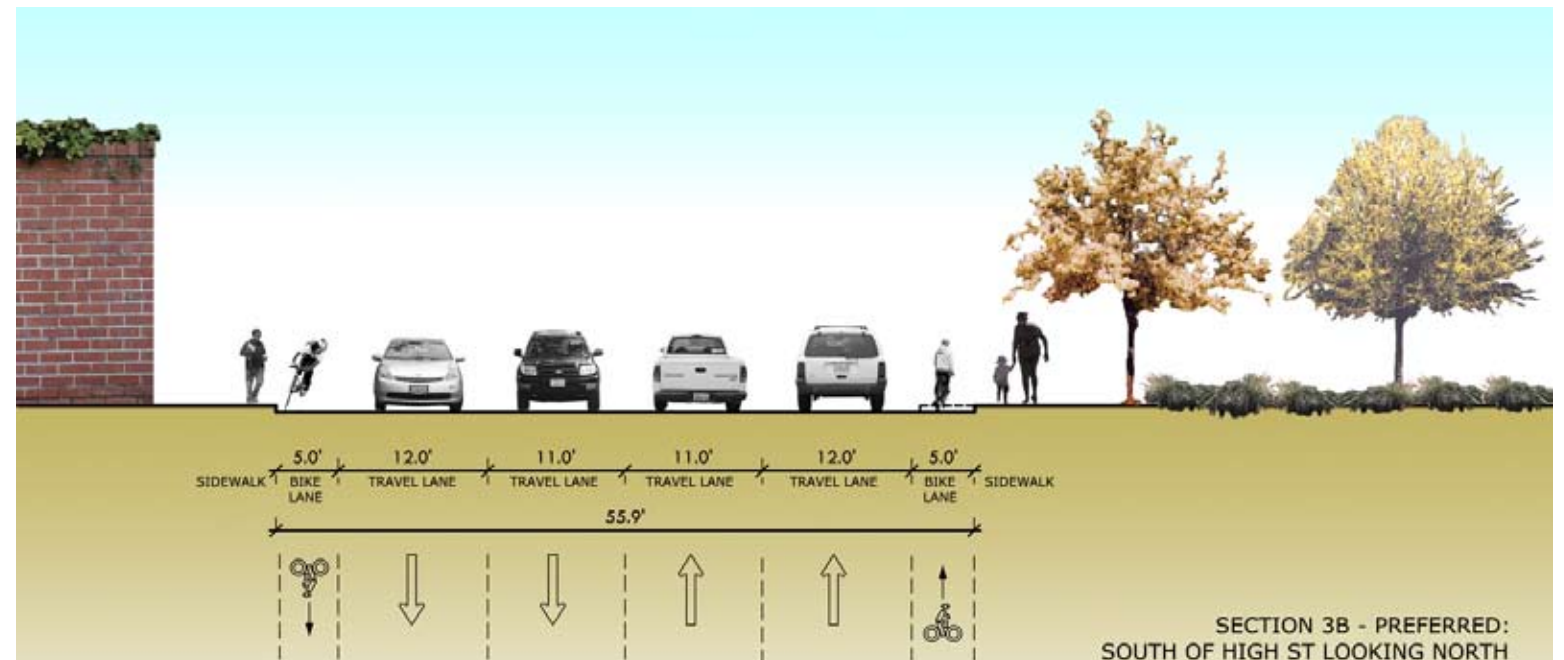
The Greenway is a Class II bike lane in this segment, so the cyclists will follow the existing traffic signals along San Leandro Street. At 47th Avenue the BART tracks, the UPRR tracks, and San Leandro Street convene and run parallel to each other. The Class I bike path could start here or at 50th Avenue, where an existing traffic signal makes the transition between the two types of Greenway pathways safer.

Alternatives

If bike lanes or a bike route on San Leandro Street is not feasible, a Class IIIA bike route on E 12th Street as proposed by City of Oakland’s *Bicycle Master Plan* is an alternative. However, significant obstacles must be addressed: the difficult intersections and one-way traffic flow around 42nd Avenue, the lack of “eyes on the street” on E 12th Street, and a required detour from the Greenway route onto several side streets. But if San Leandro Street is not a feasible bike route, cyclists traveling from Fruitvale Station can use E 12th Street, taking 50th Avenue south to connect to San Leandro Street.



From 42nd to 47th Avenue on San Leandro Street there is no sidewalk



The Seam: Community Connections

Community Character

Through the 19th century, much of this part of Oakland was farmland. The dawning of the 20th century saw industry growing up around the railroad. Today the juxtaposition of older housing and light industry remains, even while new development, new immigrants, and the search for affordable housing change the nature of the community.

Commercial activity is primarily small and large retail mixed with repair shops, light industrial, and shipping and storage. A significant portion of both residential and commercial structures are older, dating from late 19th century through the 1950s.

The older brick factories and warehouses, the railroad fixtures, and the water tower give this neighborhood an historic, urban, industrial quality. The SoFA (South of Fruitvale Avenue) artist collective has several studios in the area, including the Vulcan Café and the Thai Café near 45th Avenue. Courtland Creek runs under the Greenway path near 49th Avenue. Day laborers gather at the Volunteer for America site at the intersection of High and San Leandro Streets.

- 45th Avenue because it is a potential community hub with the Vulcan Café and artists studios
- 50th Avenue because the Greenway transitions from Class II bike lanes to a Class I multi-use path at this point
- 47th Avenue, if a sculpture park is developed on the adjacent property in the future (see Community Opportunities below)

At each of these intersections, we recommend:

- Installing high-visibility crosswalks
- Adding pedestrian count-down signals where there are none
- Adding curb extensions (bulb-outs) where feasible
- Removing “free right turn” lanes and reducing turning radii where feasible

Community Opportunities

If activated and used, the space under the BART tracks from 39th Avenue to 47th Avenue can bring different sections of the community together. This area would not be for through traffic; instead, it would be a community hub used for local public art displays and environmental education. Nestled in a complex urban neighborhood, this patch of green space would provide enjoyment for children, families, and the elderly.

With good design and planning, the area will be an asset to those working and living in the neighborhood. However, safety and maintenance must remain top priorities in design and stewardship if this area is to become a safe community space.



SoFA studios and Volunteer for America day laborers site

Access and Traffic Calming

The existing conditions along the corridor are not conducive to walking and biking. Many sections of the sidewalks along San Leandro Street are either blocked, narrow, or have badly damaged paving.

The Vulcan Café and the Thai Café on San Leandro Street and 45th Avenue are difficult to access from the other side of San Leandro Street because there is no crosswalk or stop sign/light.

Intersections along San Leandro Street that need improved street crossings include:

- 39th Avenue because it connects to Ascend Academy
- High Street because it has a high volume of traffic and pedestrian activity, including the day laborers’ association



Difficult pedestrian crossings

People in the community viewed an improvement to this space as important. Because of the marked lack of open space and the many children living in the neighborhood, any small pocket park or play area would be used and appreciated, they said.

A public art project in collaboration with the local SoFA artists could help enliven the space. One artist suggested creating a program in partnership with local schools to create art for the Greenway. SoFA artists also suggested an art competition to create excitement and visibility for the project. The theme could center around recycled materials from the area and tie into the urban/ecology design theme.

Community Space Design Recommendations:

- To improve visibility into the space, remove 2 to 3 on-street parking spaces where the area intersects cross streets.
- Incorporate the Union Pacific rail bridge over 42nd Avenue into the space as a unique focal element.
- Involve residents, homeowners, business owners, local schools and community organizations, SoFA, and the police in planning for the space.

45th and 47th Avenues Artist Hub

The Greenway will create an opportunity to bring more attention and interest to the cafes and the SoFA artist community located in several buildings along San Leandro Street. This provides the potential to create an artist hub with open studios and cafes.

If the railroad spur west of San Leandro Street at 47th Avenue is unused, the lot could become a temporary sculpture park for the surrounding art studios.

Eventually, the cafes, artist studios, sculpture park, creek, railroad bridge, and community spaces under BART could be tied together in an art walk. This effort would require the involvement of local homeowners and businesses, SoFA, community organizations such as the Unity Council, and schools such as Ascend Academy.

Community members in this neighborhood underscored the importance of using local labor to build the Greenway. This would generate jobs for the area and thus create a sense of ownership for the Greenway.



Although not part of the main Greenway route, the community desires a pocket park underneath the BART tracks near 40th Avenue



The unused UPRR railbridge could be an interesting section of the East Bay Greenway with community art and landscaping



The railroad corridor and BART tracks meet up with San Leandro Street at 47th Avenue. All three continue running parallel to each other through the rest of Oakland.

Site Analysis

Land Ownership

Where the BART tracks and railroad line meet up with San Leandro Street, the land ownership under the BART tracks is divided into three parts: the UPRR on the northeast side (2-10 feet), BART in the middle (12-18 feet) and the City of Oakland on the southwest side (8-9 feet).

Site Observations

San Leandro Street is narrow in this area with an average width of 54 feet for four travel lanes and parking on one side of the street. People often park their vehicles on the sidewalks because of the narrowness of the street. At Seminary Avenue, San Leandro Street widens significantly.

However, a few cross streets help break up the Greenway route, and the traffic on San Leandro Street adds “eyes on the Greenway.”

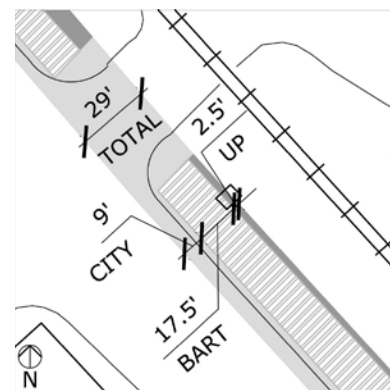
Community Comments

At community meetings in this area, people said that the route is well-used, and they believed putting a greenway there would make it safer and more attractive. Residents also pointed out that few parks exist in the area, and that those are poorly maintained.

Residents urged us to work with schools on art projects for the Greenway and hire local contractors and local laborers. They felt that the Greenway will be appreciated and enjoyed more if locals help build it. They also felt that seating should be located and designed in a way to encourage positive use.

Existing Plans and Developments

The City of Oakland studied the option of bike lanes on San Leandro Street in this segment and concluded that the present high volume of traffic and narrow street width made it unfeasible. The City of Oakland’s *Bicycle Master Plan* proposes a Class III bike route on E 12th Street, connecting back to San Leandro Street at 54th Avenue.



Segment 4 land ownership near 50th Avenue



segment 4: San Leandro Street, 50th Avenue to Seminary, Oakland



segment 4

The Link: Greenway Path Alignment

Preferred Route

The preferred route is to use the shoulder on the west side of BART tracks (on City land) and narrow the street 8 feet to accommodate a 12-foot-wide multi-use pathway between the BART columns and the street, separated from the road by a low, vertical barrier.

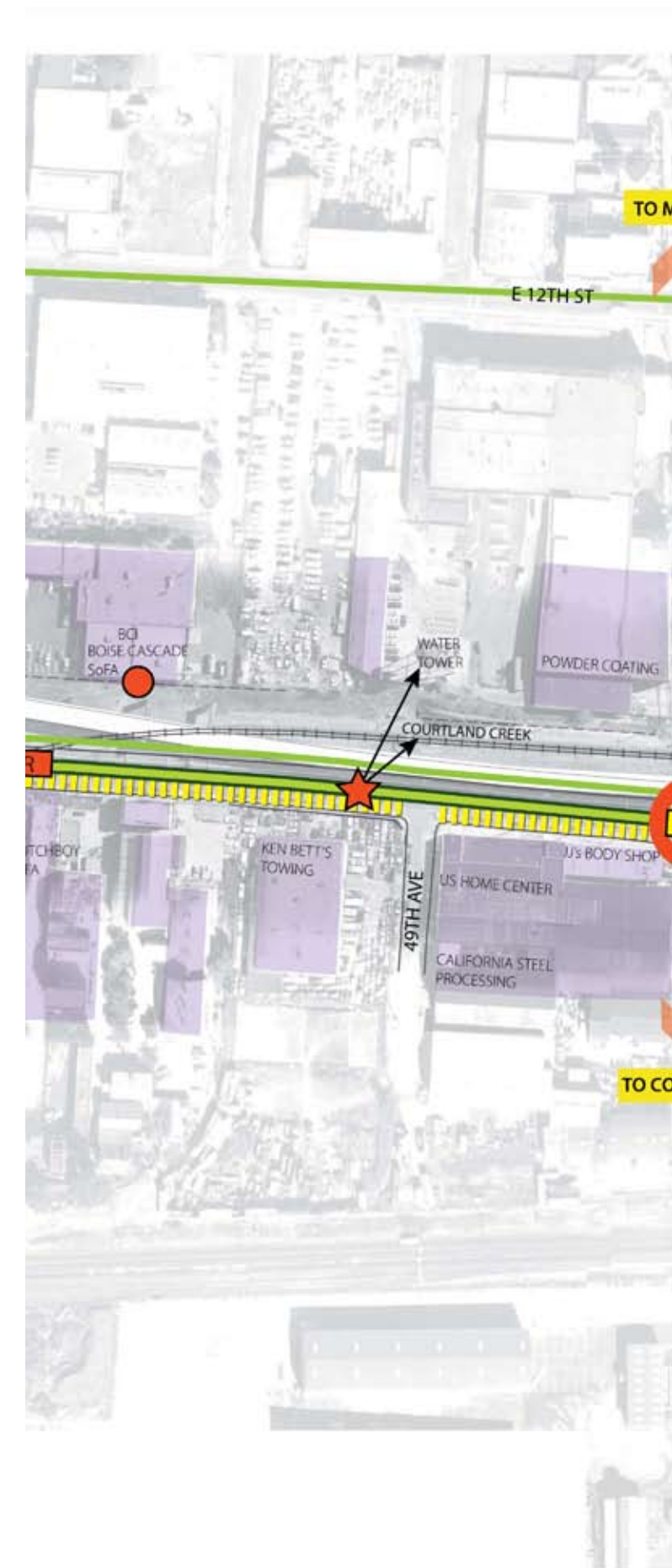
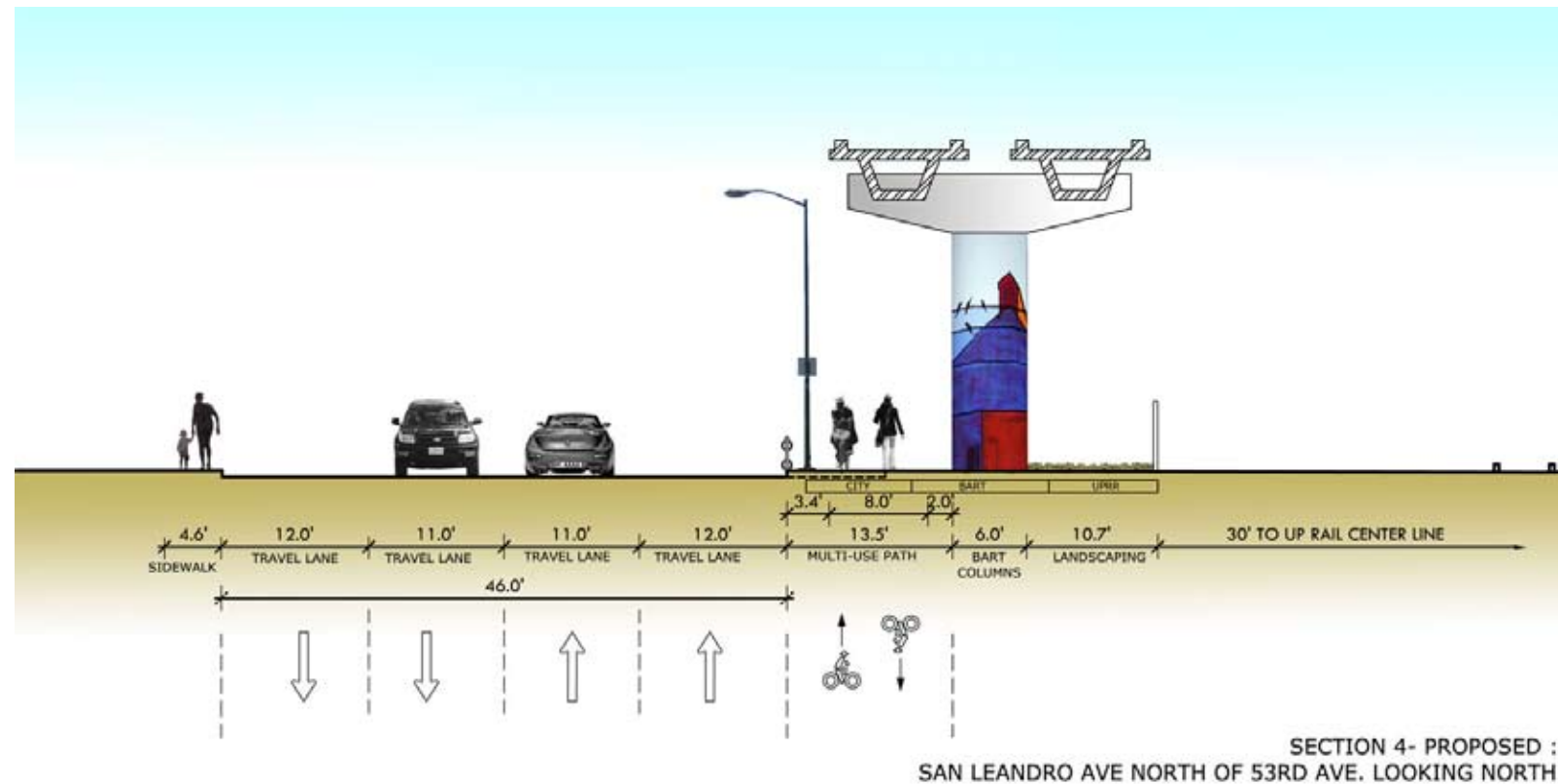
Parking in the southbound direction will have to be removed. This will not have any impact on traffic operations. However, action by the City Council will be required to remove on-street parking, and a special parking study will have to be conducted.

Crossing Treatments

Bicycles and pedestrians on this segment of the Greenway would have to cross only two streets: 54th Avenue and Seminary Avenue. Cross traffic at 54th Avenue is controlled by a stop sign, while Seminary Avenue has traffic lights.

Alternatives

1. If the joint-use UPRR easement under the BART tracks can be used, a bicycle path can be located on east side of BART tracks, and a sidewalk can be installed on west side next to San Leandro Street. This would avoid removing on-street parking. Where existing railroad signal boxes near intersections would block this proposed bicycle path, the pathway would join the pedestrian path on the west side of the BART columns.
2. Install Class II bike lanes on San Leandro Street. This alternative would still require removing on-street parking.
3. Install Class IIIA bike routes on E 12th Street connecting to the BART tracks at 54th Street per the City's *Bicycle Master Plan*.





segment 4: San Leandro Street, 50th Avenue to Seminary, Oakland

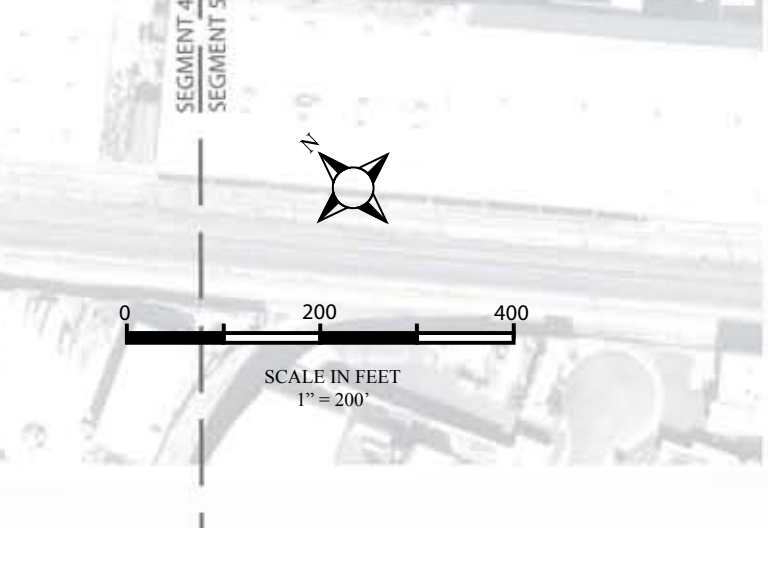


HELROSE



East Bay Greenway Site Map Legend

	Preferred Route		Class 1 - Bike Path		Class 2 - Bike Lane		Class 3 - Bicycle Boulevard		Station Access		Alternative Routes		Traffic Impacts		Remove on-street parking		Remove one travel lane		Railroad easement required for preferred route		City Boundary				
	Railroad crossings		Existing at grade crossing		Proposed at grade crossing		Pedestrian / Bicycle Overpass		Existing		Proposed		Intersection crossings		Existing traffic signal		Non-signalized (stop or yield)		Proposed new traffic signal		Midblock crossings		Proposed new crossing with traffic signal		Proposed new crossing - non-signalized
	Points of Interest		Places of historical, natural, and cultural interest along the Greenway route		Art Opportunities		Current and Planned Development		Potential Development Site		Potential Open Space Site		Gateway		Bicycle Parking - Existing		Bicycle Parking - Proposed		Improved Pedestrian Crossings	A combination of the following: improved or new crossing signals or signage, high-visibility crosswalks, pedestrian refuge medians, curb bulbouts, lane width reduction					
	Existing Community Connections		Proposed Community Connections		Connections to Regional Destinations		Connections to Regional Destinations		Connections to Regional Destinations		Connections to Regional Destinations		Connections to Regional Destinations		Connections to Regional Destinations		Connections to Regional Destinations		Connections to Regional Destinations		Connections to Regional Destinations		Connections to Regional Destinations		Connections to Regional Destinations



The Seam: Community Connections

Community Character

Along this segment of the Greenway, the industrial character of San Leandro Street is more apparent. The Oakland hills are visible in the background, and the buildings here are much larger than in previous segments. Points of interest include historic warehouse buildings, artist studios, and water towers.

Access and Traffic Calming

The railroad track crossings for people coming from the east on 50th Avenue, 54th Avenue, and Seminary Avenue are a significant barrier to accessing the proposed route. We recommend making these railroad crossings accessible and safe for pedestrians.

Neighborhoods near 51st, 52nd, 53rd, and 57th Avenues are blocked from the Greenway by the existing railroad. If the rail becomes abandoned, we recommend opening these streets to the Greenway.

Community Opportunities

The former General Electric facility at 54th Avenue, currently a brownfield site, could become a large park for the adjacent communities. Its railroad tracks and old warehouses could become interpretive elements in a historic railroad park. Community members were enthusiastic about seeing the only green space in the area become a recreational park.



Access to the Greenway blocked by UPRR land



Existing condition of the railroad crossings



This brownfield site could become a neighborhood park



One of the many water towers that dot the East Bay Greenway route

This segment connects the Greenway to the Oakland Coliseum and Arena; the BART station and AirBART; and Lion Creek Crossing, a new housing development adjacent to the BART station.

Site Analysis

Land Ownership

As in the previous segment, the BART tracks run alongside San Leandro Street and the UPRR tracks, with landownership split between the three controlling entities (the City, BART, and UPRR). But San Leandro Street is much wider in this segment, and it contains an unused shoulder (up to 8 feet in width) adjacent to the BART tracks.

Site Observations

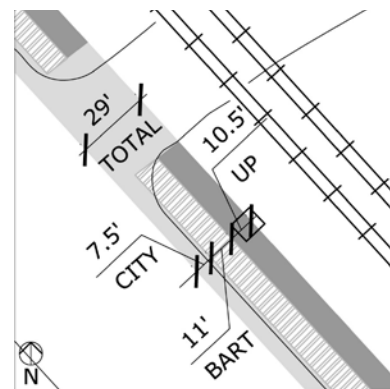
From 47th Avenue to 66th Avenue, heavy truck traffic and a wide roadway make the space uninviting for pedestrians and cyclists. There are no sidewalks or pathways under the BART tracks—only bare dirt. Despite these unfavorable conditions, people still walk and ride bikes here. People also bicycle on the street shoulder.

Community Comments

At community meetings, people told us that the Greenway is an opportunity for beautification and community pride. People were concerned about safety, especially around the Coliseum BART Station. People now park their cars under the BART tracks to attend games at the Coliseum stadium. When the Greenway is implemented, measures should be taken to discourage parking on the pathway.

Existing Plans and Developments

The City of Oakland's *Bicycle Master Plan* includes a proposal for both Class I and Class II bike facilities along San Leandro Street.



Segment 5 typical land ownership



segment 5: San Leandro Street, Seminary Avenue to 69th Avenue, Oakland



The Link: Greenway Path Alignment

Preferred Route

The preferred Greenway alignment would be to use the shoulder on San Leandro Street and narrow the street's travel lanes, creating 16 feet between San Leandro Street and the BART columns for a multi-use path. This places pedestrians and cyclists between the BART columns and San Leandro Street where visibility is good, and pedestrians and cyclists can cross at existing intersections.

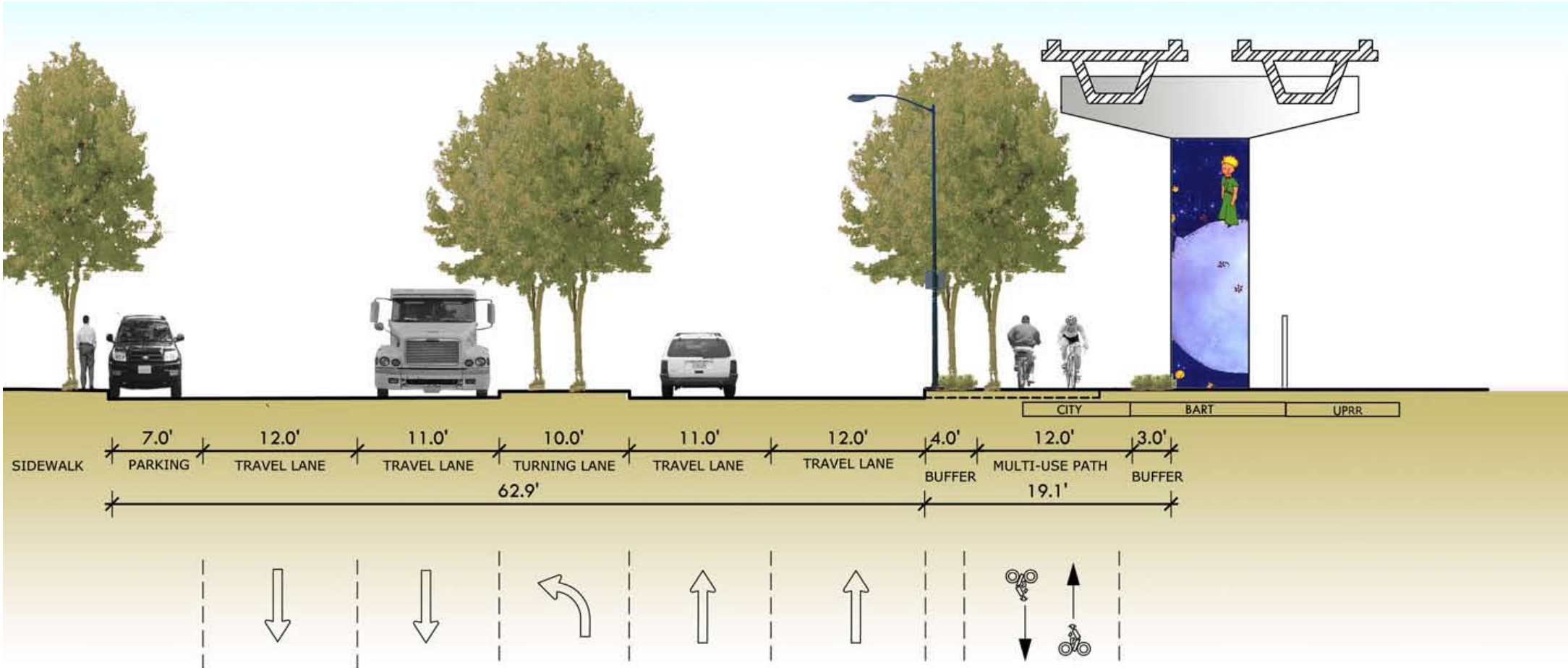
The preliminary traffic analysis shows that reducing lane width has no significant effect on traffic performance. But due to the high truck volume, lane reduction below 11 feet is not desirable.

Crossings

In this segment, the only street the Greenway crosses is 66th Avenue, which has a new traffic signal.

Alternative 1: If using the UPRR joint-use easement is possible, a separate bicycle path could be located between the railroad tracks and the BART columns. The area adjacent to the San Leandro Street curb would have a sidewalk. This would lessen the impact to San Leandro Street, and reduce the costs of a new curb and gutter as proposed in the preferred route.

Alternative 2: At a minimum, the Greenway could consist of Class II bike lanes on San Leandro Street as proposed in the City's *Bicycle Master Plan*, planted medians, and additional sidewalks similar to the streetscape improvements recently installed near the Coliseum BART Station.



SECTION 7A - PROPOSED :
SAN LEANDRO ST. NORTH OF 81ST AVE. LOOKING NORTH

The Seam: Community Connections

Community Character

Much like Segment 4, this segment consists of industrial warehouses with residential neighborhoods east of the corridor. Streetscape improvements have been installed on San Leandro Street between 66th Avenue and 75th Avenue.

Access and Traffic Calming

For traffic calming and beautification, we recommend extending the streetscape improvements implemented near the Coliseum BART Station to the rest of San Leandro Street. Improvements include planted medians, street lights, and street trees where space allows.

The San Leandro Street crossings at Seminary Avenue and 66th Avenue should be improved to encourage pedestrians to cross at these signalized intersections instead of cutting across the street midblock. 66th Avenue connects to the Bay Trail.

As in the previous segment, the on-street railroad crossing at 66th Avenue should be made accessible for pedestrians and cyclists.

Community Opportunities

Involving youth in a public art project that highlights the area's history is a key opportunity for community participation. Lion Creek (Lion Creek Crossing development) is being restored. Connecting the Greenway to Lion Creek through signage and interpretive art elements, cleaning up Damon Slough, and planning for a future creekside trail are ways to bring nature and green back into this segment.



Streetscape improvements between 66th and 75th Avenue



Railroad crossing at 66th Avenue



Lion Creek

The Coliseum BART Station is a regional and national transportation hub, connecting BART to the Coliseum Stadium and Arena, the Oakland International Airport, and Amtrak. The new housing at Lion Creek Crossing and future plans for creating a mixed-use transit-oriented development on the existing BART parking lot provide opportunities for the Greenway.

Site Analysis

Site Observations

The most direct access to the Coliseum BART Station is on San Leandro Street. However, there are no bicycle-parking facilities nearby; the bicycle lockers and racks are located on the other side of the railroad tracks at Snell Street.

Also, there are many obstacles for cyclists riding past the Coliseum BART Station on San Leandro Street. The sidewalk and pedestrian area is too narrow to allow for a bicycle path. The new streetscape has room for bicycle lanes, although it is not striped as such. Even with bicycle lanes, the large number of buses stopping at the station make it difficult for a northbound cyclist to maneuver on the street.

Snell Street runs parallel to San Leandro Street on the other side of the railroad tracks. The most direct access to the station from Snell Street and the BART parking lot is an underpass that goes under the railroad tracks. BART's *Coliseum Station Access Plan* describes this pedestrian tunnel as having "crime activity"; residents stated that they felt unsafe in the tunnel. Alternatively, cyclists and pedestrians could access San Leandro Street from 69th and 75th Avenues, but the railroad crossings in both these locations are not up to ADA standards and pose an obstacle for both bike users and pedestrians.

BART's *Station Access Guidelines* states that bike racks should be placed in the view of Station Agents to prevent vandalism and theft. Bike racks should also be located under some kind of weather protection. In addition, bike facilities should be close to the bike path. Currently bike storage in the BART parking lot does not meet any of these guidelines.

Existing Plans and Developments

Plans for this area include adding mixed-use and multi-family residential units, as well as improving connections to the airport and to the Bay Trail.

The *Coliseum Station Access Plan* recommends including Snell Street in the Oakland bike plan's Class II street proposals to improve and encourage bike access to the station.

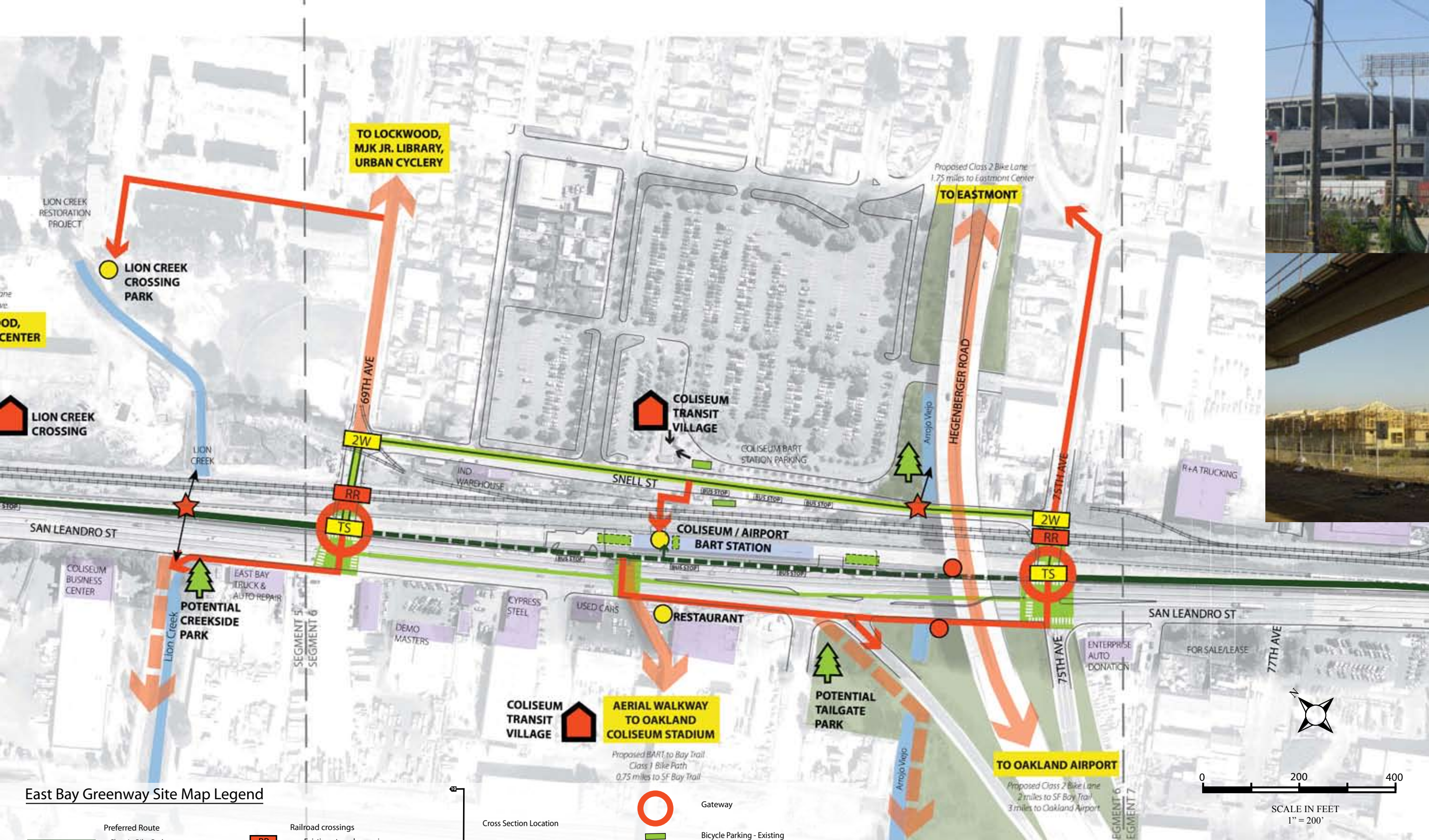
In the Coliseum Transit Village Plan, created by the City of Oakland, the current BART parking lot will become a mixed-use Transit Village with 300 to 400 residential units and supporting retail; a new BART parking structure on the west side of San Leandro Street would replace the current parking lot. The lots near the Coliseum would be developed to include hotels, office space, retail, entertainment, and restaurants.

The BART Oakland Airport connector (OAC) will provide a rail link between the Oakland International Airport and BART, Amtrak, and local AC Transit.

The BART to Bay Trail is currently being designed; the trail would create a pedestrian and bicycle path from the Coliseum BART Station to the Bay Trail along Damon Slough and the MLK, Jr. Shoreline.

segment 6: Coliseum Station, 69th Avenue to 75th Avenue, Oakland





East Bay Greenway Site Map Legend

- | | | | |
|--|--|---|---|
| <p>Preferred Route</p> <ul style="list-style-type: none"> Class 1 - Bike Path Class 2 - Bike Lane Class 3 - Bicycle Boulevard Station Access Alternative Routes <p>Traffic Impacts</p> <ul style="list-style-type: none"> Remove on-street parking Remove one travel lane Railroad easement required for preferred route City Boundary <p>SEGMENT 14 — Segment Division</p> | <p>Railroad crossings</p> <ul style="list-style-type: none"> Existing at grade crossing Proposed at grade crossing <p>Pedestrian / Bicycle Overpass</p> <ul style="list-style-type: none"> Existing Proposed <p>Intersection crossings</p> <ul style="list-style-type: none"> Existing traffic signal Non-signalized (stop or yield) Proposed new traffic signal <p>Midblock crossings</p> <ul style="list-style-type: none"> Proposed new crossing with traffic signal Proposed new crossing - non-signalized | <p>Cross Section Location</p> <ul style="list-style-type: none"> Water Points of Interest Art Opportunities Current and Planned Development Potential Development Site Potential Open Space Site | <p>Gateway</p> <ul style="list-style-type: none"> Gateway <p>Bicycle Parking</p> <ul style="list-style-type: none"> Bicycle Parking - Existing Bicycle Parking - Proposed <p>Improved Pedestrian Crossings</p> <ul style="list-style-type: none"> A combination of the following: improved or new crossing signals or signage, high-visibility crosswalks, pedestrian refuge medians, curb bulbouts, lane width reduction <p>Community Destination</p> <ul style="list-style-type: none"> Community Destination <p>Community Connections</p> <ul style="list-style-type: none"> Existing Community Connections Proposed Community Connections Connections to Regional Destinations |
|--|--|---|---|

segment 6:
Coliseum Station,
69th Avenue to 75th Avenue, Oakland

The Link: Greenway Path Alignment

Preferred Route

Cyclists and pedestrians going to the Coliseum BART Station will continue on San Leandro Street. We recommend adding bike lockers and racks under the BART tracks where the multi-use path becomes a pedestrian only area, perhaps relocating some of the racks from Snell Street. Signage should be installed instructing cyclists to dismount and walk bikes through the pedestrian zone.

Cyclists traveling on the Greenway through the area (not stopping at the BART station) will travel around the congested bus stop on San Leandro Street by using Snell Street, 69th Avenue, and 75th Avenue.

Since Snell Street has low amounts of traffic and portions of it are too narrow for Class II bike lanes, a Class III bicycle boulevard with shared road markings should be adequate for the Greenway route. However, the street needs to be activated further by introducing other functions and activities to add “eyes on the street” and discourage crime.

When the BART parking lot is converted into the Coliseum Transit Village, Snell Street should be retained as a bike and pedestrian corridor. The corridor would take the form of a bike boulevard in the center of the road, with pedestrian walkways on either side. The boulevard could be activated by adjacent retail shops.



San Leandro Boulevard in front of Coliseum BART contrasted with Snell Street behind the station

Crossing Treatments

The key turns in the cycling route—69th Avenue-San Leandro Street and 75th Avenue-San Leandro Street—are signalized. The turns at 69th Avenue-Snell Street and 75th Avenue-Snell Street have lower amounts of traffic and are controlled by stop signs. The level of signalization is adequate for pedestrians and cyclists.

To help guide bicycles along the Greenway, we recommend:

- Installing signage at 69th and 75th Avenues clearly directing cyclists to Snell Street and pedestrians along San Leandro Street
- Adding high-visibility crosswalks at the intersections of 69th and 75th Avenues with San Leandro Street
- Adding Greenway signage at the intersections of 69th and 75th Avenues with Snell Street
- Installing on-street bicycle boulevard markings on Snell Street
- Improving the on-street railroad crossings at 69th and 75th Avenues to be ADA and bicycle accessible
- Studying the potential for reconfiguring the intersection of 75th Avenue and Snell Street by straightening the intersection and removing the free right-turn lane.

Alternatives

An alternative through route for cyclists is to create Class II bike lanes on San Leandro Street between 69th Avenue and 75th Avenue. The bicycle lanes would connect back to the multi-use trail at those points. However, transitioning from a multi-use trail to Class II bike lanes for such a short segment is not ideal, and it is questionable whether cyclists will follow the transition.

The Seam: Community Connections

Community Character

The Coliseum Stadium dominates this segment both visually and as a generator of activity. Other points of interest include Lion Creek and Arroyo Viejo, two streams that run through the industrial lands around the Coliseum and drain into Damon Slough.

Community destinations in addition to the Coliseum Stadium and Arena include the Bay Trail, the Lion Creek Crossing community park, and restaurants catering to sports fans.

Access and Traffic Calming

The new traffic signals, a new at-grade pedestrian crossing at the BART station, and planted medians have improved pedestrian access on San Leandro Street. In addition, Class II bike lanes are proposed along 66th Avenue and Hegenberger Road, connecting neighboring areas to San Leandro Street, and the Coliseum Station to the MLK Shoreline (66th Avenue) and the airport (Hegenberger Road).

The planned BART to Bay Trail will be connected to the BART station and the Greenway by the Coliseum overpass that currently connects the BART station over San Leandro Street to the Coliseum Stadium.

Community Opportunities

Both Lion Creek and Arroyo Viejo are significant water corridors that run through this segment, but they are currently overlooked and neglected. To whatever extent possible, we recommend cleaning up these waterways, making them visible to Greenway users, and restoring the natural habitat around them.

We also recommend considering the long-term potential of adding trails along the creeks and using the open space adjacent to the creeks for recreation. Areas that are not accessible to people (like the areas adjacent to the Hegenberger access roads) could be locations for habitat beautification and art projects.



New pedestrian crossing and planted medians at the Coliseum BART Station



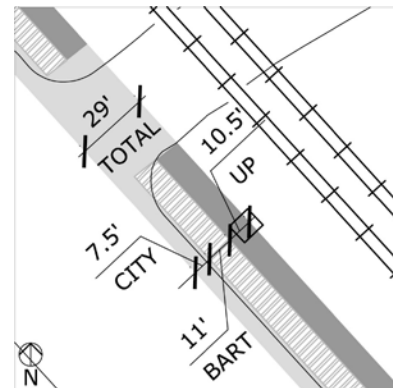
Amtrak Station

This segment connects the Coliseum area with neighborhoods on the Oakland and San Leandro border. Although residential neighborhoods are only a few blocks away on each side of San Leandro Street, the street is dominated by large-scale industry, factories, and warehouses. Many of the former factories have been converted into storage. New housing developments like Arcadia Park at 98th Avenue are adding residents to the corridor.

Site Analysis

Land Ownership

As in Segment 5, land ownership under the BART tracks is divided in three parts: a joint-use easement with the UPRR on the east side adjacent to the existing rail (10.5 feet), BART ownership around the BART columns (11 feet), and an easement with the City adjacent to San Leandro Street (7.5 feet). From 98th Avenue to 105th Avenue, the amount of the city-owned land decreases while the UPRR land increases. At 105th Avenue, the entire area under the BART tracks is owned by the UPRR.



Segment 7 typical land ownership

Site Observations

The initial impressions of this segment—the smells from a metal foundry, heavy truck traffic, litter and graffiti, a complete lack of vegetation—reinforce the notion that it is not a pleasant place to walk or bike. But with very few cross streets (only four street crossings in 1.75 miles), it has the potential to become a useful pedestrian and bicycle corridor. Despite the current conditions, people continue to bicycle and walk under the BART tracks here.



Trucks parked between 81st and 92nd Avenues block views of the corridor from the street, which makes this segment feel much less safe than the areas with no parked vehicles. More dumping and litter was observed in the truck parking area than in adjacent no-parking areas.

Community Comments

At community meetings, residents in the adjacent neighborhoods said that safety is their primary concern. They also complained about illegal dumping and overnight truck parking in the area. They believed that the adjacent neighborhoods would use the proposed Greenway only after access across the railroad tracks was improved.

Lighting, cameras, and call boxes topped the list of elements the communities wanted. Seating, exercise equipment, and plants and grass were their second priorities.

Existing Plans and Developments

The City of Oakland's *Bicycle Master Plan* proposes both a Class I path under the BART tracks and Class II bike lanes on San Leandro Street in this segment. Additionally, a new elementary school and library complex are being constructed on 81st Avenue. At 98th Avenue and San Leandro Street, a new housing development, Arcadia Park, is under construction.

segment 7: San Leandro Street: 75th Avenue to 105th Avenue, Oakland



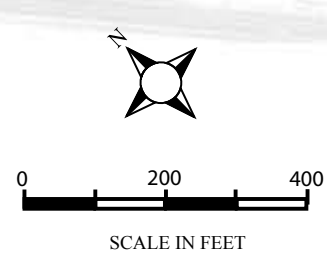
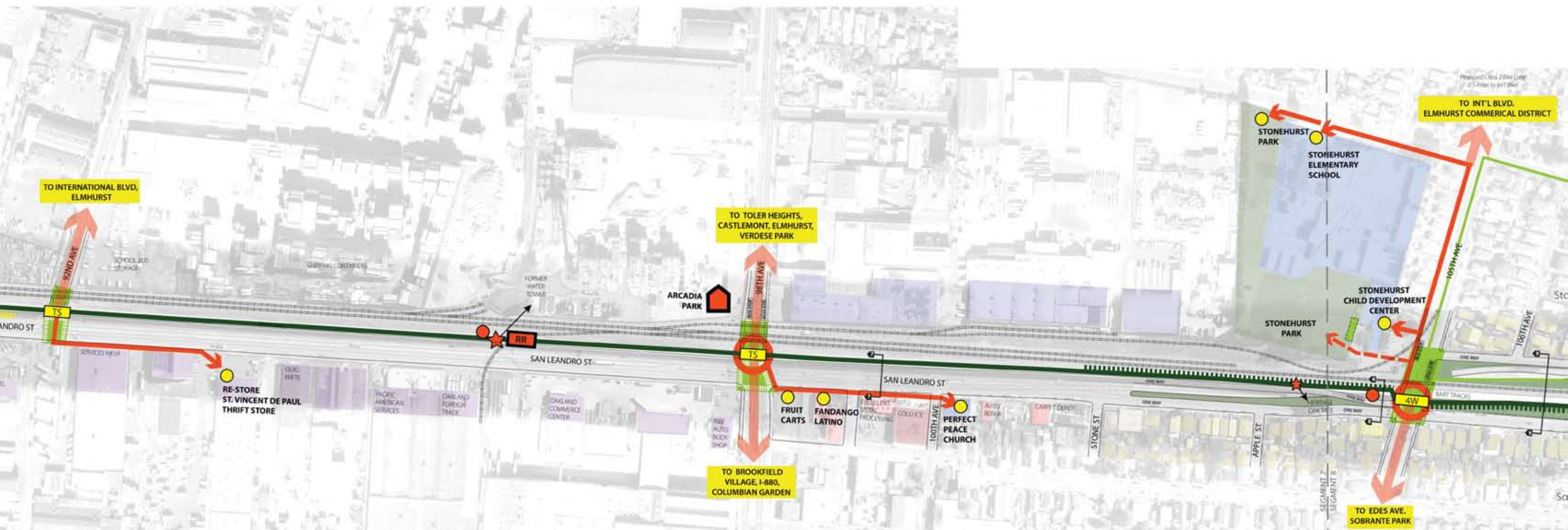


segment 7: San Leandro Street, 75th Avenue to 105th Avenue, Oakland

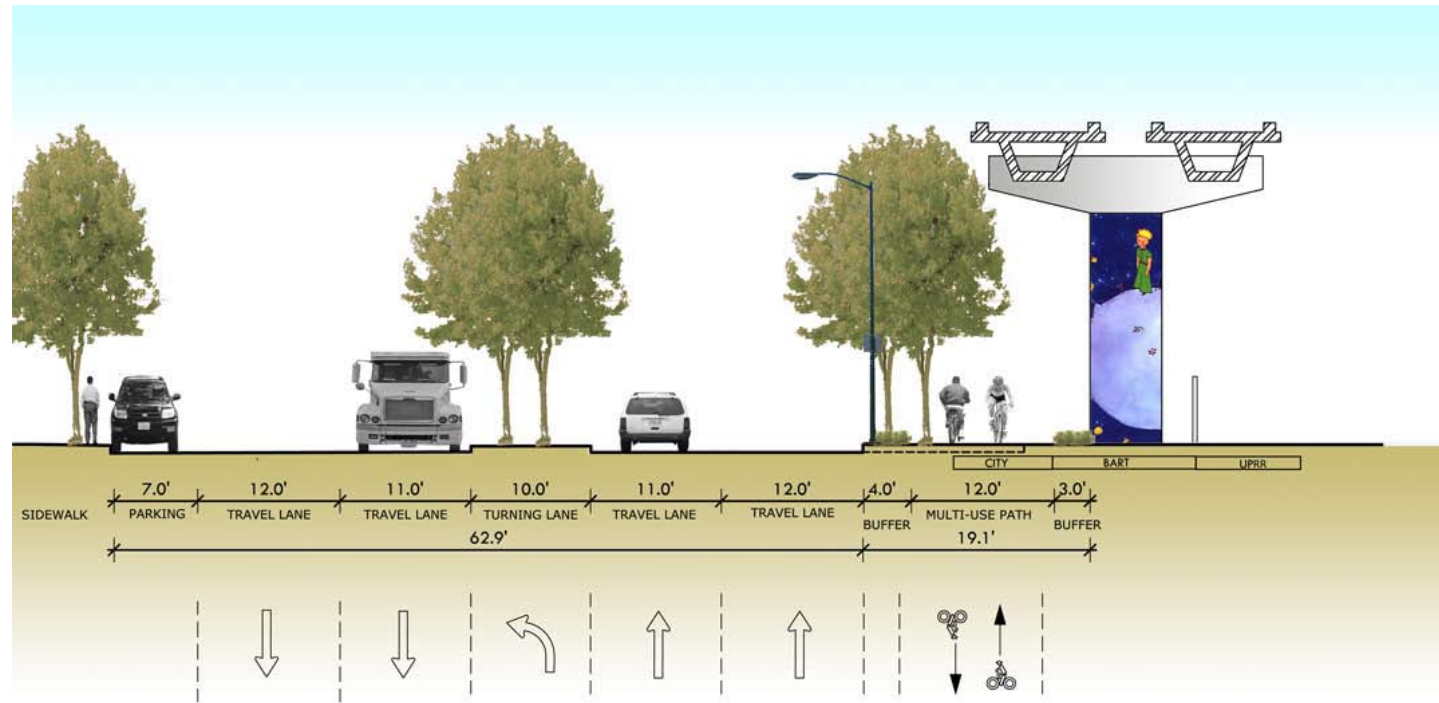


East Bay Greenway Site Map Legend

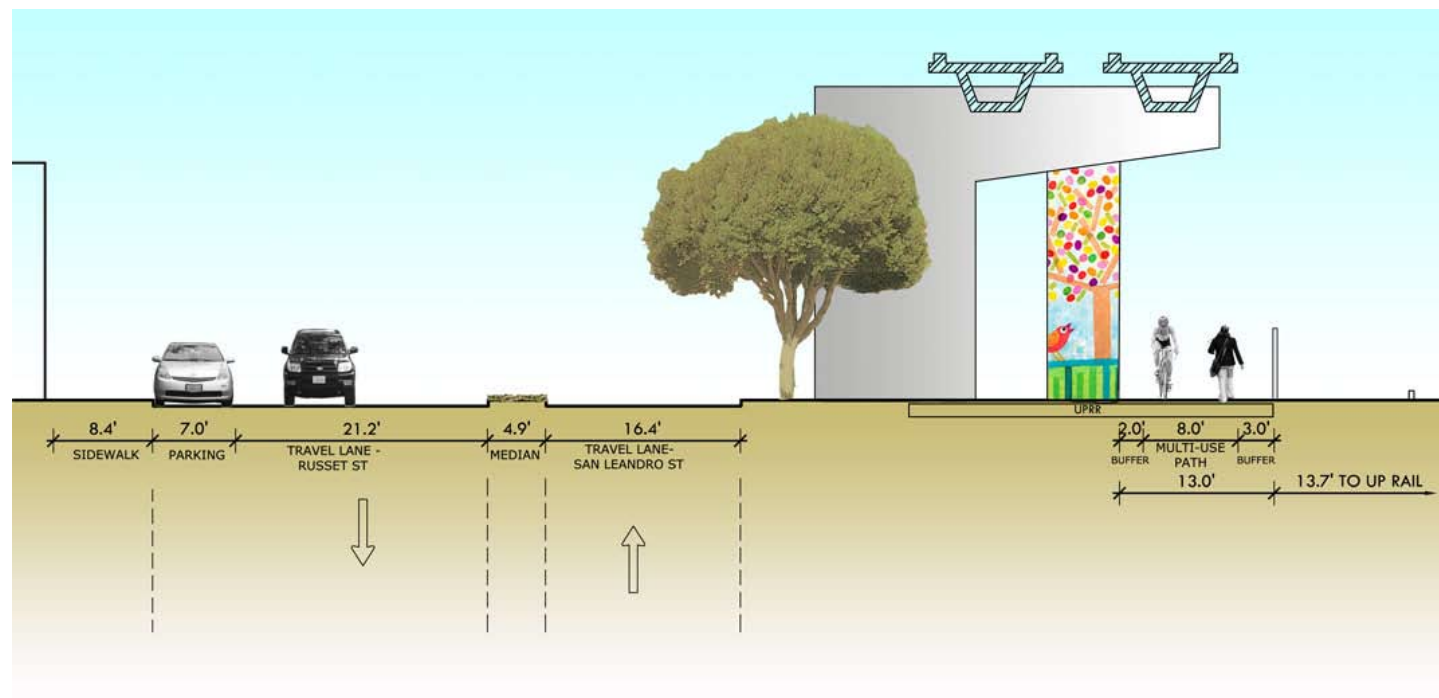
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|--|--|--|---|--|--|
| | Preferred Route | | Railroad crossings | | Gateway |
| | Class 1 - Bike Path | | Existing at grade crossing | | Bicycle Parking - Existing |
| | Class 2 - Bike Lane | | Proposed at grade crossing | | Bicycle Parking - Proposed |
| | Class 3 - Bicycle Boulevard | | Pedestrian / Bicycle Overpass | | Improved Pedestrian Crossings |
| | Station Access | | Existing | | A combination of the following:
Improved or new crossing signals or signs
Places of historical, natural, and cultural interest along the Greenway route
High-visibility crosswalks, pedestrian refuges, medians, curb bulbouts, lane width reductions |
| | Alternative Routes | | Proposed | | Community Destination |
| | Traffic Impacts | | Intersection crossings | | Art Opportunities |
| | Remove on-street parking | | Existing traffic signal | | Current and Planned Development |
| | Remove one travel lane | | Non-signalized (stop or yield) | | Potential Development Site |
| | Railroad easement required for preferred route | | Proposed new traffic signal | | Potential Open Space Site |
| | City Boundary | | Midblock crossings | | Connections to Regional Destinations |
| | Segment Division | | Proposed new crossing with traffic signal | | |
| | SEGMENT 14 | | Proposed new crossing - non-signalized | | |
| | SEGMENT 15 | | | | |



segment 7



SECTION 7A - PROPOSED :
SAN LEANDRO ST. NORTH OF 81ST AVE. LOOKING NORTH



SECTION 7B - PROPOSED:
SAN LEANDRO ST AT 105TH AVE. LOOKING NORTH

The Link: Greenway Path Alignment

Preferred Route

The preferred Greenway alignment would be to use the existing shoulder on San Leandro Street and narrow the travel lanes, creating approximately 16 feet between San Leandro Street and the BART columns for a multi-use path. Placing the pedestrians and cyclists between the BART columns and San Leandro Street is preferred because visibility is better than on the other side of the BART columns, and the pedestrian and cyclists can cross at existing intersections.

This alignment would require relocating the truck parking between 81st and 92nd Avenues. Removing the shoulder on the northbound side and shifting the travel lanes does not significantly impact the performance of traffic operations in this segment.

AC Transit runs line 45 through this segment. If there are any transit stops in this segment, the buses will have to stop in the travel lane. However, this is not seen as a major issue. The bikeway would share the transit stop, which may be an issue.

Since the traffic performance is not significantly influenced by reducing lane width, travel lane width in this segment can be reduced to 11 feet, and the shoulder under BART tracks can be converted to a Class I bike facility.

Between 98th Avenue and 105th Avenue, traffic on San Leandro Street gets directed into an underpass at 105th Avenue. Narrowing San Leandro Street at this location is not possible. Instead, we propose transitioning the path to the other side of the BART columns (on UPRR land) until it reaches 105th Avenue.

Crossing Treatments

The Greenway route will cross four streets in this segment: 81st, 85th, 92nd, and 98th Avenues; all are controlled by existing traffic signals. The Greenway route will also cross two railroad spurs in this segment, one between 85th Avenue and 92nd Avenue and one between 92nd Avenue and 98th Avenue. These spurs do not appear to be in use, but this should be verified before creating the Greenway.

Alternatives

Alternative 1: If using the UPRR joint-use easement land is a possibility, a separate bicycle path could be located between the railroad tracks and the BART columns. The area adjacent to the San Leandro Street curb would have sidewalk. This would avoid narrowing San Leandro Street and the costs of building the new curb and gutter proposed in the preferred route.

Alternative 2: At a minimum, the Greenway could consist of a Class II bike lane on San Leandro Street (as proposed in the City's *Bicycle Master Plan*), planted medians, and additional sidewalks similar to the streetscape improvements recently installed near the Coliseum BART Station.

The Seam: Community Connections

Community Character

Although this segment appears at first to be a bleak, industrial no-man's land, a second look at this segment reveals a hidden richness of both human and natural history that the Greenway could highlight and celebrate.

Points of interest include:

- Two former cookie factories; both Sunshine and Mother's Cookies were located here
- The creek near 85th Avenue, which is currently a neglected and littered site
- A water tower near 98th Avenue which was recently removed for the Arcadia Park development but could be remembered through an art installation or interpretive signs
- Historic heritage trees growing in the San Leandro Street median near the 105th Avenue underpass

Community destinations include:

- Artist studios that are a part of the SoFA collective
- Habitat for Humanity's ReStore shop for recycled building supplies and Saint Vincent de Paul's thrift store
- 98th Avenue, which attracts fruit carts and connects to Fandango Latino and the Perfect Peace Church
- The Stonehurst Elementary School Child Development Center and Park at 105th Avenue

Access and Traffic Calming

Narrowing travel lanes on San Leandro Street, as we propose, will help calm traffic. Additionally, in order to create a better walking environment, we recommend:

- Installing landscaped medians on San Leandro Street
- Improving crossings over San Leandro Street at 81st, 85th, 92nd and 98th Avenues
- Improving the on-street railroad crossings to connect to adjacent neighborhood

Key intersections in this segment selected for improved crossings are:

- 81st Avenue because of the new elementary school and library and because residents said traffic is too fast on the street
- 85th Avenue because of its direct connection to the communities and a proposed bike route
- 92nd Avenue and 98th Avenue because of the bus routes and new housing developments

At each of these intersections we recommend:

- Creating high-visibility crosswalks
- Adding pedestrian count-down signals where there are none
- Adding curb extensions (bulb-outs) where feasible

Community Opportunities

Community members said that the primary opportunity the Greenway presents is increasing community pride by creating a green, beautiful, safe place where there is existing blight. The pathway, along with planting, maintenance, and lighting, will make a huge difference in this segment.

The creek located north of 85th Avenue could be cleaned up, replanted with native plants, and made more visible through interpretive signage and art installations. The former bay edge and heritage trees could also be a part of an interpretive tour about the historical interaction between nature and industry.

Art could be also used at key intersections to bring interest to the Greenway and create activity hubs. Resources such as the ReStore and SoFA artists could enhance public art. Re-using industrial materials in art pieces could highlight the area's heritage and emphasize a green and earth-friendly future.

The high number of youth and seniors in the surrounding neighborhoods means that including programming such as youth bike rides and senior walks would bring those communities to the Greenway. One community member suggested that businesses along this segment help sponsor sections of the Greenway, especially since their potential customers and employees could use the Greenway. Another felt that getting youth involved in the artwork is important to this area.



This simulation of the East Bay Greenway at 81st Avenue shows how a new path is possible by relocating the truck parking

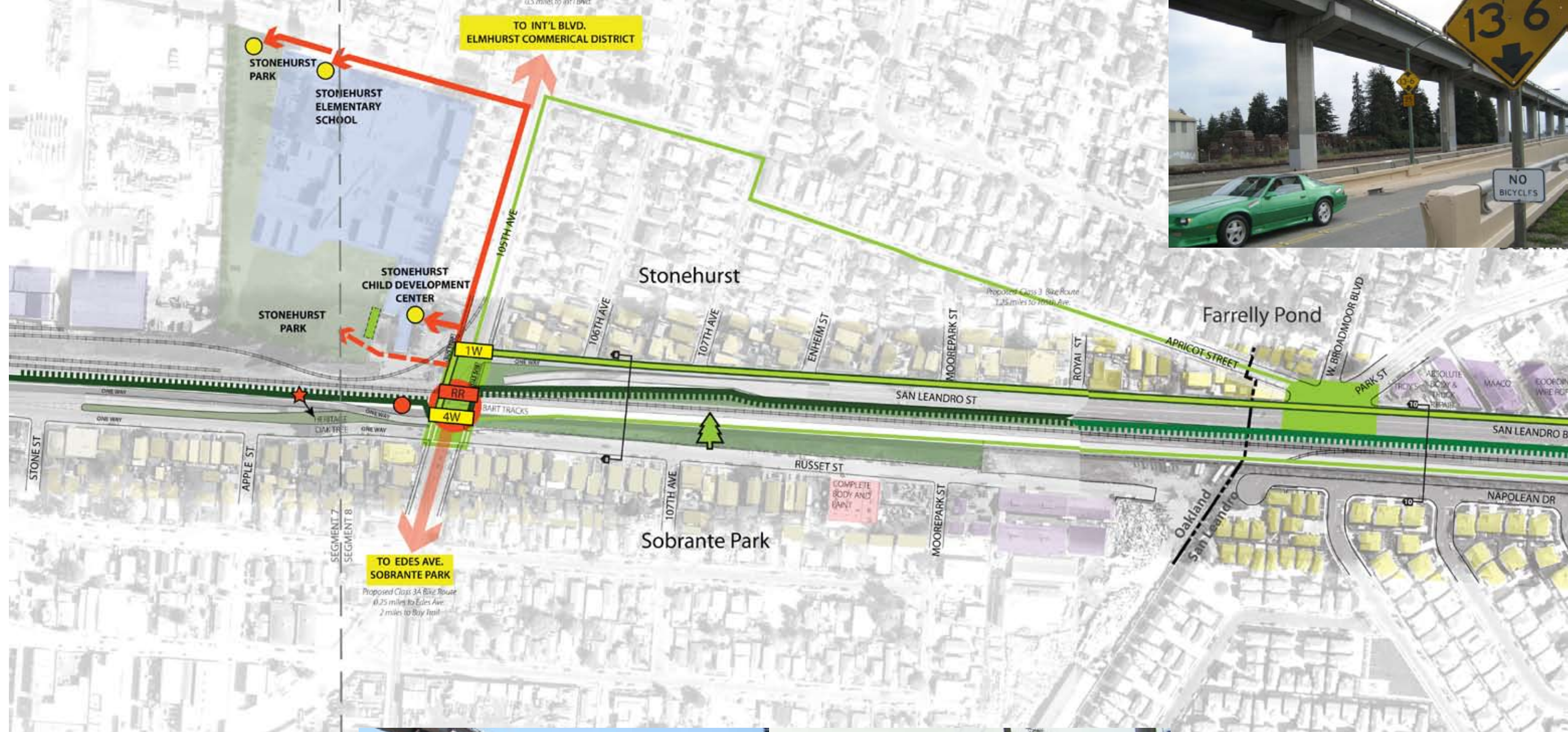


At 105th Avenue, the BART tracks and the UPRR line separate from San Leandro Street and run behind residential neighborhoods and small-scale light industry. This link ties together the cities of Oakland and San Leandro and connects them to the San Leandro BART Station.



segment 8: San Leandro Street, 105th Avenue to Davis Street, Oakland and San Leandro





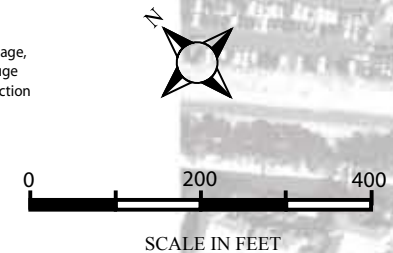


segment 8: San Leandro Street: 105th Avenue to Davis Street, Oakland and San Leandro



East Bay Greenway Site Map Legend

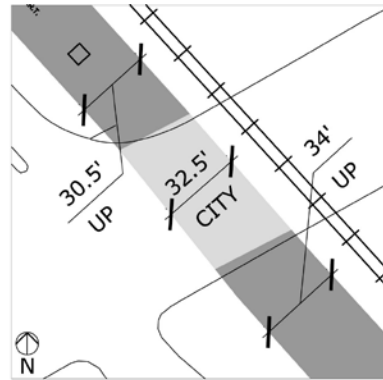
- | | | | |
|--|--|---|--|
| <ul style="list-style-type: none"> Preferred Route Class 1 - Bike Path Class 2 - Bike Lane Class 3 - Bicycle Boulevard Station Access Alternative Routes Traffic Impacts Remove on-street parking Remove one travel lane Railroad easement required for preferred route City Boundary | <ul style="list-style-type: none"> Railroad crossings Existing at grade crossing Proposed at grade crossing Pedestrian / Bicycle Overpass Existing Proposed Intersection crossings Existing traffic signal Non-signalized (stop or yield) Proposed new traffic signal Midblock crossings Proposed new crossing with traffic signal Proposed new crossing - non-signalized | <ul style="list-style-type: none"> Cross Section Location Water Points of Interest Places of historical, natural, and cultural interest along the Greenway route Art Opportunities Current and Planned Development Potential Development Site Potential Open Space Site | <ul style="list-style-type: none"> Gateway Bicycle Parking - Existing Bicycle Parking - Proposed Improved Pedestrian Crossings A combination of the following: improved or new crossing signals or signage, high-visibility crosswalks, pedestrian refuge medians, curb bulbouts, lane width reduction Community Destination Existing Community Connections Proposed Community Connections Connections to Regional Destinations |
|--|--|---|--|



TO OYSTER BAY REGIONAL SHORELINE AND SF BAY TRAIL
Proposed Class 2 & 3 Bike Route
2 miles to Bay Trail

Existing Class 2 Bike Lane
2.5 miles to Little Chabot
TO DOWNTOWN SAN LEANDRO

segment 8



Segment 8 typical land ownership



Low visibility from the street

Site Analysis

Land Ownership

In this segment, the entire area under the BART tracks is owned by the UPRR. BART owns some land adjacent to San Leandro Creek.

Site Observations

Currently, no safe and direct connection to the San Leandro Station exists for cyclists coming from 105th Avenue neighborhoods. Since the underpass at 105th Avenue turns San Leandro Street into a one way at 105th Avenue, cyclists must either go against traffic or take a detour along Apricot Lane to get to the station.

However, many obstacles to putting a bicycle and pedestrian path under the BART tracks in this segment exist. The first is the uncertainty that UPRR will allow use of this land. The second is whether there is enough space where the BART tracks cross San Leandro Creek and the railroad tracks at the same place. The third is creating a safe crossing midblock at Davis Street (SR-61), a high-volume state highway. And, finally, the issue of visibility: As the tracks move further from San Leandro Boulevard, they are less and less visible from the road, cutting down on “natural surveillance.” In addition, the raised railroad tracks and the vegetation along San Leandro Boulevard block views to the BART tracks.

Community Comments

Residents in Sobrante Park, Oakland, stated that they often go to San Leandro to use Siempre Verde Park, and they would like to have a similar, well-maintained facility in their own neighborhood so they wouldn't have to travel to enjoy open space. They also wanted to make 105th Avenue safer for children riding bicycles to school.

People in the Broadmoor, Estudillo, and Farelly Pond neighborhoods of San Leandro were supportive of the idea of a greenway. But they felt that access from

their neighborhoods across San Leandro Boulevard would have to be improved before they would use the path. They also pointed out crossing difficulties at the Broadmoor and Park intersections with San Leandro Boulevard. Cherrywood residents said that they have problems with tagging in their neighborhood and homeless people living in the creek bed.

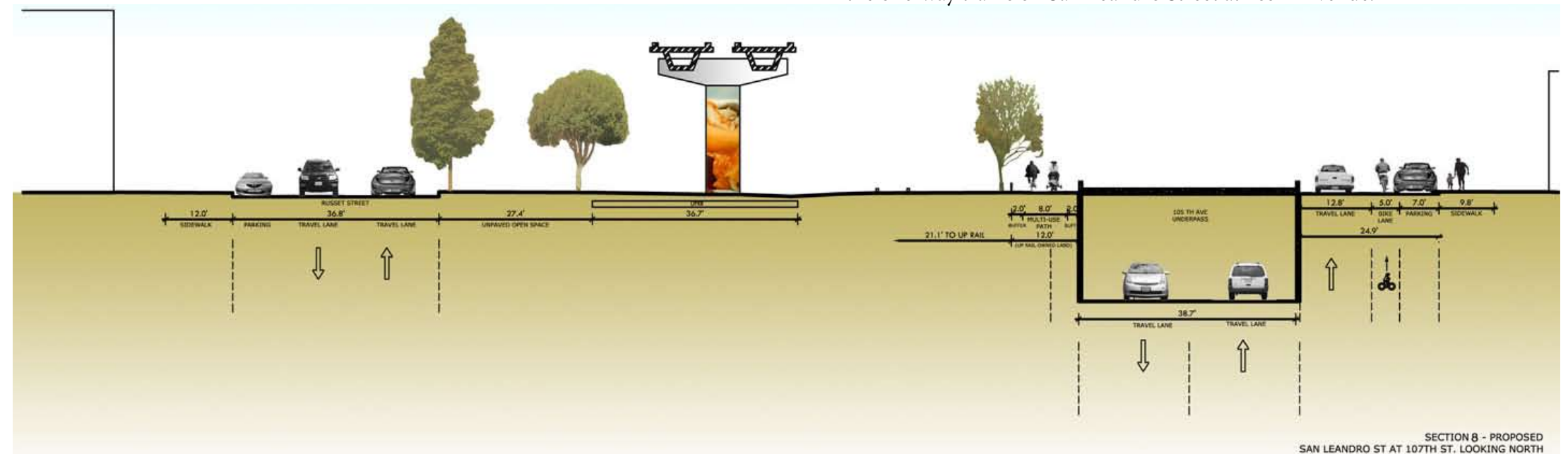
Communities in San Leandro liked the idea of a butterfly garden and community gardens. There is an active artist community in the Sobrante Park neighborhood that is willing to help with public art designs or competitions. All communities near this segment emphasized the need to address personal safety. Top choices for safety elements included lighting, exercise areas, and safety cameras. Also ranked high were seating, planting, call boxes, grass, and signage.

Existing Plans and Developments

The Sobrante Park neighborhood is currently implementing improvements to Edes Avenue. The City of San Leandro is working on improving the Broadmoor and San Leandro Boulevard intersection with a new design.

The *Downtown San Leandro Transit-Oriented Development Strategy* was approved by the San Leandro City Council in September 2007. The plan includes the Greenway in its open space plan, along with a trail along San Leandro Creek. In the community meeting the Greenway tied for first on a list of open space priorities in the downtown area. The plan also includes improvements to San Leandro Boulevard and intersection improvements to make the area more pedestrian-friendly.

Both the City of Oakland's *Bicycle Master Plan* and the City of San Leandro's *Bicycle Master Plan* propose a Class I path along the Greenway route. Oakland's *Bicycle Master Plan* also proposes a Class III bike route on Apricot Lane to avoid the one-way traffic on San Leandro Street at 105th Avenue.



The Link: Greenway Path Alignment

Preferred Route

Keeping the Greenway route under the BART tracks in this segment would require a signalized mid-block crossing at Davis Street. Davis Street carries a significant amount of vehicular traffic because of its proximity to an existing interchange serving I-880. The Davis Street intersection with San Leandro Boulevard is especially heavily traveled, with multiple lane approaches on all legs, including dual left-turn lanes for all approaches. BART and local agencies have provided a keep-clear striping in front of the BART parking lot entrance, which implies that the peak-hour traffic backup at the nearby San Leandro Boulevard intersection queues up past the BART driveway entrance.

The proximity of the two intersections to the proposed at-grade crossing for the Greenway, with the added complication for the at-grade crossing of the UPRR, rules out a practical solution for a mid-block crossing where the BART tracks cross Davis Street.

The preferred Greenway route would instead run along San Leandro Boulevard, making use of the existing traffic signal at Davis Street and San Leandro Boulevard. Between 105th Avenue and Siempre Verde Park would be a multi-use path on the southbound side of the road (on UPRR land) and a bike lane on the northbound side. Southbound cyclists could use the multi-use path instead of riding against traffic on a one-way street. Northbound cyclists would use the bike lane. At Siempre Verde Park, the path would transition into Class II bike lanes on San Leandro Boulevard.

Crossing Treatments

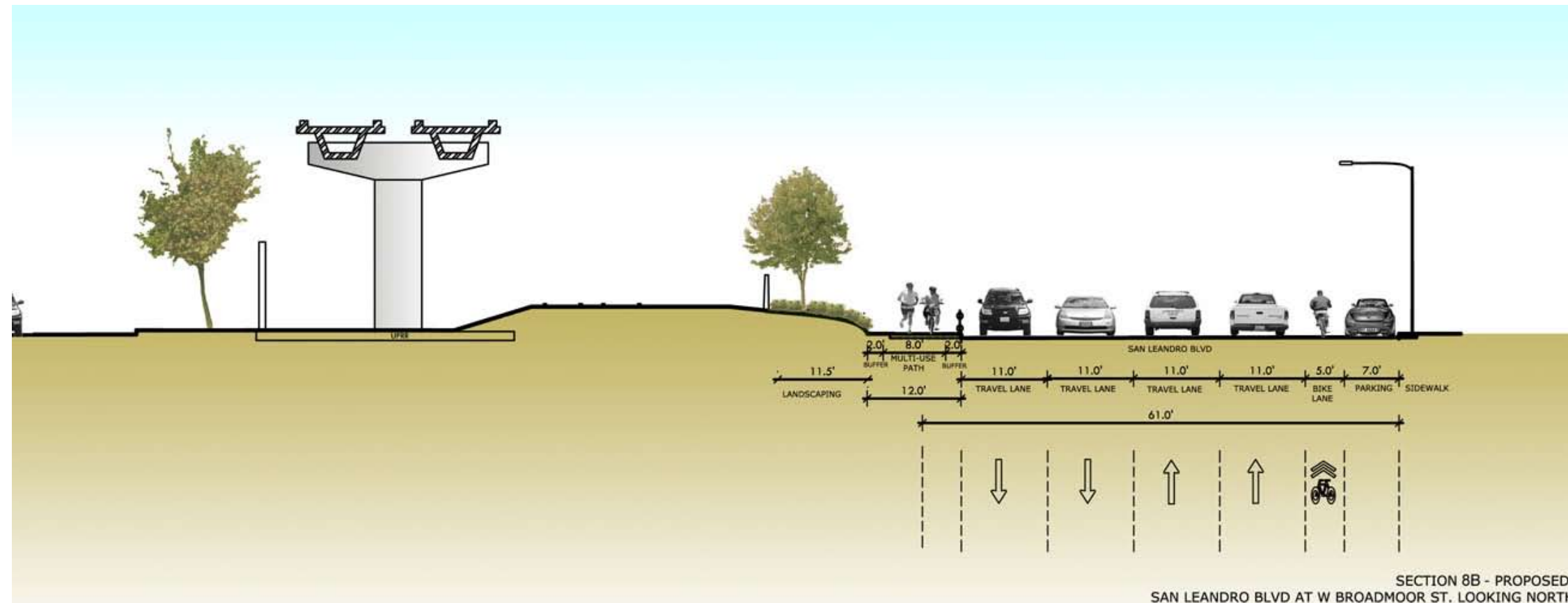
In this segment the Greenway route crosses three major streets: 105th Avenue, Peralta Street, and Davis Street (SR-61). It also crosses San Leandro Creek on the existing San Leandro Boulevard bridge.

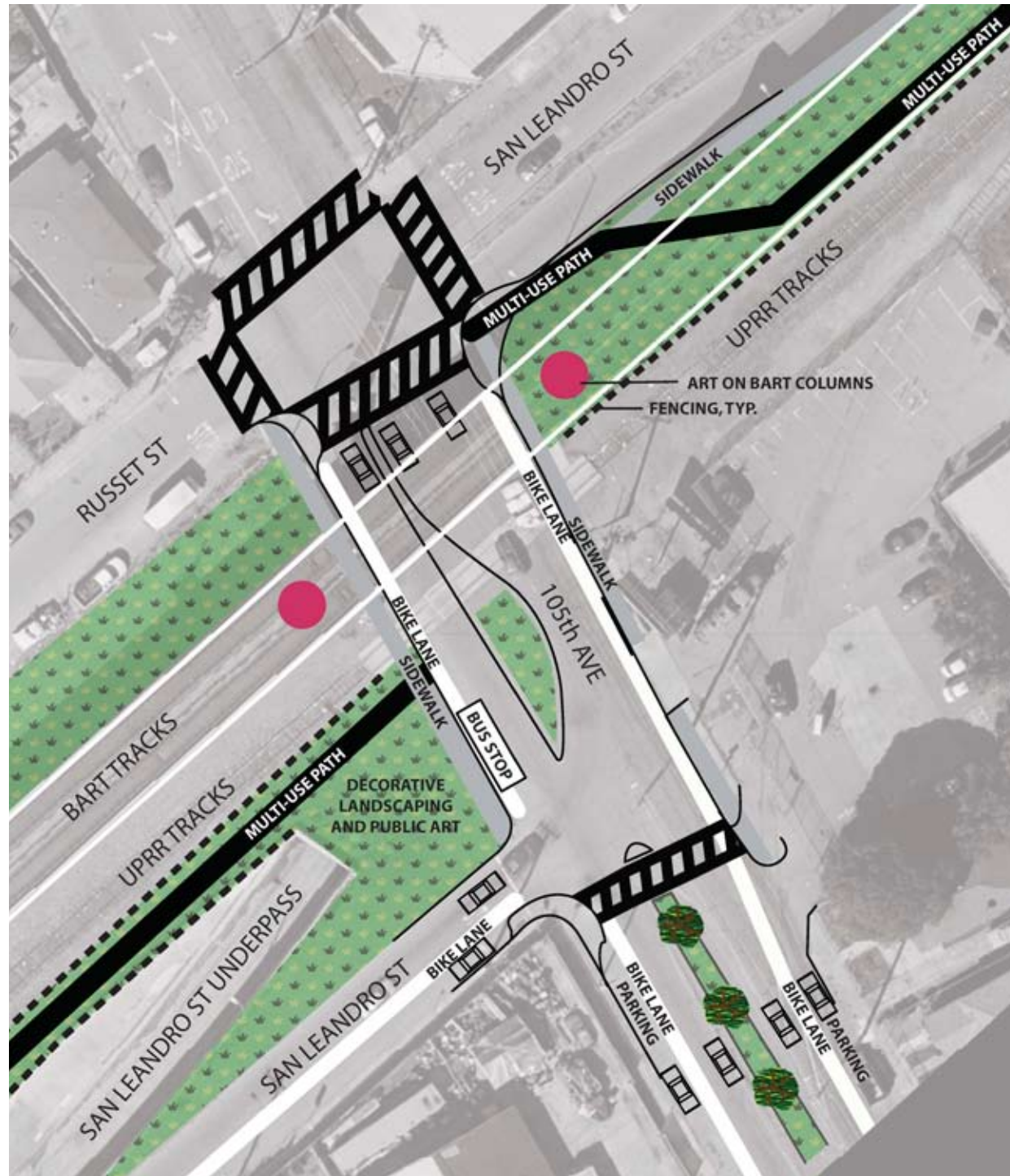
105th Avenue intersects San Leandro Street in two places. The four-way stop with San Leandro and Russet Streets is the preferred crossing point for people traveling southbound on the Greenway. Minor adjustments to where the cars on 105th Avenue stop will have to be made. Northbound pedestrians and cyclists should cross at 105th Avenue and San Leandro Street.

Alternatives

Alternative 1: Install a multi-use path under the BART tracks from 105th Avenue to Peralta Street, where the route would connect to the Class II bike lanes on San Leandro Boulevard. This would require installing the proposed Class III bike route on Peralta Street and adding a crossing at Peralta Street and San Leandro Boulevard.

Alternative 2: Another option would be for the route to cross Davis Street at Alvarado Street by connecting the path through the Antonio Street cul de sac near San Leandro Creek.





Schematic diagram for Greenway route, pedestrian crossings, and landscaping areas at 105th Avenue

The Seam: Community Connections

Community Character

The communities along this segment contain a mix of old and new neighborhoods with small-scale light industry and retail sprinkled in. San Leandro Creek, the heritage oak tree near 105th Avenue, and a farmhouse with a tank house near Peralta Street provide hints of a more rural past. The relatively new housing development of Cherrywood suggests changes in the area.

The Stonehurst Elementary Child Development Center and Park as well as small commercial businesses on San Leandro Street are community destinations in Oakland. Destinations along this segment in San Leandro include Siempre Verde Park, the adjacent plant nursery, Fifth Wheel Food restaurant, and Creekside Plaza (the Tri-Net Building).

Access and Traffic Calming

At community meetings in the area, community residents told us that the Broadmoor Boulevard and Park Street intersections with San Leandro Boulevard are confusing. The City of San Leandro is redesigning the Broadmoor intersection. Additionally, traffic-calming measures (narrowing travel lanes to 12 feet and planting street trees) should be installed along San Leandro Boulevard to discourage speeding. Installing crosswalks across San Leandro Boulevard at Broadmoor Boulevard and Siempre Verde Park will help residents access the Greenway.

Community Opportunities

Streetscape and landscape improvements where the Greenway meets 105th Avenue would tie together the Stonehurst school and park, the bus stops, and the median to create a community hub. Artists in the 105th Avenue area have already developed conceptual ideas for how this space could incorporate public art.



Existing railroad-owned open space

The railroad land in Oakland south of 105th Avenue is an average of 125 feet in width, including the railroad tracks. The land to the west of the railroad tracks is 65 feet in width. Residents and business owners on Russett Street have complained about the dumping and lack of maintenance on the site. Transforming this site into a community open space would increase community pride, address maintenance, and provide much-needed recreation space in the neighborhood. A local school requested including a running track in the space.

Creating a spur route or an alternative route to San Leandro Creek on Peralta Street creates an opportunity for interpretive signage, seating, and art at the creek (right).



Adding landscaping and seating can create a play area out of this unused UPRR land adjacent to San Leandro Boulevard



A spur route or an alternative route to San Leandro Creek on Peralta Street creates an opportunity for interpretive signage, seating, and art at the creek



The Downtown San Leandro BART station is adjacent to the historic center of San Leandro. From the BART station, people can walk or bike to a history walk, shopping center, and other attractions of the downtown San Leandro area. The *Downtown San Leandro Transit Oriented Development Strategy* approved by the San Leandro City Council in 2007 sets the stage for increasing residential and commercial activity around the BART station, creating a more walkable area, and improving the connections between the downtown and the BART station. The Greenway will support this plan by providing pedestrian and bicycle access to the station and creating open space for recreation.

Site Analysis

Land Ownership

BART owns the parking lots around the San Leandro Station, and the UPRR owns the land that has the railroad tracks west and north of the station.

Site Observations

The current parking lot has no additional room for improved bike and pedestrian access. An existing at-grade pedestrian crossing of the railroad tracks connects the station to Martinez Street, where many people park. San Leandro Boulevard and Davis Street (SR-61) are wide, high-traffic streets in this segment.



Davis Street and San Leandro Boulevard

Community Comments

At community meetings, the community's concerns for this area focused on crime and safety. In general, people said they feel safe in the BART parking lot but not on Martinez Street or walking home away from the parking lot.

Several people said that San Leandro Boulevard and Davis Street are too busy, difficult to cross, and unpleasant to bike along.

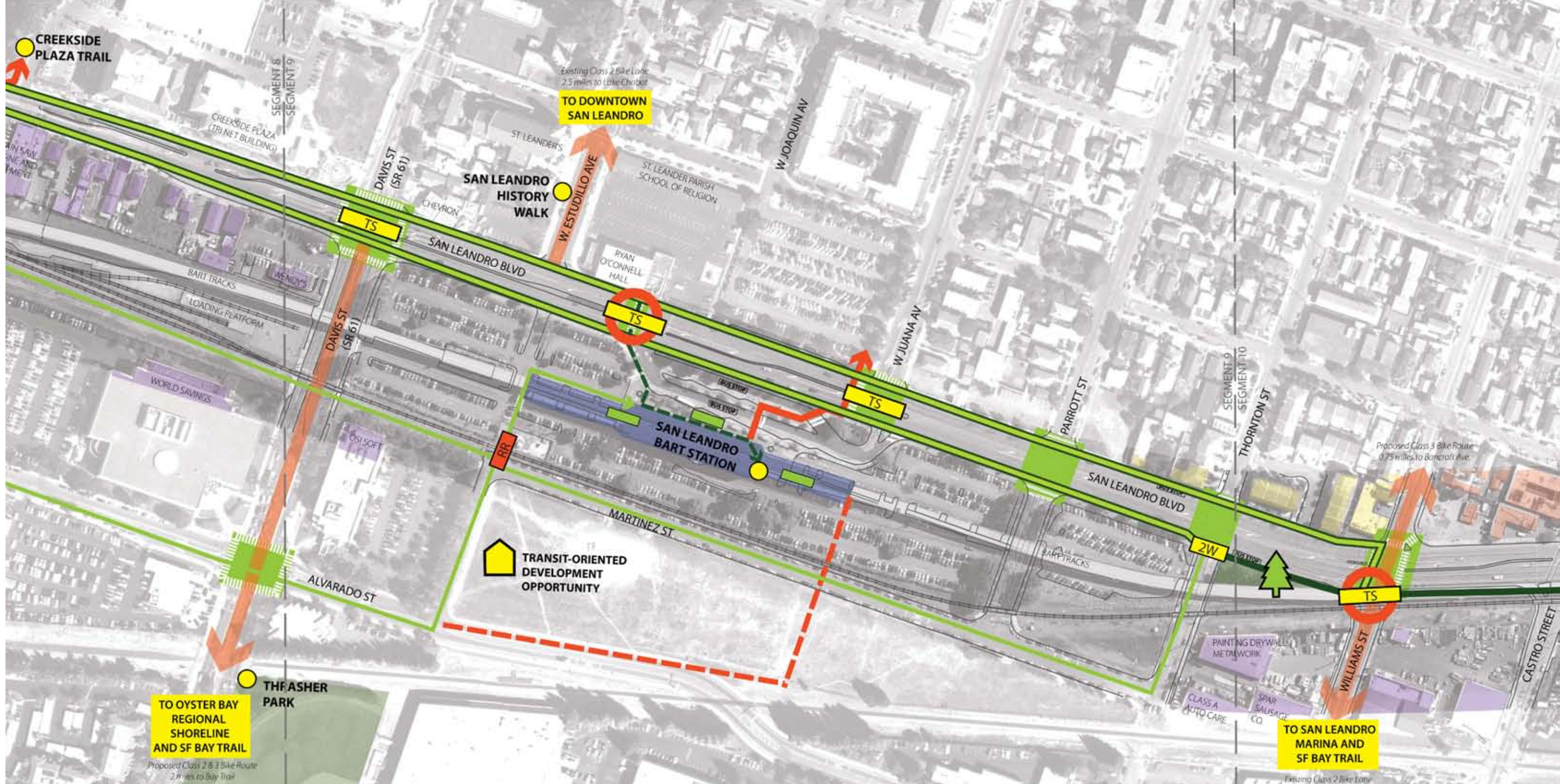
Existing Plans and Developments

As mentioned in the previous segment, the *Downtown San Leandro Transit Oriented Development Strategy* provides a framework for the redevelopment of parcels surrounding the station that complements the density of the current downtown. The plan proposes some new roads and alignments as well as intersection improvements.

The City of San Leandro's *Bicycle Master Plan* proposes a Class I bike path along the railroad corridor in this segment.

segment 9: San Leandro Station, Davis Street (SR-61) to Thornton Street, San Leandro

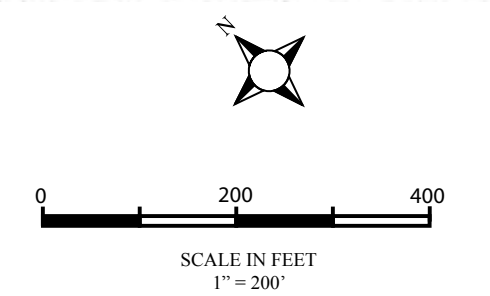




East Bay Greenway Site Map Legend

- | | | | |
|---|---|--|---|
| <ul style="list-style-type: none"> Preferred Route Class 1 - Bike Path Class 2 - Bike Lane Class 3 - Bicycle Boulevard Station Access Alternative Routes Traffic Impacts Remove on-street parking Remove one travel lane Railroad easement required for preferred route City Boundary | <ul style="list-style-type: none"> Railroad crossings Existing at grade crossing Proposed at grade crossing Pedestrian / Bicycle Overpass Existing Proposed Intersection crossings Existing traffic signal Non-signalized (stop or yield) Proposed new traffic signal Midblock crossings Proposed new crossing with traffic signal Proposed new crossing - non-signalized | <ul style="list-style-type: none"> Water Points of Interest Places of historical, natural, and cultural interest along the Greenway route Art Opportunities Current and Planned Development Potential Development Site Potential Open Space Site | <ul style="list-style-type: none"> Gateway Bicycle Parking - Existing Bicycle Parking - Proposed Improved Pedestrian Crossings A combination of the following: improved or new crossing signals or signage, high-visibility crosswalks, pedestrian refuge medians, curb bulbouts, lane width reduction Community Destination Existing Community Connections Proposed Community Connections Connections to Regional Destinations |
|---|---|--|---|

segment 9:
San Leandro Station:
Davis Street (SR-61) to Thornton, San Leandro



The Link: Greenway Path Alignment

Preferred Route

The preferred route to the San Leandro BART Station would be to use the existing Class II bike lanes on San Leandro Boulevard.

Alternative Routes

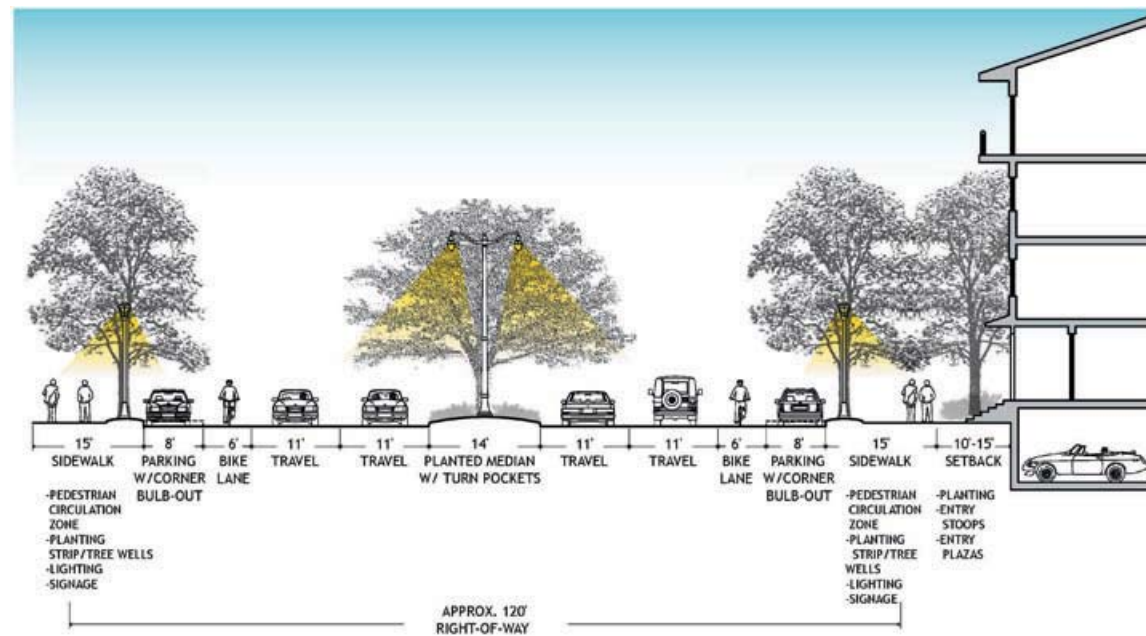
There are two alternative routes to the San Leandro BART Station:

1. A Class I path following the elevated BART tracks and UPRR corridor, which is not feasible due to the need for a mid-block crossing at Davis Street (SR-61).
2. A Class II or III route on Alvarado Street and Martinez Street. In our community meetings Alvarado and Martinez Streets were not popular as a route because of the lack of activity on these streets and people's fear of crime. Once these areas become activated with new housing and retail as proposed in the *Downtown San Leandro Transit Oriented Development Strategy*, it is likely they will become a safer and more attractive route.

The *Downtown San Leandro Transit Oriented Development Strategy* proposes eventually closing Martinez Street. We recommend retaining it (or a similar corridor through the new developments) as a bicycle- and pedestrian-only path.

Crossing Treatments

In this segment the Class II bike lanes along San Leandro Boulevard cross Davis, Estudillo, Juana, Parrott, and Thornton Streets. The *Downtown San Leandro Transit Oriented Development Strategy* contains proposal for improving pedestrian and bicycle access across these intersections. These proposed improvements are adequate for the Greenway.



Cross Section of San Leandro Boulevard from the *Downtown San Leandro Transit Oriented Development Strategy*



Circulation Plan from the *Downtown San Leandro Transit Oriented Development Strategy*

The Seam: Community Connections

Community Character

The San Leandro BART station is at the historic heart of San Leandro. San Leandro's old public square was on the block between Estudillo Street and Joaquin Avenue across from the existing BART parking lot. Several points of interest are located near the square: San Leander's church, historic homes, and the San Leandro History Museum and Art Gallery. Other community destinations accessible from the Greenway include Thrasher Park and the Pelton Plaza shopping center.

Access and Traffic Calming

The *Downtown San Leandro Transit Oriented Development Strategy* proposes a new street configuration for San Leandro Boulevard as well as intersection improvements to streets that connect San Leandro station to downtown across San Leandro Boulevard (San Leandro Boulevard and Davis, Estudillo, Juana, Parrott, and Thornton Streets).

Davis Street is an important link to the Bay Trail and Thrasher Park to the west and downtown to the east. In addition to the improvements recommended for the San Leandro Boulevard and Davis Street intersection, the *Downtown San Leandro Transit Oriented Development Strategy* also proposes improvements to the Davis Street and Alvarado Street intersection.

These proposed improvements will complement the Greenway by improving pedestrian and bicycle connections to downtown and the Bay, and by making San Leandro Boulevard a more pedestrian- and bicycle-friendly street.

Community Opportunities

The Greenway in this segment could expand on the existing downtown History Walk; it could add information about the agricultural and industrial development of San Leandro by adding sites such as the railroad, San Leandro Creek, and the two tank houses to the north and south of downtown. (See segments 8 and 10).

Adding a public-art element where the Greenway meets the BART entrance at Estudillo Street could increase the visibility and awareness of the pathway.

Programming in this area should respond to the needs of the seniors who live in the area's senior housing and the church



Downtown History Walk signage

Open Space Plan from the Downtown San Leandro Transit Oriented Development Strategy



As the Greenway route leaves San Leandro BART Station and runs south under the BART tracks, it is adjacent to San Leandro Boulevard for approximately 10 blocks before separating from the road.

Site Analysis

Land Ownership

Land ownership in this segment is split in two. Approximately 12 feet of the land under the BART tracks adjacent to San Leandro Boulevard is owned by the City of San Leandro, and 18 feet between the BART columns and the railroad is owned by the UPRR.

Site Observations

San Leandro Boulevard in this segment has extra-wide lanes (up to 17 feet), which encourages traffic to speed. Although there are bike lanes on San Leandro Boulevard, the side of San Leandro Boulevard adjacent to the BART tracks has no sidewalks. People often walk in the on-street bike lanes.

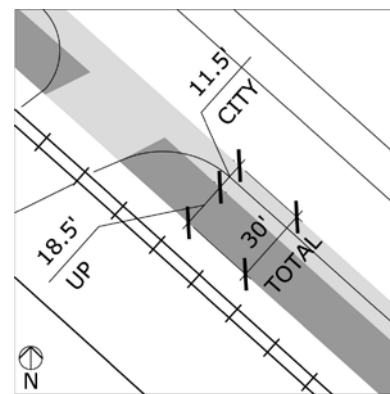
Traffic crossing San Leandro Boulevard is limited to key signalized intersections (Williams Street and Marina Boulevard). Other intersections (Castro, Harlan, and Estabrook Streets) are closed with a median and allow for only right turns onto San Leandro Boulevard.

Community Comments

At community meetings residents in the area said they avoid walking and biking on San Leandro Boulevard because there is so much traffic. They prefer using side streets. Community members also said that Marina Boulevard and Williams Street are busy intersections that are difficult for pedestrians to cross.

Existing Plans and Developments

The *Downtown San Leandro Transit Oriented Development Strategy* proposes parking and bicycle lanes on both sides of San Leandro Boulevard from San Leandro Creek to Williams Street. The vacant parcel adjacent to the railroad near Hudson Lane will be developed as a cold-storage facility. A new traffic signal on San Leandro Boulevard is planned for the driveway to the facility.



Segment 10 typical land ownership



segment 10: Thornton Street to Hudson Lane, San Leandro



The Link: Greenway Path Alignment

Preferred Route

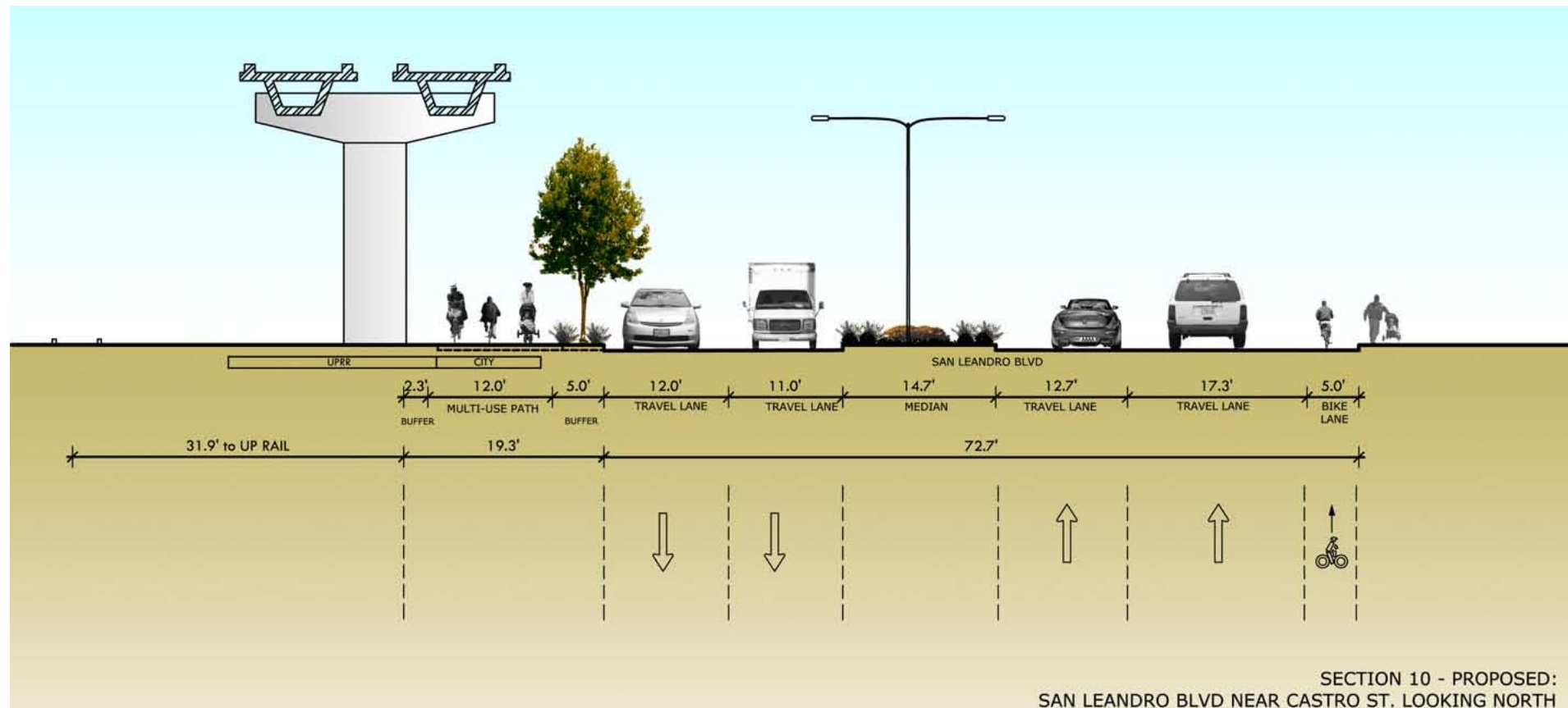
We propose narrowing the southbound travel lanes on San Leandro Boulevard to 11 feet and 12 feet and removing the southbound bike lane. In addition to calming traffic, narrowing the lanes would create an area of over 20 feet in width on the side of the street for a multi-use pedestrian and bike path under the BART structure. The northbound bike lane, the northbound traffic lanes, and the existing medians would remain as they are.

The preliminary traffic analysis finds that this concept would have no impact on vehicular traffic.

Crossing Treatments

In this segment, the Greenway path would cross seven intersections. Five of these intersections (Parrot, Thornton, Castro, Harlan, and Estabrook Streets) have 2 to 4 lanes and low levels of traffic. The cross traffic is controlled by stop signs. At these intersections the median blocks through traffic from the west as well as left turns from San Leandro Boulevard. At these intersections, we recommend installing high-visibility crosswalks with warning signage. We also recommend evaluating the potential removal of free right turns from San Leandro Boulevard. Further studies on sight distance and turning radii would be required.

Two intersections (Williams Street and Marina Boulevard) have higher levels of traffic and allow for left turns from San Leandro Boulevard. Both of these intersections have traffic signals. Community members stated that Marina Boulevard is an especially difficult intersection to navigate. We recommend that pedestrians and cyclists at these intersections follow the traffic signals. We also recommend installing high-visibility crosswalks and warning signage and evaluating the potential for removing the free right turns.

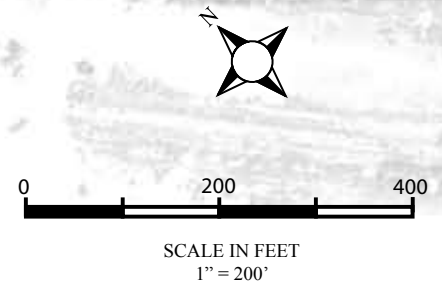


segment 10: Thornton Street to Hudson Lane, San Leandro



East Bay Greenway Site Map Legend

<p>Preferred Route</p> <ul style="list-style-type: none"> Class 1 - Bike Path Class 2 - Bike Lane Class 3 - Bicycle Boulevard Station Access Alternative Routes <p>Traffic Impacts</p> <ul style="list-style-type: none"> Remove on-street parking Remove one travel lane Railroad easement required for preferred route City Boundary <p>SEGMENT 14 SEGMENT T5 Segment Division</p>	<p>Railroad crossings</p> <ul style="list-style-type: none"> Existing at grade crossing Proposed at grade crossing <p>Pedestrian / Bicycle Overpass</p> <ul style="list-style-type: none"> Existing Proposed <p>Intersection crossings</p> <ul style="list-style-type: none"> Existing traffic signal Non-signalized (stop or yield) Proposed new traffic signal <p>Midblock crossings</p> <ul style="list-style-type: none"> Proposed new crossing with traffic signal Proposed new crossing - non-signalized 	<p>Water</p> <ul style="list-style-type: none"> Water <p>Points of Interest</p> <ul style="list-style-type: none"> Places of historical, natural, and cultural interest along the Greenway route Art Opportunities Current and Planned Development Potential Development Site Potential Open Space Site 	<p>Cross Section Location</p> <ul style="list-style-type: none"> Gateway Bicycle Parking - Existing Bicycle Parking - Proposed <p>Improved Pedestrian Crossings A combination of the following: improved or new crossing signals or signage, high-visibility crosswalks, pedestrian refuge medians, curb bulbouts, lane width reduction</p> <ul style="list-style-type: none"> Community Destination Existing Community Connections Proposed Community Connections Connections to Regional Destinations
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The Seam: Community Connections

Community Character

The small-scale residential neighborhood to the east of San Leandro Boulevard contrasts with the industrial development to the west of the tracks. In the backyard of one of these residences is another tank house, reminding us of the rural history of the area. A local destination in this segment is the Boys and Girls Club Pool at Marina Boulevard.

Access and Traffic Calming

The biggest obstacle in this segment is San Leandro Boulevard itself. It separates the residential neighborhoods to the east from the proposed Greenway. The proposed intersection improvements and the narrowing of San Leandro Boulevard as discussed above will help calm traffic and make the street easier to cross. We recommend keeping the northbound bike lane and sidewalks on San Leandro Boulevard for people who do not wish to cross the street.

The intersection at Marina Boulevard, which connects the Greenway to the Boys and Girls Club, needs high-visibility crossings and other pedestrian improvements.

As in many other areas along the Greenway, the Union Pacific Rail line is another barrier between adjacent land parcels and the Greenway. But since there are almost no pedestrians in this industrial area, the rail line is not considered as much of an obstacle as it is in the more residential areas of Oakland.

Community Opportunities

There is a triangular piece of land at the intersection of Thornton Street and San Leandro Boulevard with an adjacent bus stop that is currently unused and overgrown with ivy. This small area could be transformed into a pocket park, community garden, model storm-water garden, or enhanced bus stop.

Greenway planners and promoters should work with the Boys and Girls Club on programming. The Greenway could provide a safe way for people to travel to the club and provide a space for athletic events and outdoor excursions.



The Marina Boulevard and San Leandro Boulevard intersection



Potential site for a pocket park

This segment runs through the industrial heart of San Leandro, past the Ghirardelli Chocolate Factory and the Kraft Foods Factory. It provides a direct link between the residential neighborhood of Halcyon Foothill and downtown San Leandro.

Site Analysis

Land Ownership

After Hudson Lane, the Greenway separates from San Leandro Boulevard and continues south under the elevated BART structure. For the most part, the right-of-way ownership is split between BART (16 feet on the east) and the UPRR (18 feet on the west).

Site Observations

The corridor running behind windowless industrial warehouses is removed from the eyes of passersby, creating a feeling of seclusion. It needs to be designed and programmed with safety and security in mind.

In some areas along this segment, the BART property under the tracks is being used for parking. In one area the BART tracks are on cantilevered structures. These factors, plus the constrained feeling of the BART-owned land between the industrial buildings and the BART columns, makes placing a multi-use path on the BART-owned land unappealing.

Use of the UPRR joint easement land directly under the BART tracks is constrained by a BART switching-station box just north of the Washington Avenue overpass.

The only unconstrained route would be on the UPRR land to the west of the tracks, and this would require the Greenway route to cross the railroad tracks in two locations (near Hudson Lane at the beginning of this segment and near 147th Avenue at the end of this segment).

Community Comments

At community meetings residents explained that 134th Avenue is an emergency route because San Leandro Hospital is located on E 14th Street. A grocery store nearby also attracts significant traffic. One community member suggested that the Ghirardelli Chocolate Factory be incorporated into the plans as a destination and a potential theme for the segment.

Existing Plans and Developments

The City of San Leandro's *Bicycle Master Plan* proposes a Class I bike path on the UPRR corridor in this segment.

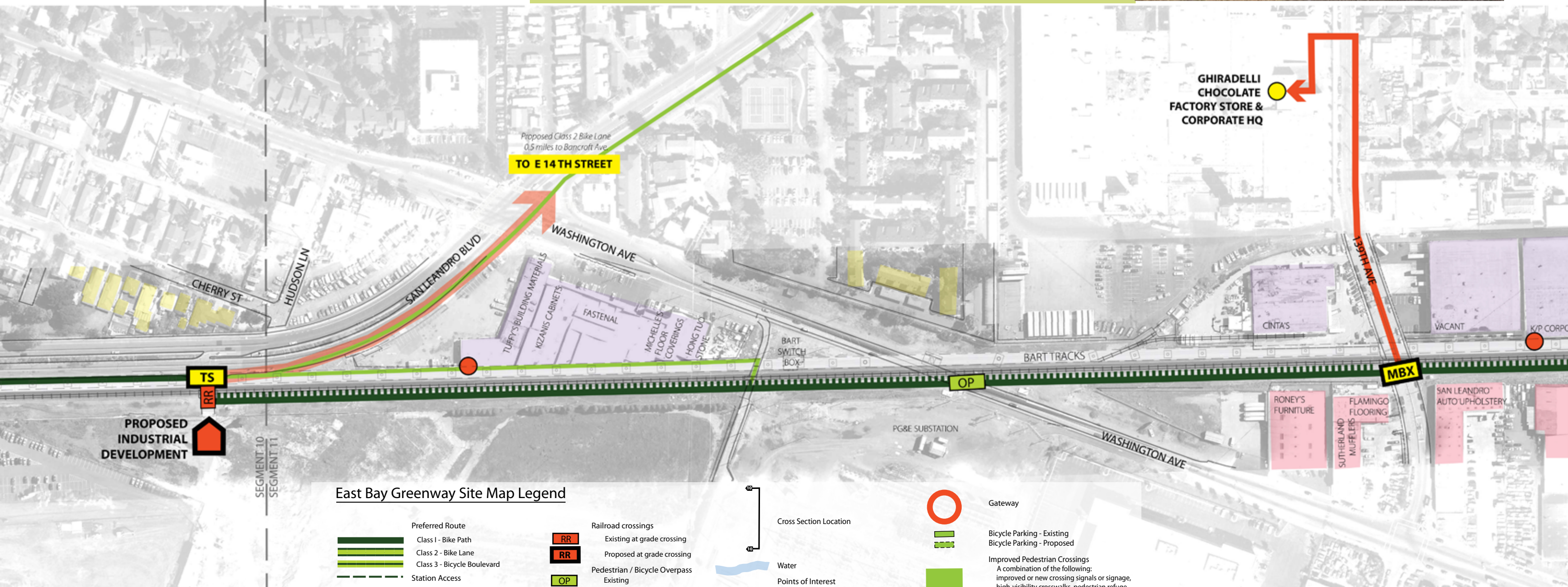


BART switching station near Washington Avenue

segment 11: Washington Industrial, Hudson Lane to 147th Avenue, San Leandro

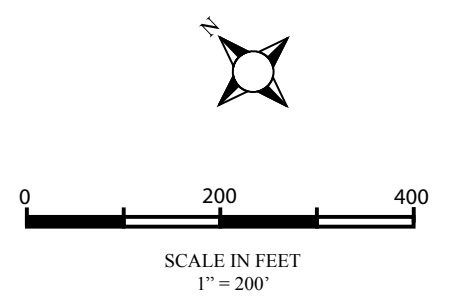


segment 11: Washington Industrial, Hudson Lane to 147th Avenue, San Leandro

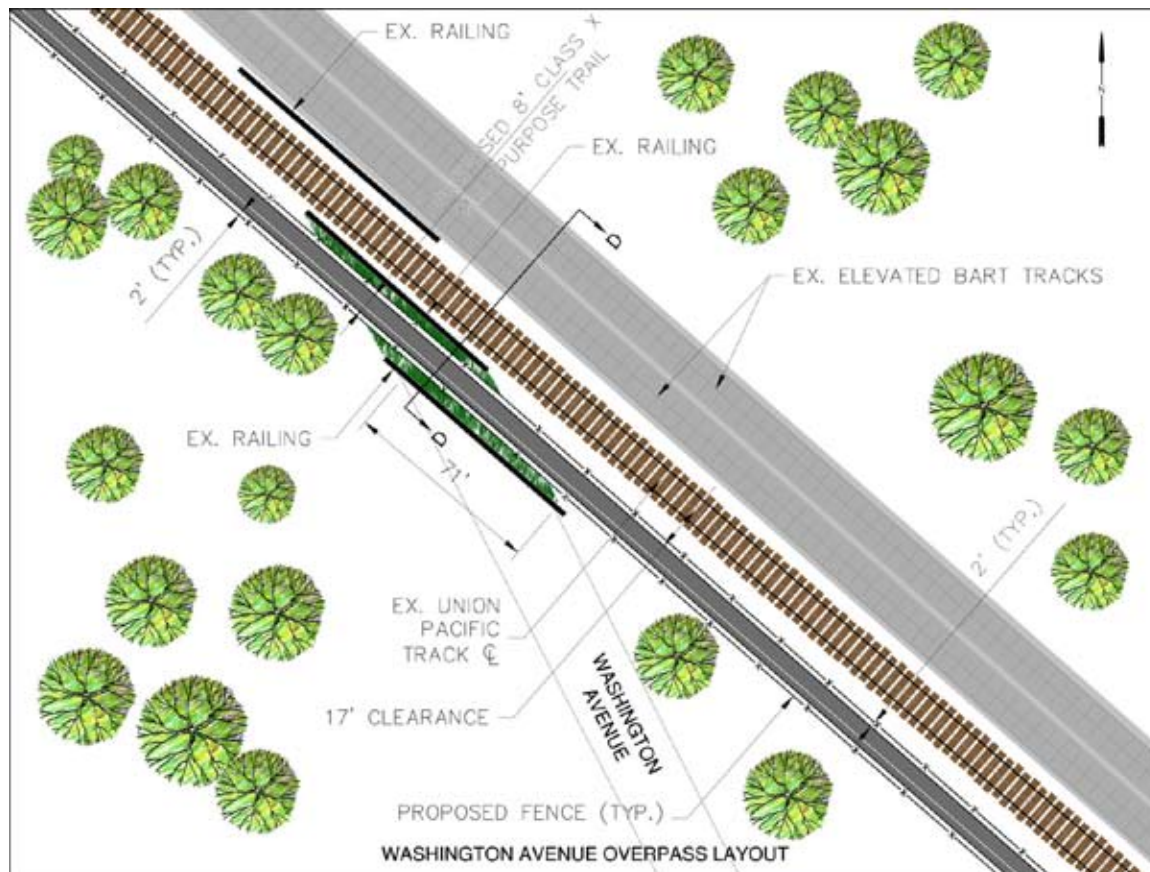
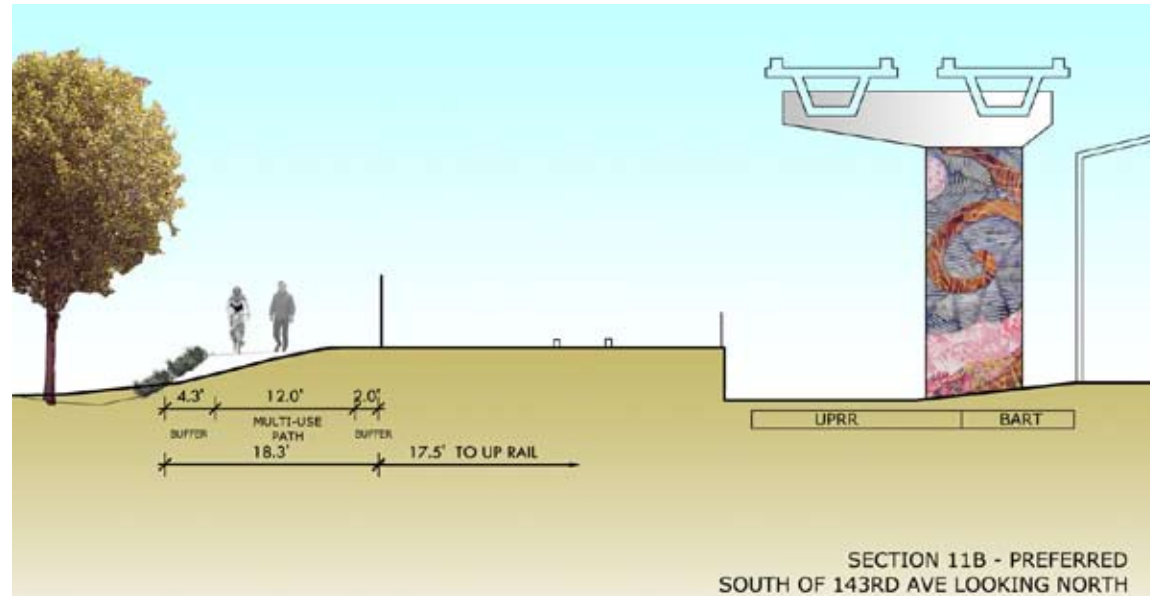


East Bay Greenway Site Map Legend

- | | | | | | | | |
|--|--|--|---------------------------------|--|---|--|--|
| | Preferred Route | | Class 1 - Bike Path | | Railroad crossings | | Gateway |
| | Class 2 - Bike Lane | | Class 3 - Bicycle Boulevard | | Existing at grade crossing | | Bicycle Parking - Existing |
| | Station Access | | Alternative Routes | | Proposed at grade crossing | | Bicycle Parking - Proposed |
| | Traffic Impacts | | | | Pedestrian / Bicycle Overpass Existing | | Improved Pedestrian Crossings |
| | Remove on-street parking | | | | Existing | | A combination of the following:
improved or new crossing signals or signage,
high-visibility crosswalks, pedestrian refuge
medians, curb bulbouts, lane width reduction |
| | Remove one travel lane | | | | Proposed | | Community Destination |
| | Railroad easement required for preferred route | | | | Intersection crossings | | Existing Community Connections |
| | City Boundary | | | | Existing traffic signal | | Proposed Community Connections |
| | Segment Division | | | | Non-signalized (stop or yield) | | Connections to Regional Destinations |
| | Segment Division | | | | Proposed new traffic signal | | |
| | Segment Division | | | | Proposed new crossing with traffic signal | | |
| | Segment Division | | | | Proposed new crossing - non-signalized | | |
| | Segment Division | | | | Proposed new crossing - non-signalized | | |
| | Water | | Points of Interest | | Places of historical, natural, and cultural interest along the Greenway route | | Art Opportunities |
| | Current and Planned Development | | Current and Planned Development | | Current and Planned Development | | Current and Planned Development |
| | Potential Development Site | | Potential Development Site | | Potential Development Site | | Potential Development Site |
| | Potential Open Space Site | | Potential Open Space Site | | Potential Open Space Site | | Potential Open Space Site |



segment 11



The Link: Greenway Path Alignment

Preferred Route

In this segment, the Greenway route will have to cross the UPRR tracks near Hudson Lane and then run on the west side of the tracks in order to avoid the BART switching box. The Greenway can cross back over the tracks at 139th, 143rd, or 147th Avenues.

Crossing Treatments

The number of intersections in this segment is low, but the preferred route would require an elevated crossing over Washington Avenue.

Two existing pairs of metal rails cross over Washington Avenue. Each pair is 14 feet wide. The UPRR tracks run down the middle of the easterly pair. We propose using the westerly pair of metal rails for the Greenway path over Washington Avenue. The path cannot be located on the east side of the tracks because of inadequate room to construct a path through the eastern metal rails or adjacent to the PG&E substation.



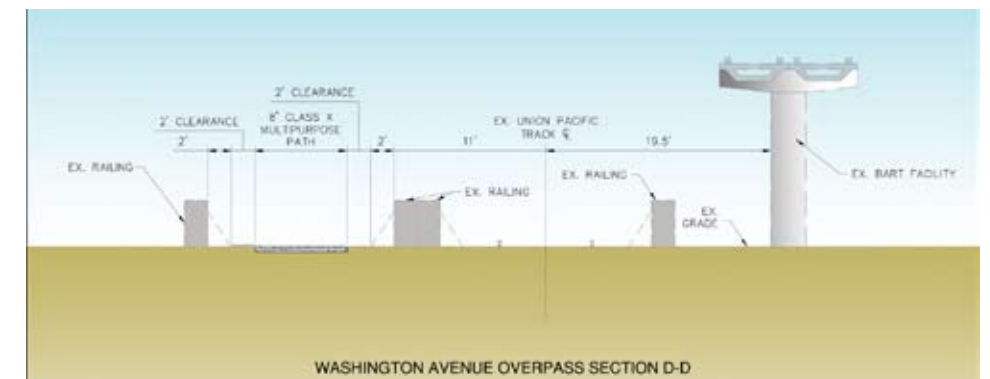
The distance from the centerline of the UPRR tracks and the southernmost metal rail is approximately 25 feet. This width is 2 feet short of the minimum width of 27 feet and would require a design exception from UPRR.

The preferred Greenway route also requires adding non-signalized mid-block crossings at 139th and 143rd Avenues.

Alternatives

If any of these changes are not possible, then we propose running the Greenway as a Class III bicycle route along San Leandro Boulevard to E 14th Street, and from there to 147th Avenue. At 147th Avenue, it would connect with Segment 12. This is a significant detour for the route and is not recommended.

If the BART switching box can be relocated, the pathway will not have to cross the UPRR tracks and can remain under the elevated BART tracks.



The Seam: Community Connections

Community Character

This segment traverses the industrial heart of San Leandro and contains several unknown and overlooked points of interest. There is a tank house in good condition adjacent to the Greenway on 143rd Avenue. The Ghirardelli Chocolate Factory Store (139th Avenue) sells undamaged chocolate at very low prices. Halcyon Park (147th Avenue) has a small community building, barbecue grills, picnic tables, volleyball court, and tot lot.

Access and Traffic Calming

The community can enter the Greenway at 139th, 143rd, and 147th Avenues. The railroad track crossings at these streets are not in as poor condition as those in Oakland, but they still need to be made accessible.

The Bay Trail can be reached by taking proposed bike routes on 143rd Avenue to Washington Avenue to Lewelling Boulevard, or by taking existing bike lanes on Hesperian Boulevard to Springlake Drive to Washington Avenue to Lewelling Boulevard.

A Greenway entrance incorporating public art should be added where 147th Avenue dead ends at the corridor. There should be signage directing people from the Greenway to Halcyon Park and also from the park to the Greenway.

Community Opportunities

Murals or art installations on the back sides of industrial buildings or lighting installations on the BART structure could add interest while simultaneously creating a sense of security. Additionally, working with adjacent landowners to open up their buildings facing the Greenway could provide more “eyes on the pathway.”

The owners of the Ghirardelli Factory could be approached to see if they are interested in sponsoring a section of the trail or encouraging bicycle riders or pedestrians to visit their factory outlet store.



Murals on the backs and sides of industrial buildings, like this one on the Greenway corridor in San Leandro, can add character and interest to the area



This simulation of the Greenway at 147th Avenue shows landscaping and the BART columns being used for art and wayfinding

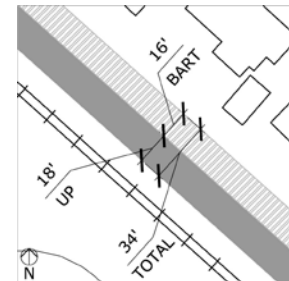


This segment runs between the residential neighborhoods of Halcyon Foothill and Lower Bal. It connects these neighborhoods to the Bay Fair Center shopping mall and the Bay Fair BART Station.

Site Analysis

Land Ownership

As in the previous segment, BART owns approximately 16 feet to the east of the BART columns and the UPRR owns approximately 18 feet to the west.



Segment 12 typical land ownership

Site Observations

People already use this corridor to walk to the Bay Fair BART Station and to local schools. The corridor runs between residential communities from 147th Avenue to Halcyon Drive. Because there are no “eyes” from an adjacent street, personal safety is a concern. Homeless people often set up camp in the segment between Halcyon Drive and Hesperian Boulevard.

Community Comments

At community meetings, local residents said that they want to make sure the path addresses security for the homeowners whose backyards are adjacent to the pathway. They would like to see improved fencing between the backyards and the Greenway. Since there is no adjacent roadway, community members stressed the importance of having a path wide enough so that police could access the area by vehicle. They also felt that maintenance needs to be a part of the plan.



The community listed lighting, planted areas, and grass areas as their top desires for the Greenway. Seating, safety cameras, and call boxes were second-level priorities. Residents liked the idea of signage and site furnishings that highlight the history of the area. They also felt it was important to include youth programs and park rangers to “encourage appropriate use” of the Greenway.

Existing Plans and Developments

The City of San Leandro’s *Bicycle Master Plan* proposes a Class I bike path on the UPRR corridor.

segment 12: Halcyon Foothill, 147th Avenue to Hesperian Avenue, San Leandro



The Link: Greenway Path Alignment

Preferred Route

From 147th Avenue to Hesperian Boulevard, we propose running the Greenway as a multi-use path on the east side of the BART columns (on BART-owned land). This would minimize the use of UPRR-owned land.

Intersections and Crossing Treatments

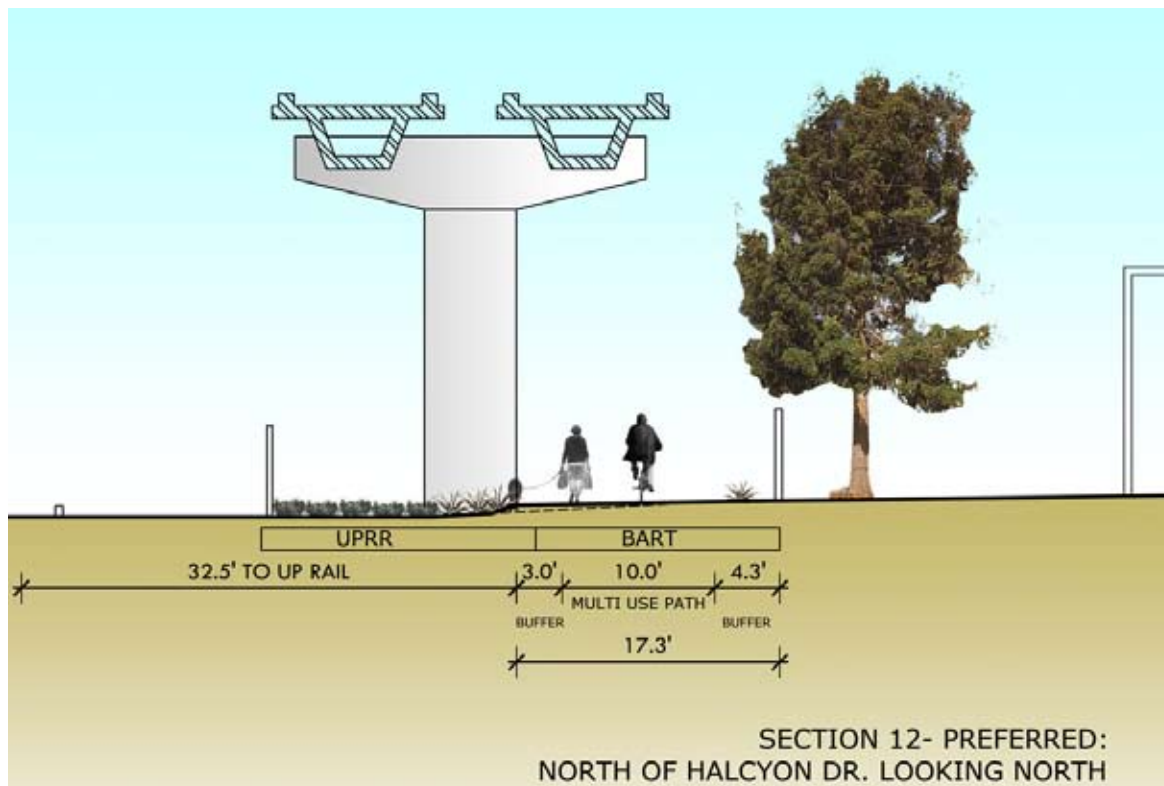
This segment crosses only one street: Halcyon Drive. Halcyon Drive is a large street with four lanes of traffic and bike lanes. The nearest intersections are more than 300 feet away. We recommend that a high-visibility mid-block crossing and median refuge be installed where the Greenway crosses Halcyon Drive. Further traffic studies should be conducted to determine whether the crossing needs an on-demand traffic signal.



Halcyon Drive

Alternatives

If access to the UPRR easement is available, the Greenway can be expanded to the other side of the BART tracks. The area between the BART tracks and the railroad tracks is more open, visible, and inviting for a path. With access to the UPRR land, separate bicycle and pedestrian paths could be installed and there would be more space for exercise facilities, gardens, or other community amenities.



segment 12: Halcyon Foothill, 147th Avenue to Hesperian Avenue, San Leandro



East Bay Greenway Site Map Legend

<p>Preferred Route</p> <ul style="list-style-type: none"> Class 1 - Bike Path Class 2 - Bike Lane Class 3 - Bicycle Boulevard <p>Station Access</p> <ul style="list-style-type: none"> Alternative Routes <p>Traffic Impacts</p> <ul style="list-style-type: none"> Remove on-street parking Remove one travel lane Railroad easement required for preferred route <p>City Boundary</p>	<p>Railroad crossings</p> <ul style="list-style-type: none"> Existing at grade crossing Proposed at grade crossing <p>Pedestrian / Bicycle Overpass</p> <ul style="list-style-type: none"> Existing Proposed <p>Intersection crossings</p> <ul style="list-style-type: none"> Existing traffic signal Non-signalized (stop or yield) Proposed new traffic signal <p>Midblock crossings</p> <ul style="list-style-type: none"> Proposed new crossing with traffic signal Proposed new crossing - non-signalized 	<p>Cross Section Location</p> <p>Water</p> <p>Points of Interest</p> <ul style="list-style-type: none"> Places of historical, natural, and cultural interest along the Greenway route <p>Art Opportunities</p> <p>Current and Planned Development</p> <p>Potential Development Site</p> <p>Potential Open Space Site</p>	<p>Gateway</p> <ul style="list-style-type: none"> Bicycle Parking - Existing Bicycle Parking - Proposed <p>Improved Pedestrian Crossings</p> <p>A combination of the following: improved or new crossing signals or signage, high-visibility crosswalks, pedestrian refuge medians, curb bulbouts, lane width reduction</p> <p>Community Destination</p> <ul style="list-style-type: none"> Existing Community Connections Proposed Community Connections Connections to Regional Destinations
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The Seam: Community Connections

Community Character

This segment runs through quiet, modest residential areas. Other than Halcyon Park at 147th Avenue, the Halcyon Baptist Church at Halcyon Drive is the only significant community destination in this segment.

Access and Traffic Calming

Access to the Greenway in this area is limited to 147th Avenue, Halcyon Drive, and Hesperian Avenue. Access improvements at 147th Avenue were discussed in the previous segment. The existing bike lanes and the railroad crossings on Halcyon Drive are adequate for pedestrians and cyclists to access the Greenway from the surrounding neighborhoods. Hesperian Avenue access will be discussed in the following segment.

Community Opportunities

The Halcyon Greenbelt, a patch of open space on Halcyon Drive to the east of the BART tracks, could become a meeting and/or resting place for cyclists, pedestrians, and neighbors. A mini-plaza with a seating area and gardens could be installed.



The Halcyon Greenbelt



A simulation of the East Bay Greenway near Hesperian Avenue shows lighting, landscaping, and a wayfinding map



The Bay Fair BART station, at the southern edge of San Leandro and the northern edge of the unincorporated Ashland community, is adjacent to the Bay Fair shopping center, which also contains community meeting space and a cinema. The Greenway would provide direct access to the BART station as well as connections to the shopping center and other community destinations.

Site Analysis

Land Ownership

From Hesperian Boulevard to the Estudillo Canal, land ownership under the BART tracks is split between BART and the UPRR, as in the previous segment. South of Estudillo Canal, BART becomes the primary landowner.

Site Observations

Existing pedestrian and bicycle access to the Bay Fair BART Station is severely constrained. Currently, the only at-grade, accessible entrance is from Elgin Street. Access from the Bay Fair Center requires crossing a pedestrian bridge over Estudillo Canal. Access from the west requires going through a pedestrian underpass under the railroad.



Hesperian Avenue

To get from Segment 12 of the Greenway to the Bay Fair BART Station, people must cross Hesperian Boulevard, a high-traffic arterial, mid-block. Then they must cross Estudillo Canal and use the BART station access road underpass. Even with these obstacles, we observed people using the corridor to get to the BART station.



Estudillo Canal

Community Comments

People at community meetings commented that Hesperian Boulevard is a very difficult road to cross. They said that people have been hit by trains at Hesperian Boulevard. People also had concerns for personal safety in the underpass between the BART parking lot and the BART station.

Existing Plans and Developments

In 2007, BART completed a *Bay Fair BART Transit Oriented Development and Access Plan* for the station and the adjacent shopping center. The report states that “[l]ack of direct connections from BART to Bayfair Center, Hesperian Boulevard and East 14th Street creates access and development challenges. Physical barriers such as Estudillo Canal, Union Pacific (UP) and BART tracks also create access and development challenges” (p 1-1).

The plan lists three options for future development and station access. The third – the long-term option – includes a pedestrian and bicycle path on the UPRR corridor similar to the proposed Greenway.

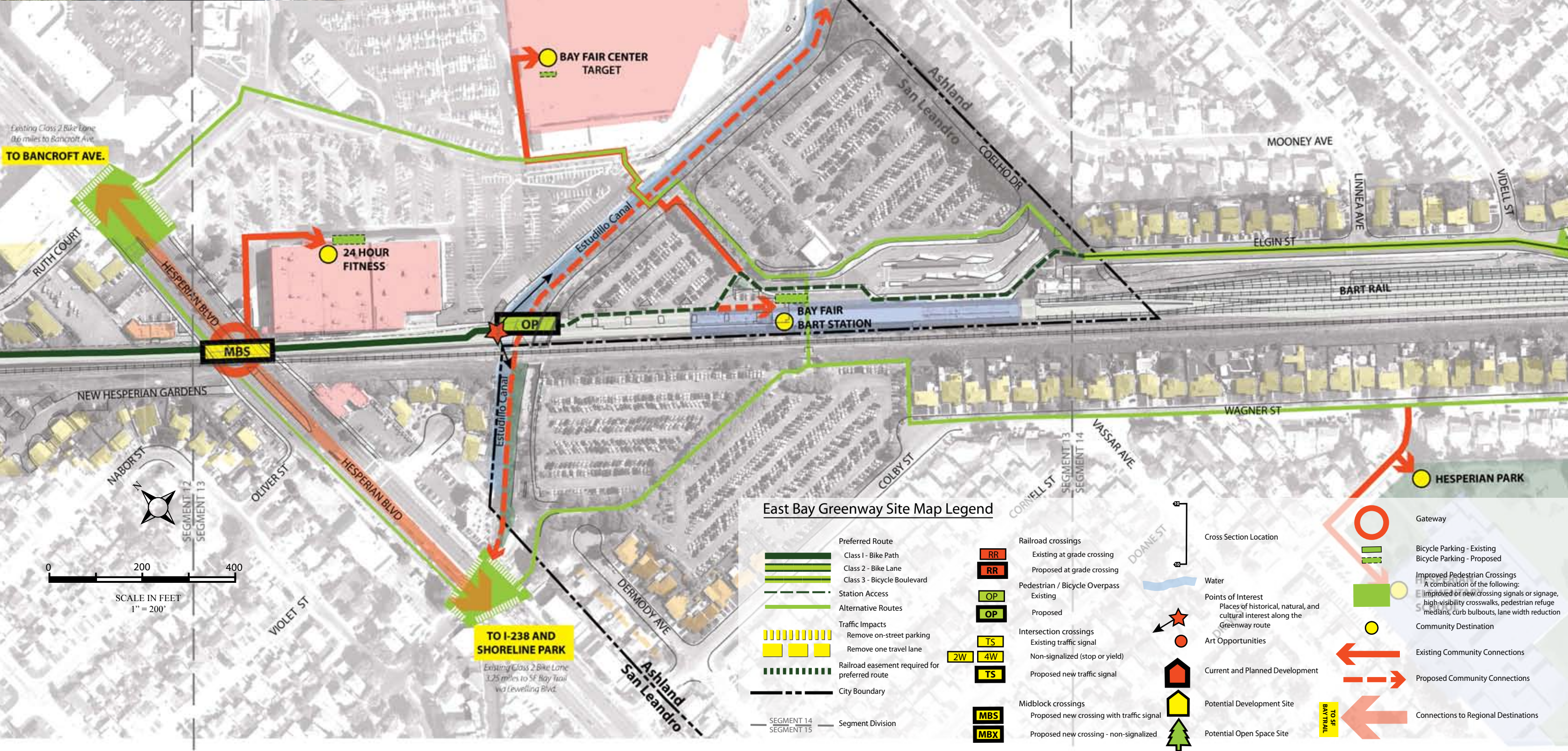
Next, BART is planning to complete a CPTED (Crime Prevention Through Environmental Design) study of the Bay Fair Station. The study will address crime and safety for people accessing the station. Additionally, plans are being developed to expand the Estudillo Canal to provide protection for a 100-year flood.

segment 13: Bay Fair Station, Hesperian Avenue to Elgin Street, San Leandro and Ashland





segment 13: Bay Fair Station, Hesperian Avenue to Elgin Street, San Leandro and Ashland



The Link: Greenway Path Alignment

Preferred Route

The preferred route is the most direct route, staying under the BART tracks while approaching the station from the north. This would require crossing Hesperian Boulevard, a high-volume arterial road. Hesperian Boulevard is divided with a median island separating three through lanes in each direction. There is an existing single track at-grade UPRR crossing next to the BART elevated crossing. The rail crossing has gates and flashing warning signals.

The nearest vehicular intersection is Oliver Street, located approximately 150 feet south of the UPRR crossing on Hesperian Boulevard. This is a side street with a stop-controlled intersection. To the north the nearest intersection is Bayfair Drive, approximately 250 feet from the UPRR tracks. Bayfair Drive forms a T intersection with Hesperian Boulevard.

Crossing Hesperian Boulevard by pedestrians and bikes will be problematic without some form of traffic control. Installing a traffic signal at the Greenway crossing is the most effective method. However, the proximity to a nearby signalized intersection at Bayfair Drive is problematic. Signals separated by less than 600 feet results in poor signal progression and undesirable traffic congestion. One remedy would be to redirect pedestrian and bike traffic to the nearest intersection (250-feet to the north at Bayfair Drive). Currently the near-side crosswalk is not available, requiring pedestrians to cross three streets instead of one.

Diversion of pedestrians away from the Greenway alignment would be very difficult because of the nearby UPRR grade crossing. We are concerned that no feasible way of providing a barrier to prevent jay walking exists. Our preferred option would be to have the crossing controlled by a slave signal. This would be a traffic signal that would be controlled by the nearby traffic signal at Bayfair Drive. It would interrupt vehicular traffic when actuated by the pedestrian, which is similar to the way the red cycle at Bayfair works.

Queuing at the slave light is likely to extend across Oliver Street for northbound vehicles. Southbound, there is sufficient capacity to stop 30 vehicles without blocking the Bayfair Drive intersection. Extending a barrier across Oliver Street or restricting left turns out from Oliver Street during peak periods may be feasible.

Pedestrian bridges over the Estudillo Canal and the BART access road (Thornally Drive) will be required for the preferred route. The pathway and bridge structures should be located northeast of the UPRR tracks. The proposed bridge structures should run parallel to the UPRR bridge facilities. The span over the Estudillo Canal should extend a distance of approximately 25 feet and the span over Thornally Drive should be a length of approximately 38 feet. A 6-foot high railing should be placed on both sides of the bridge structures. The 35.5-foot clearance distance between the UPRR tracks and the BART structure provides ample room for installation of the multi-purpose trail and bridge structures.

The pathway would cut into the station parking lot at the northeast edge of the station and go through the parking lot to the station entrance. Although not ideal, the existing parking lot does not have space for additional bike lanes or pedestrian paths. When redeveloped, room for a separate bicycle path and a sidewalk that would not have to negotiate through the parking lot should be incorporated into the plan.

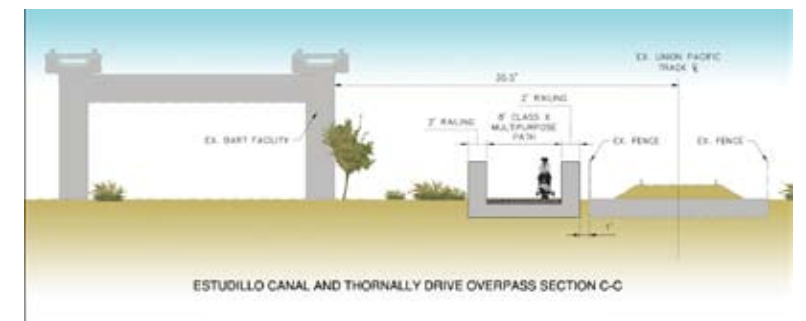
From the Bay Fair BART Station to the south, the Greenway would continue on Elgin Street. The current connection between the BART station and Elgin Street is adequate for pedestrians, but cyclists have to ride on a one-way road. Bicycles can leave the station and connect to Elgin Street, but to get to the station from Elgin Street they have to go against the one-way traffic flow. In order to connect to Elgin Street we recommend replacing the sidewalk with a multi-use path that allows for two-way bicycle flow as well as pedestrian traffic.



Widen this connection between Bay Fair BART and Elgin to provide space for cyclists

Alternatives

If the midblock crossing at Hesperian is not possible, then we propose using the existing bike lanes, the BART station underpass, and the pedestrian bridge to make a loop to the station. Non-disabled pedestrians and south-bound cyclists would take Hesperian Boulevard and Thornally Drive to the station underpass. Disabled pedestrians and north-bound cyclists would use the Bayfair Center bridge, Bayfair Center driveway, and Hesperian Boulevard. The Bay Fair Center bridge should be widened to accommodate both pedestrians and cyclists. This round-about approach could be confusing and will need very clear signage.



The Seam: Community Connections

Community Character

The Bay Fair Mall (now Bay Fair Center) opened in 1957. Prior to that the site was an automobile raceway; from 1931 to 1955; Community destinations include a 24-Hour Fitness gym; a Target; and the shopping center with community meeting rooms, a cinema, and the bus and BART transit hub. The channelized Estudillo Canal connects the area to the Bay.

Access and Traffic Calming

Providing safe and clear connections between the Greenway and the E 14th commercial corridor and the Bay Fair Center is crucial. The *Bay Fair BART Transit Oriented Development and Station Access Plan* options address these access points.

Hesperian Boulevard is a commercial corridor that connects communities throughout the East Bay as well as connecting to the Bay Trail with existing Class II bike lanes.

Additionally, access from the residential communities and the schools to the southwest of the station should be addressed. Streets in this neighborhood are calm, with low levels of traffic, and they are ideal for bicycling and walking. Clearly marked pedestrian and bicycle routes should be extended from Wagner Street through the BART parking lot to the Bay Fair BART Station.

Community Opportunities

A strip of land between the Estudillo Canal and Thornally Drive is undeveloped. It is the ideal location and width for a connector path from Hesperian Boulevard to the Bay Fair Station. However, using it would require a new at-grade crossing over the UPRR and a bridge over Thornally Drive. The third option (*Diagonal Long-Term Plan*) proposed in the *Bay Fair BART Transit Oriented Development and Station Access Plan* would elevate Thornally Drive to grade level and make the roadway bicycle and pedestrian friendly. If a trail on this land is not possible, we recommend turning this space into a visual asset by planting a garden and/or adding public art.

Public art could also be used to highlight the Greenway's intersection with Hesperian Boulevard and the Bay Fair BART Station. An interpretive sign or art elements at Estudillo Canal could highlight the former automobile raceway, the creation of the canal, and/or current developments.



Diagonal Long Term Plan from BART's- Transit Oriented Development Plan



Open space next to Estudillo Canal

This segment runs through the Ashland community of unincorporated Alameda County. It connects several local schools to the Bay Fair BART Station and Western Boulevard in Cherryland. The BART tracks are at grade in this segment. The BART tracks and the railroad tracks cut through this neighborhood. Interstate 238 also bisects these communities.



segment 14: Elgin Avenue to Hampton Road, Ashland





segment 14: Elgin Avenue to Hampton Road, Ashland

East Bay Greenway Site Map Legend

- Preferred Route
 - Class 1 - Bike Path
 - Class 2 - Bike Lane
 - Class 3 - Bicycle Boulevard
- Station Access
- Alternative Routes
- Traffic Impacts
 - Remove on-street parking
 - Remove one travel lane
- Railroad easement required for preferred route
- City Boundary

- Railroad crossings
 - Existing at grade crossing
 - Proposed at grade crossing
- Pedestrian / Bicycle Overpass
 - Existing
 - Proposed
- Intersection crossings
 - Existing traffic signal
 - Non-signalized (stop or yield)
 - Proposed new traffic signal
- Midblock crossings
 - Proposed new crossing with traffic signal
 - Proposed new crossing - non-signalized

- Cross Section Location
- Water
- Points of Interest
 - Places of historical, natural, and cultural interest along the Greenway route
 - Art Opportunities
 - Current and Planned Development
 - Potential Development Site
 - Potential Open Space Site

- Gateway
- Bicycle Parking - Existing
- Bicycle Parking - Proposed
- Improved Pedestrian Crossings
 - A combination of the following: improved or new crossing signals or signage, high-visibility crosswalks, pedestrian refuge medians, curb bulbouts, lane width reduction
- Community Destination
- Existing Community Connections
- Proposed Community Connections
- Connections to Regional Destinations

TO ARROYO H.S., LEWELLING PLAYGROUND, AND BAY TRAIL
 Proposed Class 2 Bike Lane
 2.5 miles to SF Bay Trail via Grant Ave.



Site Analysis

Land Ownership

The BART tracks run at grade from the Bay Fair BART Station to just south of Interstate 238. Therefore, this segment will take on-street routes, mostly following the proposed bike network in Alameda County's *Bicycle Master Plan for Unincorporated Areas*. Where the BART tracks intersect Lewelling Boulevard, the Greenway can continue under the elevated BART track to Hampton Road.

Site Observations

Elgin Street is a low-traffic street that has a high number of school children walking to and from the Bay Fair Center and BART station. It is also a bus route.

Ashland Avenue is one of the only connections in the neighborhood under Interstate 238. It has some steep areas (going under the BART/UPRR overpass) that inexperienced cyclists might find difficult. The BART/UPRR overpass is dark and needs more lighting.

Ashland Avenue is approximately 50 feet wide north of Interstate 238 with ample shoulders for bike lanes. South of Interstate 238 is approximately 40 feet narrower with parking on both sides of the street and a high level of traffic (since it is one of the few connections under the interstate).

Lewelling Boulevard is a busy road with narrow sidewalks and in some places no sidewalks. Intersections with Ashland Avenue and Meekland Avenue have high volumes of traffic.

Existing Plans and Developments

Ashland Avenue is involved in the Eden Area Livability Initiative, which is charged with creating the vision and plan for the unincorporated urban communities in Alameda County.

Alameda County's *Bicycle Master Plan for Unincorporated Areas* proposes the following:

- Elgin Street: proposed Class III B (wide curb lane) and Class III C (wide shoulder) bike route
- Delano Street: none
- Ashland Avenue: proposed Class II bike lanes
- Lewelling Avenue: proposed Class II bike lanes
- Meekland Avenue: existing Class II bike lanes
- Hampton Avenue: proposed Class III bike route

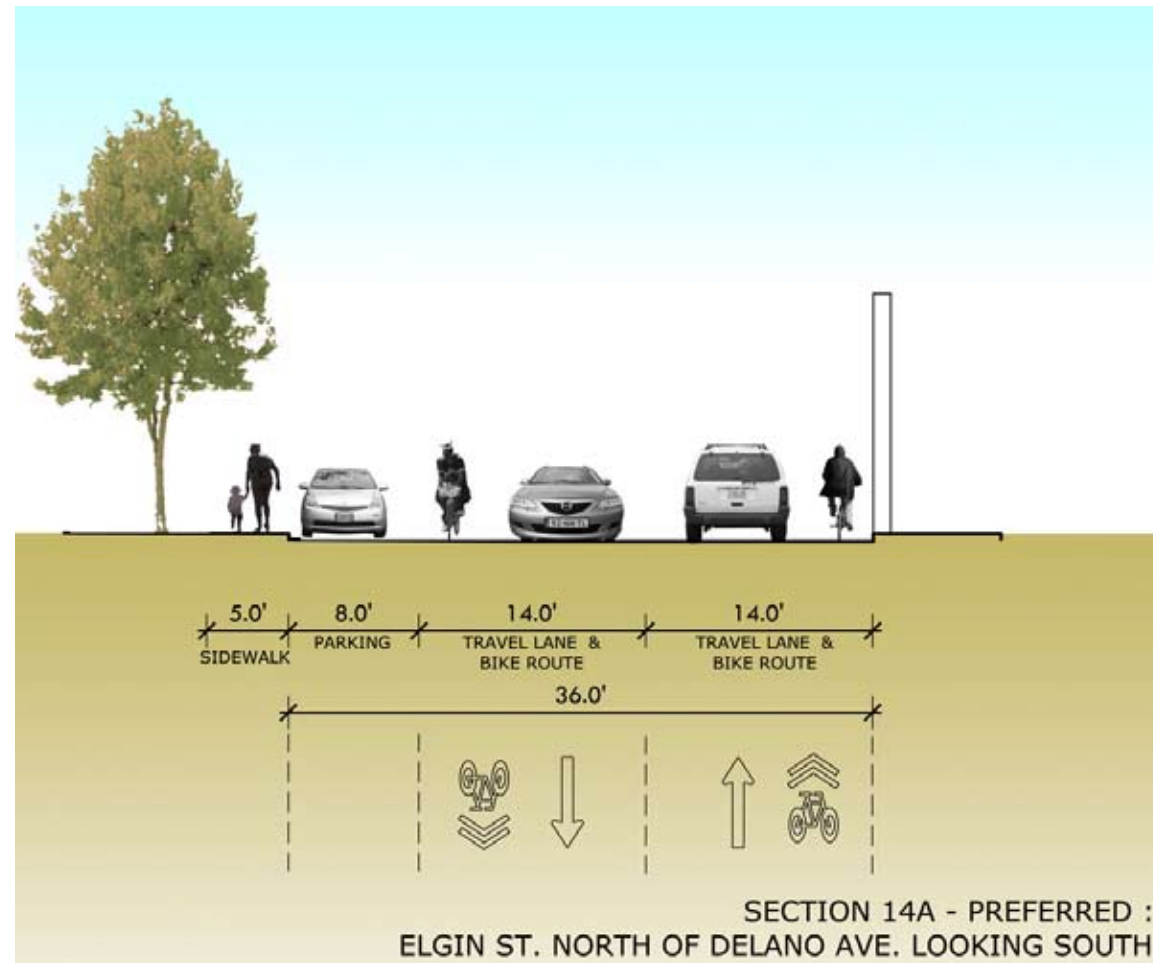
Additionally, the UPRR corridor is listed as a proposed Class I bike path.

Alameda County's Department of Public Works is currently widening Lewelling Boulevard from Meekland Avenue to Hesperian Boulevard (west of the Greenway route). The widening plans include sidewalks and bike lanes. The County has plans to expand these improvements east to Mission Avenue, which would include the Greenway route.

segment 14



Elgin Avenue



The Link: Greenway Path Alignment

Preferred Route

Starting at the Bay Fair BART Station, the Greenway route will run southeast on Elgin Street to Delano Street. Then it will turn east at Delano Street for a block to Ashland Avenue. It will then turn south along Ashland Avenue and then east on Lewelling Boulevard. Lewelling Boulevard connects back to the elevated BART tracks where the Greenway can run along the vacant land under the BART tracks to San Lorenzo Creek and Hampton Road.

Elgin Street: The 33-foot existing right-of-way provides enough room for cyclists without disturbing traffic. The ideal configuration would be to install a Class I bike lane on the west side of the street adjacent to the wall that separates the road from the BART tracks. However, that would require removing parking on Elgin Street.

During a weekday field visit, three vehicles were parked on Elgin Street. But on the weekend more than ten vehicles were parked on this street. Parking on cross streets is primarily used by its residents, and vehicles from Elgin Street cannot be accommodated. Therefore, it would be appropriate to use Elgin Street as a Class III bicycle boulevard. We recommend turning Elgin Street into a Class III bicycle boulevard with highly visible pavement markings and traffic-calming measures.

Delano Avenue: The Greenway will run on Delano Avenue for only one block. The 35-foot existing right-of-way does not have enough room for a Class III bike route. We recommend creating a bicycle boulevard with shared road markings for this street.

Ashland Avenue: The 42-foot existing right-of-way provides an opportunity to create Class II bike lanes on Ashland Avenue. The northern section of the street has ample room for bike lanes, although the steepness of the grade as it goes under the BART/UPRR corridor overpass makes it difficult for inexperienced cyclists.

Sidewalks under the BART/UPRR overpass structure are narrow and separated from the street by a concrete barrier that creates a “trapped” feeling for pedestrians. Pedestrians were observed walking on the street shoulder instead of on the sidewalk.

South of Interstate 238, on-street parking will have to be removed in order to make space for bike lanes. Since this area is adjacent to two schools, we feel the bike lanes would be a great asset and are worth the loss of parking.

On a field visit during peak hour on a regular weekday (Wednesday) it was observed that there were not a significant number of vehicles parked on Ashland Avenue. Most were parked along minor cross streets. No parking restrictions were observed on the study segment. Since there is little parking activity, the shoulder in each direction can be converted to bike lanes.

Lewelling Avenue: The Greenway would follow the proposed Class II bike lane along Lewelling Avenue back to the BART tracks. Currently the right-of-way width is not adequate for sidewalks, bike lanes, and the existing traffic. The County's plans for right-of-way acquisition for Lewelling Avenue from Meekland Avenue to Mission Boulevard should be a part of the Greenway project.

Crossing Treatments

This on-street Greenway segment makes most of its turns at signalized intersections. One exception is the Elgin and Delano Street intersection, which has stop signs, but the traffic volume is low on both these streets.

The transition from the on-street route to a Class I path at Lewelling Avenue and the BART tracks will require the installation of a high-visibility mid-block crossing for cyclists (especially for northbound cyclists turning left on Lewelling Avenue).

The Greenway route will cross the UPRR tracks on Lewelling Avenue, and the path will require a pedestrian and bicycle overpass at San Lorenzo Creek.

The San Lorenzo Creek crossing will be east of the UPRR tracks. The span over the San Lorenzo Creek should be a length of approximately 45 feet. A 6-foot railing should be placed on both sides of the bridge structure. There is only 25 feet of clearance between the BART pillar and the centerline of the UPRR tracks. This does not meet the 27-foot minimum requirements, so a design exception from UPRR will be required.

Alternatives

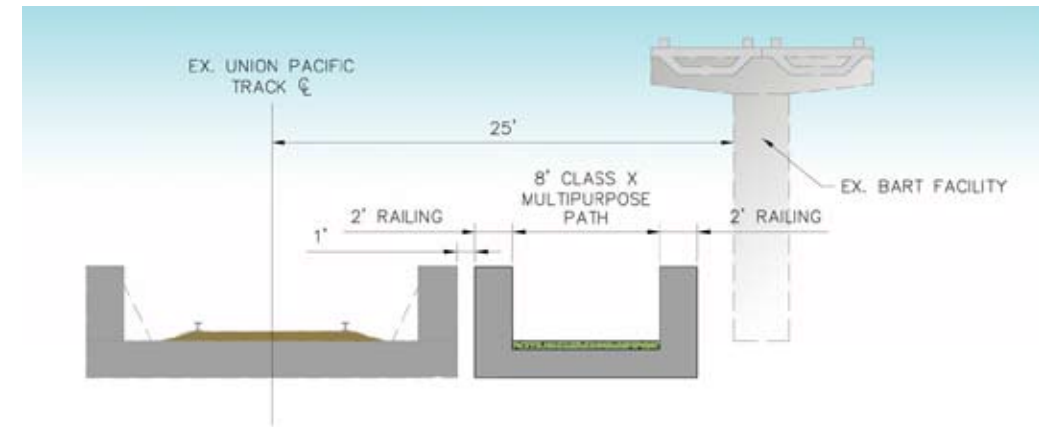
If the mid-block crossing at Lewelling Avenue or the overpass at San Lorenzo Creek is not possible, we propose connecting Lewelling Avenue to Hampton Road via Meekland Avenue. This route would also connect to Meek Mansion and Park.

Another potential on-street route connecting the Bay Fair BART Station to Ashland Avenue runs through a neighborhood to the southwest of the railroad tracks, connecting Hesperian Elementary School and Park to the Greenway and the BART station.

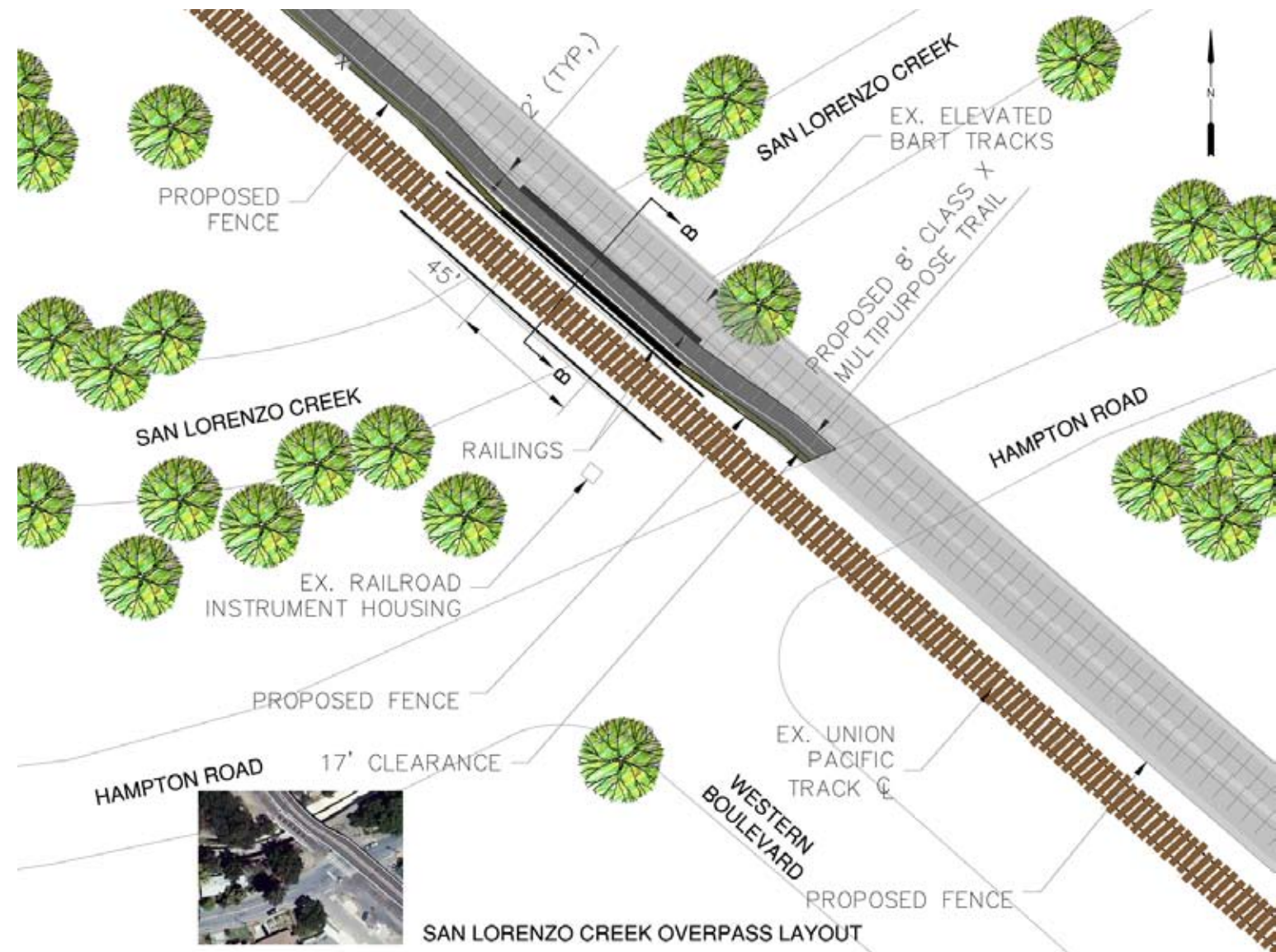
If the entire UPRR corridor is available for a multi-use path, the Greenway could follow the UPRR corridor. However, crossing under I-238 is still a significant obstacle.



San Lorenzo Creek



SAN LORENZO CREEK OVERPASS SECTION B-B



SAN LORENZO CREEK OVERPASS LAYOUT

The Seam: Community Connections

Community Character

In general the Ashland neighborhood is a quiet, modest, single-family residential neighborhood. San Lorenzo Creek, which forms the border between Ashland and Cherryland was the home of the Ohlone Indians and the dividing line for Spanish Ranchos. Many of the houses in this area retain a historic character and feeling. Community destinations along this segment include the Japanese Cultural Center on Elgin Street, Edendale Elementary and Park, Hesperian Elementary and Park, San Lorenzo High School, and Colonial Acres Elementary.

Meek Mansion, located within Meek Park, is an 1869 Italianate house listed in the California and National Registers of Historic Places.

Access and Traffic Calming

We hope that the proposed Greenway improvements (bike lanes, planted sidewalk buffers, and improved sidewalks) to Ashland and Lewelling Avenues will not only support the Greenway but also improve connections within this neighborhood to local schools and parks.

Extending the Lewelling Avenue streetscape improvements to Mission Boulevard to the east and Hesperian Boulevard to the west will improve access to the Greenway from the adjacent neighborhoods and wider region. We also recommend extending the proposed Ashland Avenue bike lanes and sidewalk improvements north to connect to Edendale Elementary School and Park.

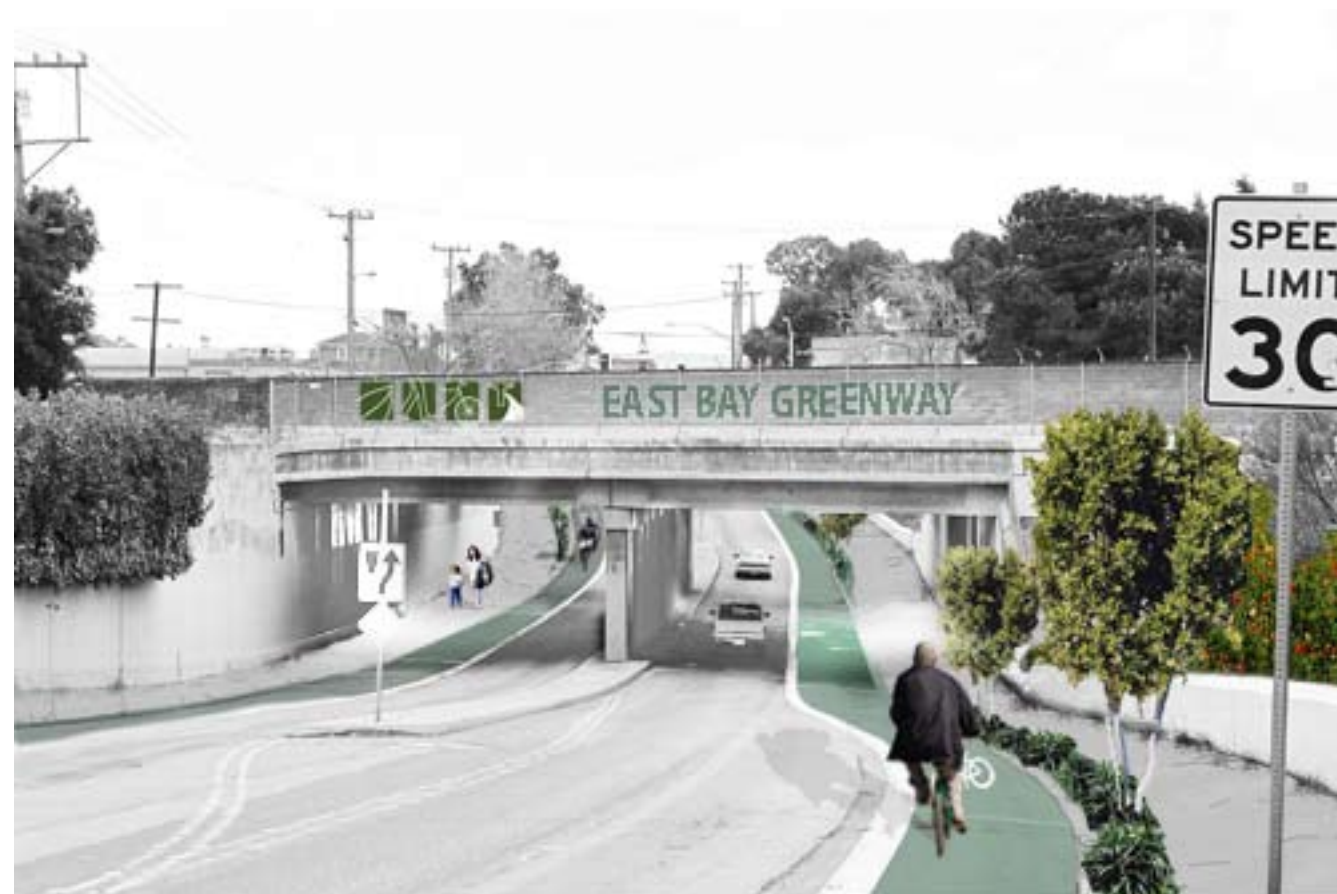
Community Opportunities

Several opportunities for public art along this segment of the Greenway exist. The wall between Elgin Street and the BART tracks could incorporate art. The underpasses could appear less threatening with lighting and art installations. The many schools in the area could be involved in the public art efforts.

Interpretive signs at San Lorenzo Creek and the entrance to Meek Park could highlight the historical and natural resources of the area.



This simulation of the Ashland Avenue underpass displays how removing barriers while adding landscaping, painted bikepaths, and lighting will significantly change the feel of this previously intimidating pedestrian area



After the Greenway route crosses San Lorenzo Creek and Hampton Road, it runs along Western Boulevard for approximately one mile to Sunset Boulevard. This is an unincorporated area of Alameda County known as Cherryland. At Sunset Boulevard, the Greenway route enters the City of Hayward. Western Boulevard runs on both sides of the UPRR and BART corridor. Houses face the corridor on both sides, but the raised berm from the railroad creates a sense of division between the two sides. With an average width of 76 feet, the railroad and BART corridor could become a linear park with facilities for running and cycling among other activities, if the UPRR corridor is abandoned. Even without paving, people currently use the corridor for jogging and walking to school. At the very least this area presents an opportunity for improved pedestrian and bicycle facilities on Western Boulevard along with greening and beautification of the UPRR land.

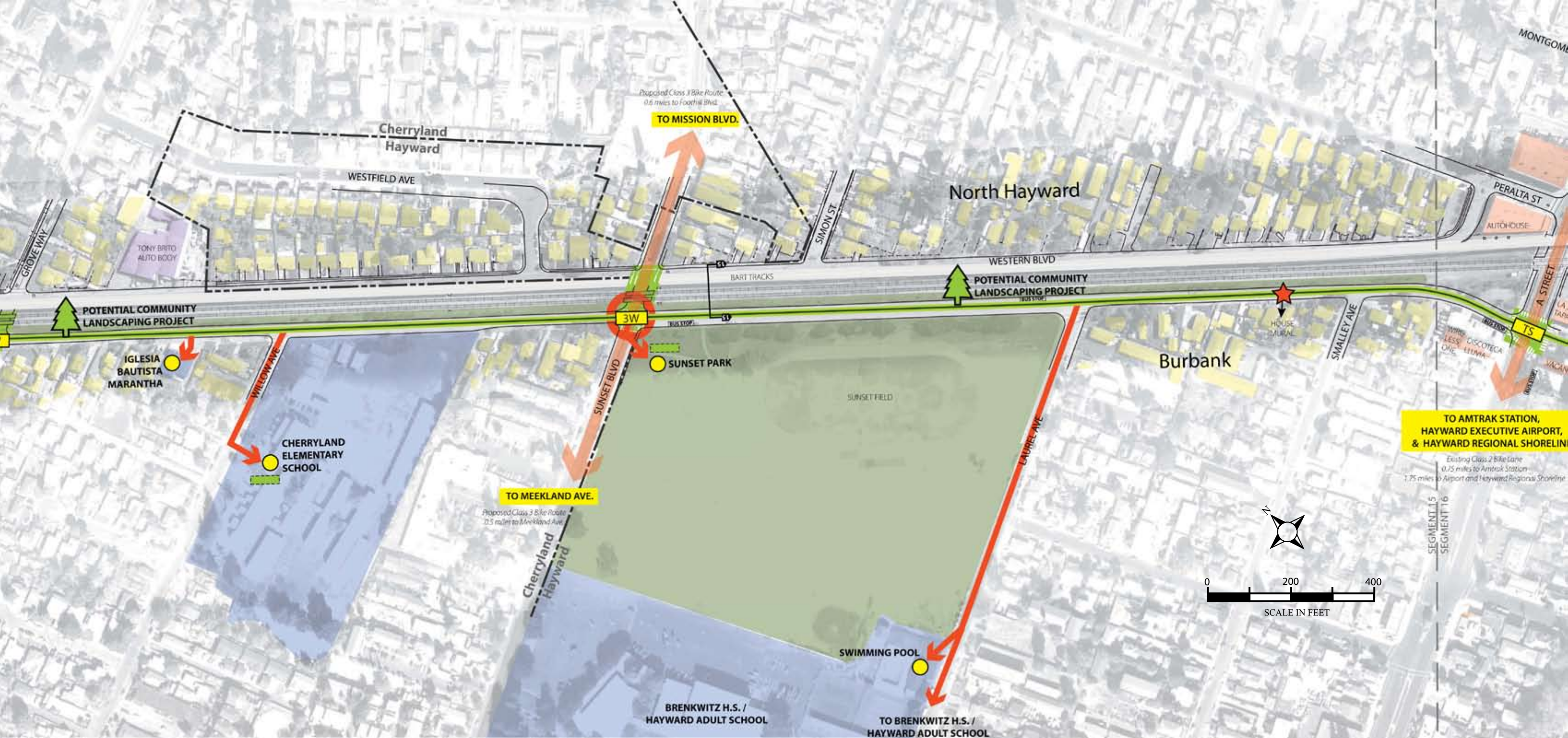


segment 15: Western Boulevard, Hampton Road to A Street, Cherryland and Hayward





segment 15:
 Western Boulevard,
 Hampton Road to A Street,
 Cherryland and Hayward



East Bay Greenway Site Map Legend

	Preferred Route		Railroad crossings		Water		Gateway
	Class 1 - Bike Path		Existing at grade crossing		Points of Interest		Bicycle Parking - Existing
	Class 2 - Bike Lane		Proposed at grade crossing		Places of historical, natural, and cultural interest along the Greenway route		Bicycle Parking - Proposed
	Class 3 - Bicycle Boulevard		Pedestrian / Bicycle Overpass		Art Opportunities		Improved Pedestrian Crossings
	Station Access		Existing		Current and Planned Development		A combination of the following: improved or new crossing signals or signage high-visibility crosswalks, pedestrian refuge medians, curb bulbouts, lane width reduction
	Alternative Routes		Proposed		Potential Development Site		Community Destination
	Traffic Impacts		Intersection crossings		Potential Open Space Site		Existing Community Connections
	Remove on-street parking		Existing traffic signal				Proposed Community Connections
	Remove one travel lane		Non-signalized (stop or yield)				Connections to Regional Destinations
	Railroad easement required for preferred route		Proposed new traffic signal				
	City Boundary		Midblock crossings				
	Segment Division		Proposed new crossing with traffic signal				
	SEGMENT 14 SEGMENT 15		Proposed new crossing - non-signalized				



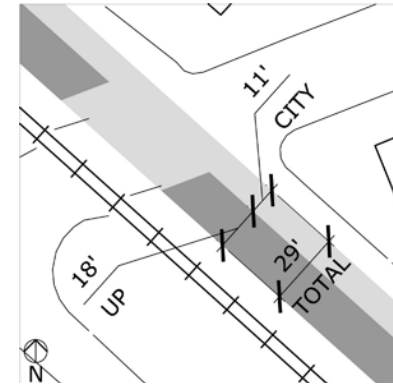
segment 15

Site Analysis

Land Ownership

The BART/UPRR corridor runs between two parallel streets, both called Western Boulevard. The eastern street, directly adjacent to the BART tracks, is only 18 feet wide. The western street, on the other side of the railroad tracks, connects with Cherryland Elementary, Sunset Park, and Hayward Adult School, is 39 feet wide.

Land ownership under the BART tracks is split between City and County jurisdiction (11 feet over Western Boulevard) and a UPRR joint-use easement (18 feet adjacent to the rail tracks).



Segment 15 typical land ownership

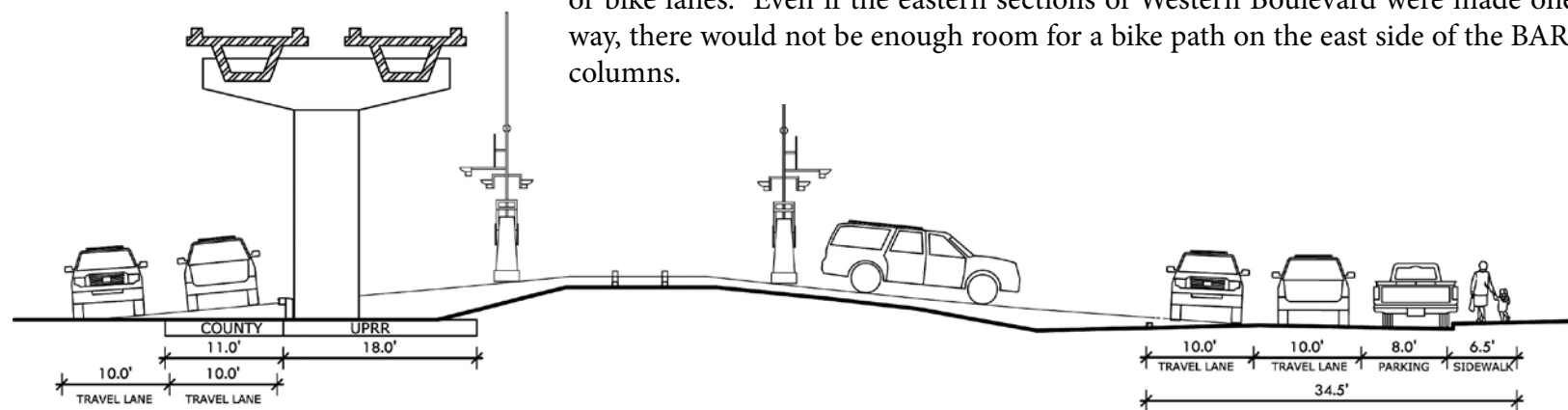
Site Observations

Even in its current condition (without paved pathways or landscaping) people in the neighborhood use the corridor for exercise and to walk to downtown Hayward and the Hayward BART Station.

Unfortunately, the opportunity to install a bicycle and pedestrian path in this segment is severely limited by the raised railroad tracks.

On the cross streets, cars traveling over the railroad berm do not stop, and no change can be made that might cause them to stop on the railroad tracks or under the railroad crossing arms. The steep angle of the crossing grade (6% to 9%) limits the sight distance of drivers as they crest the mound and makes it impossible to run an ADA path (maximum 2% cross slope, less than 5% longitudinal slope) between the railroad tracks and the BART columns.

On the eastern side, Western Boulevard is too narrow for an additional bike path or bike lanes. Even if the eastern sections of Western Boulevard were made one-way, there would not be enough room for a bike path on the east side of the BART columns.



The raised berm for the railroad tracks makes visibility difficult for intersections along Western Boulevard

Community Comments

In general, at community meetings, the majority of people embraced the concept of the Greenway, but there was significant concern about the UPRR tracks and how the Greenway project would impact past and future community efforts to improve that area. Several community members believed strongly that the UPRR tracks need to be removed if any significant improvements were to be made. Others felt that the Greenway could be a “stepping stone” to larger improvements. Concerns about safety and maintenance along the corridor were also raised.

The Cherryland community primarily wanted seating, lighting, and exercise areas. Planting areas and security cameras were secondary desires.

Existing Plans and Developments

Alameda County has recently installed sidewalks, intermittent medians, and an articulated road edge along the west section of Western Boulevard.

Alameda County’s Department of Public Works is initiating a feasibility study on the potential uses of the UPRR corridor from Hayward north to High Street in Oakland.

Alameda County’s Flood Control and Water Conservation District is looking at opportunities to create paths along the edge of San Lorezno Creek and to connect neighborhoods to the creek.



No sidewalks are available on the east side of Western Boulevard

The Link: Greenway Path Alignment

Preferred Route

Placing a bicycle path on the east side of Western Boulevard is not feasible because the BART columns and the raised railroad berm make it difficult for cross traffic to see on-coming bicycles. Also, the street is too narrow for a bicycle path.

Adjacent to the west side of Western Boulevard is a wide area that is owned by the railroad. Although the visibility problems with the cross traffic over the berm remain, more potential for a bike path on this side of Western Boulevard exists.

We propose running the Greenway as an on-street bicycle boulevard along Western Boulevard from Hampton Road to A Street. We encourage the installation of curbs and sidewalks on Western Boulevard and the addition of landscaping on the UPRR corridor to add green to the road. Sidewalks also should be added on the west side of Western Boulevard between Laurel Avenue and A Street.

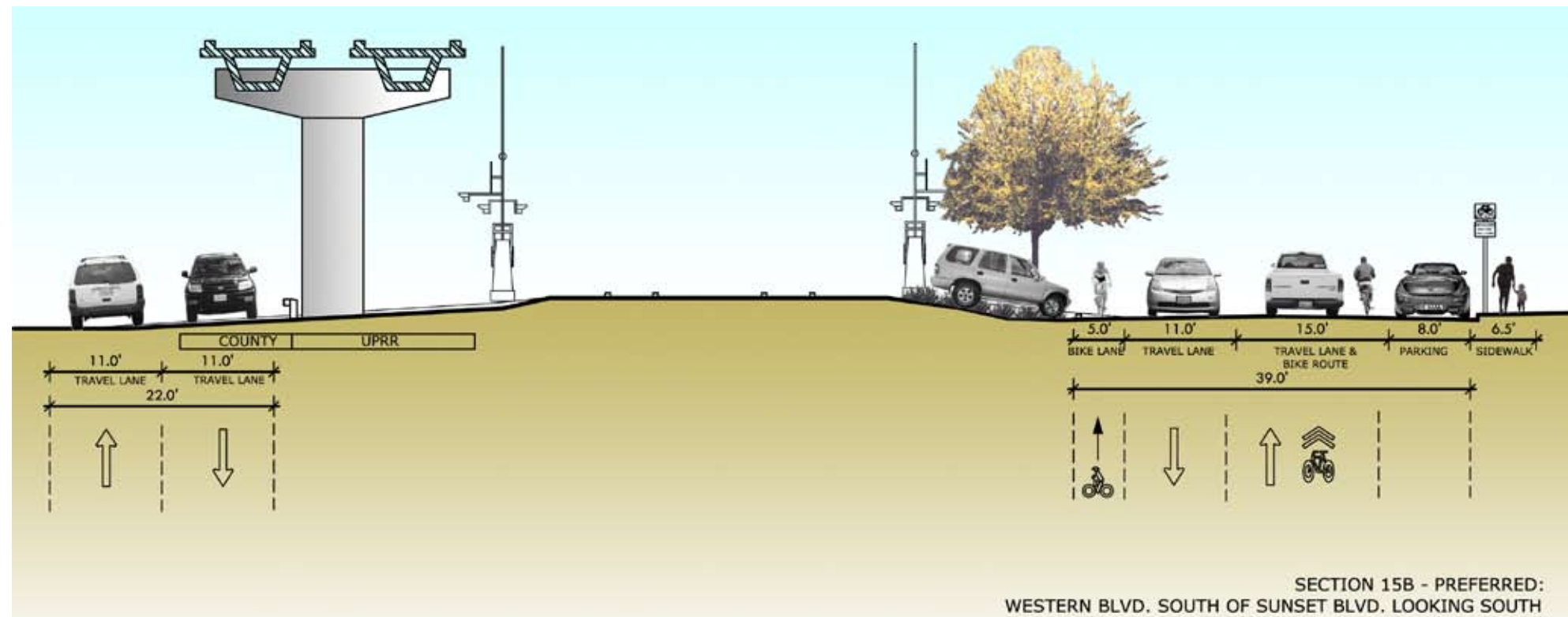
On low-volume, low-speed residential streets, cyclists are safer riding on a shared (Class III) bicycle route than in a separated (Class II) bicycle lane, largely because of driveways. There are no driveways entering from the railroad mound. The north-bound Greenway on Western Boulevard (adjacent to the railraod land) could have a Class II bicycle lane rather than a Class III bicycle route, space permitting.

Crossing Treatments

The Greenway route crosses the railroad tracks at Hampton Road. Extra width should be provided at the railroad crossing so bicycles will not have to compete with traffic. Where the Greenway intersects with Hampton Road, high-visibility crosswalks with "Yield to Pedestrians" signs should be installed.

After Hampton Road, the Greenway will cross five intersections: Medford Avenue, Cherry Way, Blossom Way, Grove Way, and Sunset Boulevard. Greenway travelers will have to stop at all of these intersections. West-bound vehicles intersecting the Greenway do not have a stop sign because a stop sign could cause cars to stop on the railroad tracks or under the railroad crossing arms.

Pedestrians and cyclists will have to stop at these intersections and yield to traffic crossing the railroad berm. Signage should clearly indicate this and the hazard inherent in not stopping. High-visibility crosswalks should be installed at all crossings.



Marine mural



Sam's Cherryland Groceries

The Seam: Community Connections

Community Character

Cherryland and north Hayward are much like Ashland, with small, modest, single-family houses. Some unique sights are mixed into the neighborhood. Two points of interest are the tank house at 21070 Western (the final one on the Greenway route) and a house that has a marine mural painted on it at near Smalley Avenue.

Community destinations in this segment include Sam's Cherryland Grocery, a neighborhood corner store; Iglesia Bautista Marantha, a Baptist church on Western Boulevard; and Cherryland Elementary School. The block between Sunset Boulevard and Laurel Avenue contains Sunset Park, which includes a playing field, a track, a playground, and a swim center; and Hayward Adult School.

Access and Traffic Calming

Alameda County is already implementing traffic-calming measures on the west section of Western Boulevard. These measures will help the walkability of the neighborhood.

For communities to the east of the Greenway, access across the railroad berm needs to be improved. Making at least some of the crossings ADA accessible will be challenging but necessary.

Community Opportunities

An interpretive trail incorporating public art could connect the points of interest in the community including Sunset Park, Meek Park, San Lorenzo Creek, and downtown Hayward.

San Lorenzo Creek, at the northern end of Western Boulevard and the historic boundary between communities, could become a focal point of this segment. The small spaces beside San Lorenzo Creek at Hampton Road are opportunities for building a resting or meeting place. Improvements to San Lorenzo Creek, such as planting native habitat and adding a trail and interpretive signage, should be implemented to whatever extent possible.

A community greening project, which has already started with tree planting along Western Boulevard, could further beautify the railroad corridor. With permission from the railroad, rain gardens, community gardens, native plants, and butterfly gardens could be planted along the corridor.



Tank house on Western Boulevard



A simulation of landscaping on the UPRR land adjacent to Western Boulevard



The Hayward BART Station is the southern end of the East Bay Greenway. There are opportunities to connect the Greenway south to Fremont through bike networks and the UPRR corridor.

Site Analysis

Site Observations

The elevated BART tracks connect Western Boulevard to the Hayward BART Station by crossing A Street mid-block, running through an existing parking lot, and crossing B Street. The traffic at A Street is heavy and the signalized crosswalk at Grand Street is only 200 feet away. Additionally, the *Health Impact Assessment* designated A Street as a “hot spot” for pedestrian and bicyclist injuries and deaths.

Existing Plans and Developments

The City of Hayward’s *Bicycle Master Plan* contains the following recommendations for this segment:

- Western Boulevard.: existing Class III bike route
- Grand Street: existing Class III bike route
- A Street: existing Class II bike lanes
- B Street: proposed Class II bike lanes
- Greenway Corridor: proposed Class I bike path



A Street



The Hayward BART station

segment 16: Hayward Station, A Street to Hayward BART Station, Hayward

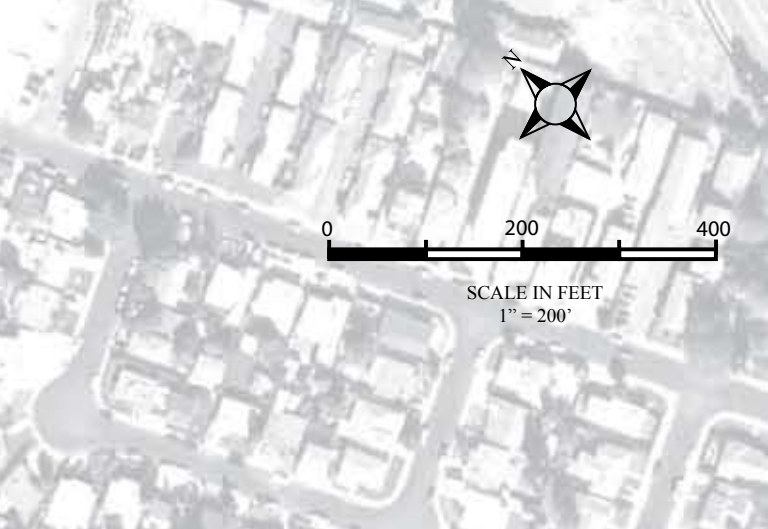


segment 16: Hayward Station, A Street to Hayward BART Station, Hayward



East Bay Greenway Site Map Legend

	Preferred Route		Cross Section Location
	Class 1 - Bike Path		Water
	Class 2 - Bike Lane		Points of Interest
	Class 3 - Bicycle Boulevard		Places of historical, natural, and cultural interest along the Greenway route
	Station Access		Art Opportunities
	Alternative Routes		Current and Planned Development
	Traffic Impacts		Potential Development Site
	Remove on-street parking		Potential Open Space Site
	Remove one travel lane		
	Railroad easement required for preferred route		
	City Boundary		
	Segment Division		
	Railroad crossings		
	Existing at grade crossing		
	Proposed at grade crossing		
	Pedestrian / Bicycle Overpass		
	Existing		
	Proposed		
	Intersection crossings		
	Existing traffic signal		
	Non-signalized (stop or yield)		
	Proposed new traffic signal		
	Midblock crossings		
	Proposed new crossing with traffic signal		
	Proposed new crossing - non-signalized		



The Link: Greenway Path Alignment

Preferred Route

To avoid an undesirable mid-block crossing at A Street, the preferred Greenway route remains on Western Boulevard as it turns away from the UPRR corridor and becomes Grand Street. It crosses A Street at the existing signalized intersection and then travels along Grand Street for one block. The route then turns onto B Street and travels half a block to the Hayward BART Station. We recommend installing a Class III Bicycle Boulevard on Grand Street and Class II bike lanes on B Street.

Crossing Treatment

The intersections of Grand Street with A Street and B Street are both signalized. A mid-block crosswalk would be added (non-signalized, with “Yield to Pedestrians” sign) at the B Street mid-block BART station entrance.

The bicycle entrance to the Hayward BART Station at B Street would need to be widened from 5 feet to 8 feet by straightening the ADA entrance path beside it. We recommend adding signs and pavement markings indicating the bicycle entrance and exit paths and where cyclists should dismount.



This simulation of B Street in Hayward shows painted Class II bikelanes and landscaping near the Hayward BART station



Signage and a wider pathway are needed at the Hayward BART entrance from B Street



Proposed midblock crossing location at B Street



The Seam: Community Connections

Community Character

A model of transit-oriented development, the revitalization of downtown Hayward includes a new City Hall and town homes complementing the historic buildings of interest, shops, restaurants, the Hayward Public Library, a post office with a WPA mural, a supermarket, the East Bay El Camino Real, a history museum, and the Hayward Fault. Walking-tour maps of the Hayward Fault are available for purchase at the history museum.

The town of Hayward began as a transportation crossroads, and the City of Hayward continues in that tradition. The BART station, AC Transit transfer area, Greyhound Bus Station, and CSU-East Bay shuttle make a transit hub. The Hayward Amtrak Station (Capitol Corridor rail service), Hayward Executive Airport, and two interstate highways (I-880 and I-580) are within two miles of downtown.

Access and Traffic Calming

The Hayward BART Station is easily accessible from downtown Hayward and the City Hall to the east of the station.

New Class II bicycle lanes on B Street as proposed in the City of Hayward's Bicycle Plan will improve connections to the Amtrak Station and the Cannery Park and Development. The proposed Eden Housing Development for Seniors on C Street creates an opportunity to make street crossings safer for residents crossing at C Street and Grand Street and B Street and Grand Street, which residents would cross to access the Hayward BART Station and the Greenway, especially need safety upgrades.

We recommend improving the C Street and Grand Street intersection by adding a fourth crosswalk. There is currently no crosswalk leading directly to the one sidewalk that borders the driveway.

Cyclists can continue southward on Grand Street to the Eden Greenway and CSU East Bay (approximately 1.5 miles).

Community Opportunities

Public art could be used on the columns where the BART tracks cross B Street to identify the Greenway and the station entrance. We encourage the City of Hayward to create a history walk tying together the historic sites of the downtown area.



Downtown Hayward



Hayward's new City Hall