



East Bay Greenway Executive Summary

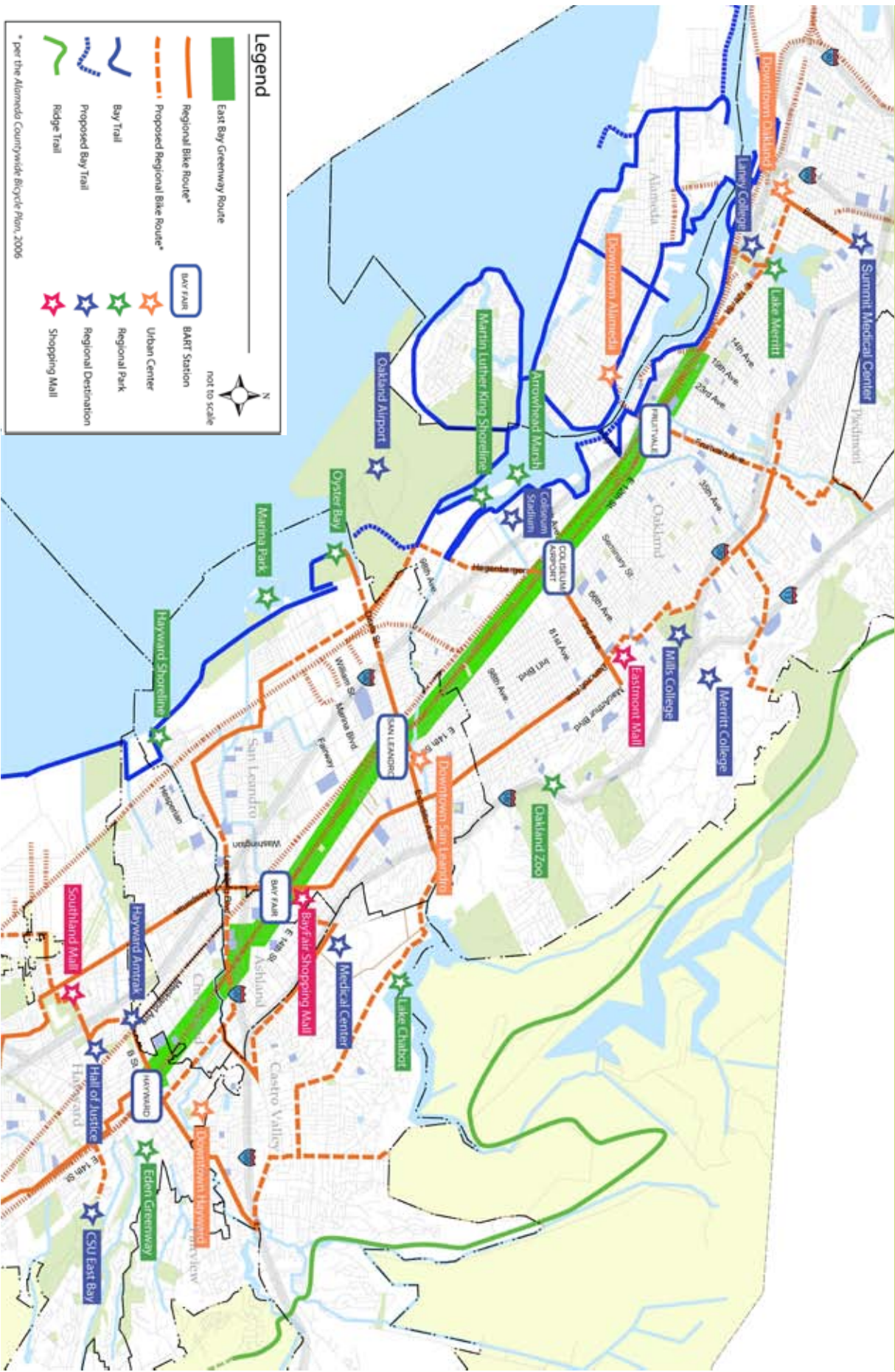
Urban Ecology

September 2008



Concept Plan for a Bicycle and Pedestrian Path
A healthier, greener, and safer passage from Oakland to Hayward

The East Bay Greenway Corridor



introduction

The East Bay Greenway is an idea developed by Urban Ecology through years of work along the roughly twelve miles of elevated BART tracks that run from 18th Avenue in Oakland south to Hayward. This corridor goes through some of the poorest and most densely populated areas of San Francisco's East Bay. Beneath these elevated tracks cement pillars stand in muddy, rocky, and uneven ground. People try to bike underneath the tracks, creating ad hoc paths, but they can only go for a few blocks before a barrier rises up.

But there is an alternative. In Albany and El Cerrito, the promise of usable public space under the BART tracks has come true: the Ohlone Greenway provides a landscaped bike and pedestrian path underneath the BART right-of-way that is used by many people for commuting and recreation.

We believe that this can also happen in the communities along the Oakland to Hayward BART corridor. The East Bay Greenway will be a well-lighted, beautifully landscaped pedestrian and bicycle path connecting five BART stations. With play areas and other community amenities, the currently neglected space will be transformed into a community place that brings people together in healthier, safer, and stronger communities.



The Ohlone Greenway

Urban Ecology, with funding from the California Endowment, the State Coastal Conservancy, and the Evelyn and Walter Haas, Jr. Fund, developed the East Bay Greenway Concept Plan for three main purposes: to answer questions about the feasibility of the project, to build support from local residents and agencies, and to form partnerships that will move the plan forward into implementation.

As the East Bay Greenway moves into implementation, the project will encounter many challenges. The environmental review and permit processes will test its validity. Raising over \$30 million to build it will be its ultimate reality test. After meeting with approximately 500 residents of this corridor, Urban Ecology believes that this idea is powerful enough to grow from a concept into a fully realized project that will benefit thousands of citizens bereft of open space, recreational facilities, and transportation alternatives.

This Concept Plan gives virtual and material form to that idea. If a journey of a thousand miles begins with a single step, this twelve-mile Greenway begins with this plan. We urge you to read this plan on disc and use the Google Earth version to fully understand our proposal. Then, we hope you will join us in making this idea real. We welcome your comments and support.

Thank you,



*A vision without a task is but a dream.
A task without a vision is drudgery.
A vision with a task is the hope of the world.*

- Inscription on a church
in Sussex, England

community context

The East Bay Greenway corridor originally developed as a link, a railroad line leading from East Bay communities to the Oakland waterfront, the terminus to the Trans-Continental Railroad. This link, a means to transport goods from one point to the next, spurred the development of industry and agriculture along the corridor — from the cotton mills of Jingtown (in Oakland) to the cherry trees of San Leandro and the Eden area.

But, eventually, the rail line became an edge as well as a link. In older communities, it became a dividing line between residential and industrial uses; in newer communities, neighborhoods grew up with their backs to the rail line. The additional rail lines and the freeway contribute to the division along this corridor, separating it from the waterfront. Even the presence of the BART elevated tracks reinforces this feeling of the corridor as an edge.

The edge is not just physical; the communities along the corridor are also “edge” communities, living with fewer resources than most, with less access to transportation and open space, more pollution, and health disparities. The Greenway will address these inequities.

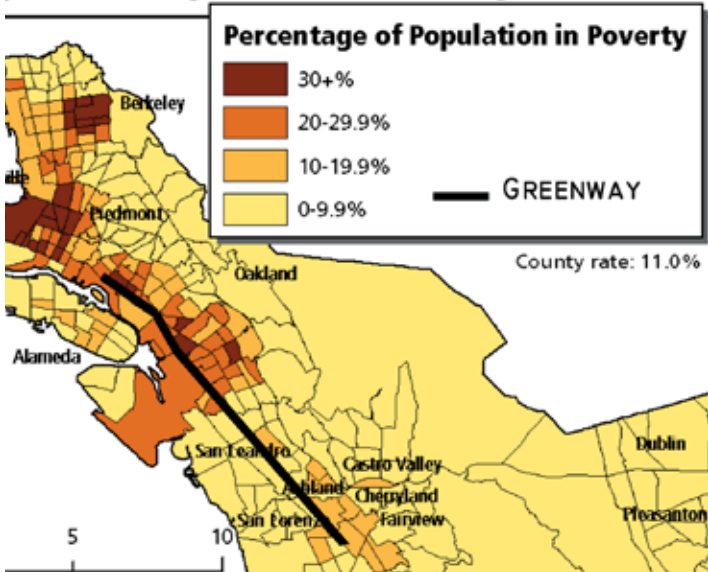
Why is the East Bay Greenway important?

- 1. It addresses environmental and social justice issues.**
- 2. It improves health through access to recreation and open space.**
- 3. It provides safe, sustainable and affordable transportation alternatives.**
- 4. It increases community pride and public safety.**
- 5. It establishes a sense of place and restores the natural environment.**

1. Environmental and Social Justice

Although the communities along the Greenway differ greatly, they are predominantly non-white and low-income, with high percentages of youth and seniors. These groups have a history of being overlooked and neglected, and the conditions of their neighborhoods reflect this. The East Bay Greenway will address some of these inequalities for the residents of the Oakland/Hayward corridor.

Often park and transportation resources do not go to the people who need them most. In general, there is a strong correlation between socio-economic status and access to parks and recreation areas. Additionally, people with low incomes are more likely to use alternative modes of transportation like public transit, cycling, and walking. Yet the Greenway corridor in many places lacks the most basic pedestrian facilities.



Source: ACPHD CAPE unit based on U.S. Census 2000

2. Health, Recreation, and Open Space

Communities along the Greenway are grappling with health issues of all types, from asthma to coronary heart disease. The Greenway will provide access to recreational opportunities in communities severely lacking in open space. Access to trails and recreational amenities has a direct correlation to the health of residents.

Parks are not distributed evenly in Alameda County. The communities near the BART tracks have far fewer parks than Oakland's average or National Standards.

** per 1,000 residents*

Community	Acres of Parkland*
San Antonio	0.8
Fruitvale	0.6
Central East Oakland	0.9
Elmhurst	2.1
San Leandro	1.3
Ashland	0.6
Cherryland	0.9
Hayward	2.0
Oakland	5.4
National Recreational and Park Association Standard	>6.0

3. Safe, Sustainable, and Affordable Transportation Alternatives

The BART stations along the corridor present an opportunity to provide affordable, safe, and sustainable transportation to the communities along the corridor. Transit-oriented developments that encourage people to walk to services and public transit are being planned and implemented along the corridor. The Greenway will improve bicycle and pedestrian access to the BART stations, and provide an affordable and environmentally friendly transportation alternative.



4. Public Safety and Community Pride

Public safety is a major concern for residents along the Greenway corridor. Neglected spaces filled with litter and graffiti often attract crime. Although the Greenway cannot solve the crime problem, it can make the area safer by activating the space and adding “eyes on the street.” Adding well-maintained landscaping and lighting and encouraging community ownership of the space will also help deter crime.



5. The Environment, Nature, and Sense of Place

Communities along the Greenway not only suffer from lack of open space but also have endured decades of air pollution from industry and traffic. The Bay has been filled in, and creeks have been buried under concrete. The Greenway corridor today is more gray and brown than green. The Greenway will improve the environmental quality of the area. Simple acts like adding trees and planting a garden can enhance community pride, stewardship, and mental health as well as improve the environment.



the planning process

We start each project getting to know the communities we work with through community meetings and workshops. A Health Impact Assessment further defined the connections between the proposed Greenway and health. The planning process also incorporated the policy and planning efforts currently underway in each of the communities along the corridor.

Community Engagement and Workshops

Urban Ecology participated in more than 40 community meetings as part of the Greenway planning process. These meetings have engaged close to 500 individuals in discussions about health issues and the Greenway. Additionally, over 80 people completed a survey that questioned them on their use of BART, the needs of their community, and their thoughts about the Greenway.

In general, people embraced the concept of the Greenway and believed it would benefit their communities. Their most common concerns related to security, traffic safety, the railroad tracks, and maintenance.

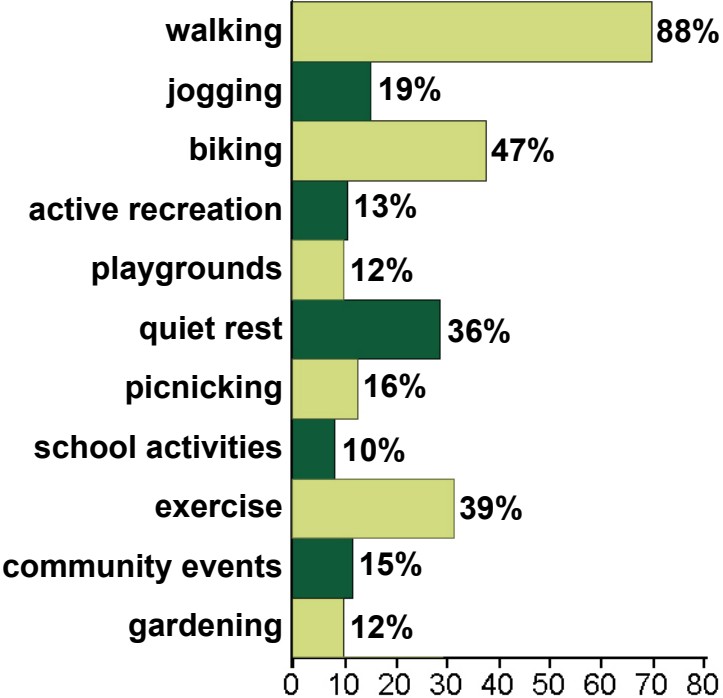


I think it is great. A safe place to walk, ride a bike, and walk the dog with no cars around is much needed.

- San Leandro Community Member



I would use the Greenway for:



Over 80 people completed a survey on how they would use the Greenway.

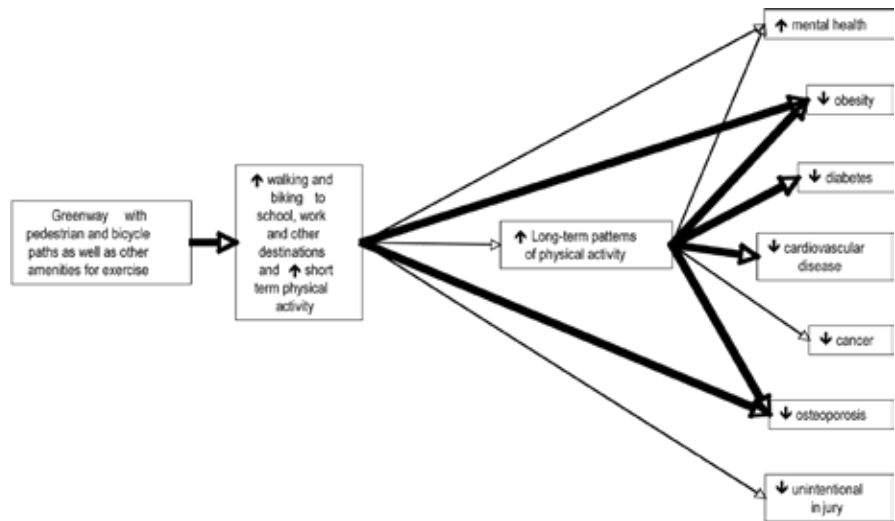


Community outreach involved neighborhood groups, crime prevention councils, home owners associations, artist groups, and local business associations.

The Health Impact Assessment

The Greenway Health Impact Assessment (HIA) highlights the Greenway’s potential positive impacts of health, and it also uncovers and suggests mitigations for potential barriers that could hinder the Greenway from reaching its full positive health impact.

The primary benefit would be increased physical activity; secondary benefits would be increased social connection, more natural green space, and reduced car use. The barriers to realizing health benefits of the Greenway include safety and security concerns, excessive noise, poor air quality, lack of maintenance, inadequate access or connectivity, poorly planned amenities, and lack of programming. If these barriers are addressed, the Greenway has the potential to reduce several health problems in the adjacent communities and lengthen people’s lifespans.



The health pathways show connections between the Greenway and improved health. Connections in bold are those best documented.

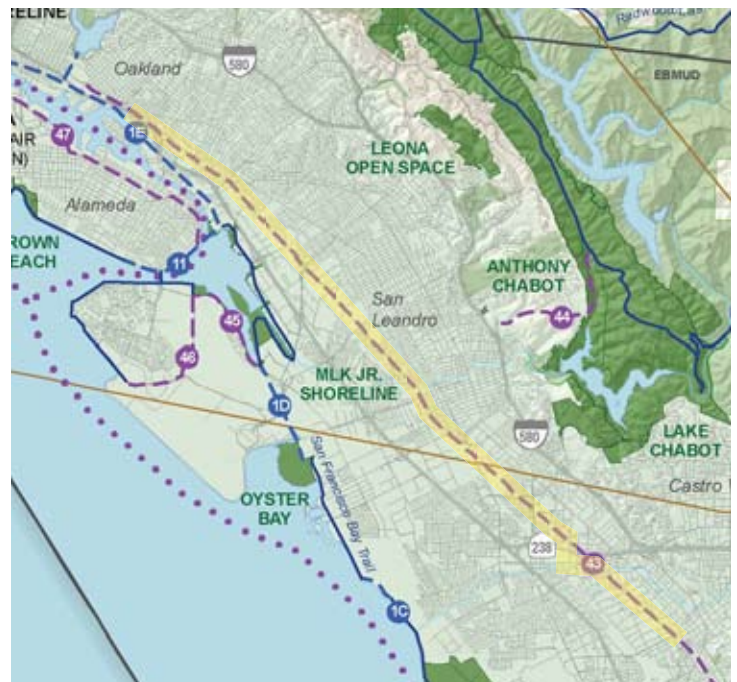
Existing Plans, Policies, and Projects

The Greenway passes through four jurisdictions: Oakland, San Leandro, unincorporated Alameda County, and Hayward. The planning process involved coordinating with local and regional agencies to incorporate their priorities and objectives into the Greenway.

The East Bay Greenway will run parallel to the San Francisco Bay Trail and the Ridge Trail and will be an urban counterpart to these two existing recreational routes. Along the entire stretch of the Greenway, local bike routes will link the East Bay Greenway to the Bay and Ridge trails; cyclists and walkers can create their own loops by combining portions of each of these paths.

Wonderful idea. This would make our city cleaner and beautify the railroad tracks in the neighborhood .

- New Horizon Community Member



The East Bay Regional Parks District includes the East Bay Greenway Route (highlighted in yellow) in its Master Plan.

design overview

From the information gathered from the community members, site visits, local agencies, and the Health Impact Assessment, we developed the Greenway design. The link, edge, and seam are the organizing elements of our design. The Greenway corridor first developed as a link, a railroad transportation system that was later augmented by roadways and the BART line. This link created an edge, a dividing line between land uses and communities. The East Bay Greenway is an opportunity to turn this corridor into a seam that joins the edges together again.



Class I Bikeway (Bike Path)
Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with crossflow of motorists minimized.



Class II Bikeway (Bike Lane)
Provides a striped lane for one-way bike travel on a street or highway.



Class III Bikeway (Bike Route)
Provides for shared-use with pedestrian or motor vehicle traffic.

The three classes of bikeway to be used along the Greenway are defined according to the Caltrans Highway Design Manual.

The Link: Pathway Alignment



The link gives the corridor its original significance and strength. As our economy has shifted from manufacturing to service-based, the corridor has shifted from transporting goods to transporting people. Every day, the BART line transports people throughout the Bay Area and, by connecting to Amtrak and the Oakland International Airport, to the rest of the country and world. The Greenway will add a safe bicycle and pedestrian route to this vital transportation link.

In order to make the Greenway comfortable and inviting for inexperienced and/or beginning cyclists, we designed a separated multi-use pathway (Class I bike path) for as much of the route as possible. Along streets with high levels of traffic where space for a separated path is inadequate, we propose Class II bike lanes. On residential streets with less traffic, we propose installing Class III bicycle boulevards. We propose a safe and attractive pedestrian walkway along the entire twelve-mile route.



Visible crosswalks like this one on the Ohlone Greenway are important for safety along the Greenway route.

The Edge: Material Guidelines



The juxtapositions and transitions that characterize an edge infuse the corridor with excitement and energy, giving it an “edginess.” In edge communities where artist groups and immigrants live, new industries and local businesses grow and fresh opportunities for innovation arise.

The edge gives the Greenway character and vibrancy, informing its overall look and style. The contrast between the harsh, urban industrial environment and the soft, evanescent ecological setting on the Greenway creates a strong and intriguing juxtaposition. This urban + ecology edge is the framework within which the different neighborhoods and communities can express their own character.

The combination of urban + ecology translates into strong, durable materials that last in a harsh environment but are at the same time flexible, healthy and green, soft and beautiful. These are the principles we used to develop the recommendations for paving, signage, fencing, site furnishings, plant materials, and storm water management. The final selection of materials will be determined by community members and local jurisdictions.



A comprehensive wayfinding system will be developed to help people navigate the Greenway and easily find other pathways and nearby places of interest.

The Seam: Community Connections



Urban Ecology hopes to build on the strength and the edginess that already exists in the Greenway corridor by adding connectivity and healing. As a seam, the Greenway will attract people and activity to a space that has long been neglected.

We propose to turn the Greenway into a seam by applying four main design principles:

1. Design to address people’s concerns about crime and safety. We incorporate Crime Prevention through Environmental Design (CPTED) principals into the design recommendations, as well as suggesting programming the site to deter crime.
2. Focus on the roads that connect to the Greenway, and make the crossings—both road and railroad—less daunting for pedestrians and cyclists.
3. Identify opportunities for community-based public places. Design these spaces to respond to the needs of the community members, especially those near the corridor. Involve community groups such as home and business owners, school groups and artist collectives in the design and programming of the places.
4. Enhance the visibility of the stories that tie the neighborhoods together: the history of the area, the cultures of its residents, and geography of the creeks and watersheds that cross the corridor. Use public art to tell these stories along the corridor.



segment design

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. The Concept Plan includes several alternative routes if the preferred route cannot be implemented.



The segment locations for the East Bay Greenway

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



A simulation of the median along E 12th Street

Link

Install Class II bike lanes on E 12th Street, and add sidewalk improvements, street trees, and other pedestrian amenities along the street.

Seam

The unused grass field between 22nd and 23rd Avenues next to the railroad overpass could become a community park. The street median could be used to display children's art or set up a demonstration rain garden for science classes.

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



The Fruitvale Transit Village

Link

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. 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.

Seam

The prime community opportunity in this area is to incorporate the Greenway into the Fruitvale Village Phase II.

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



A simulation of the open space under the BART tracks

Link

Install Class II bike lanes on San Leandro Street.

Seam

The area under the BART tracks could become community open space with artwork, play areas, and dog-walking facilities.

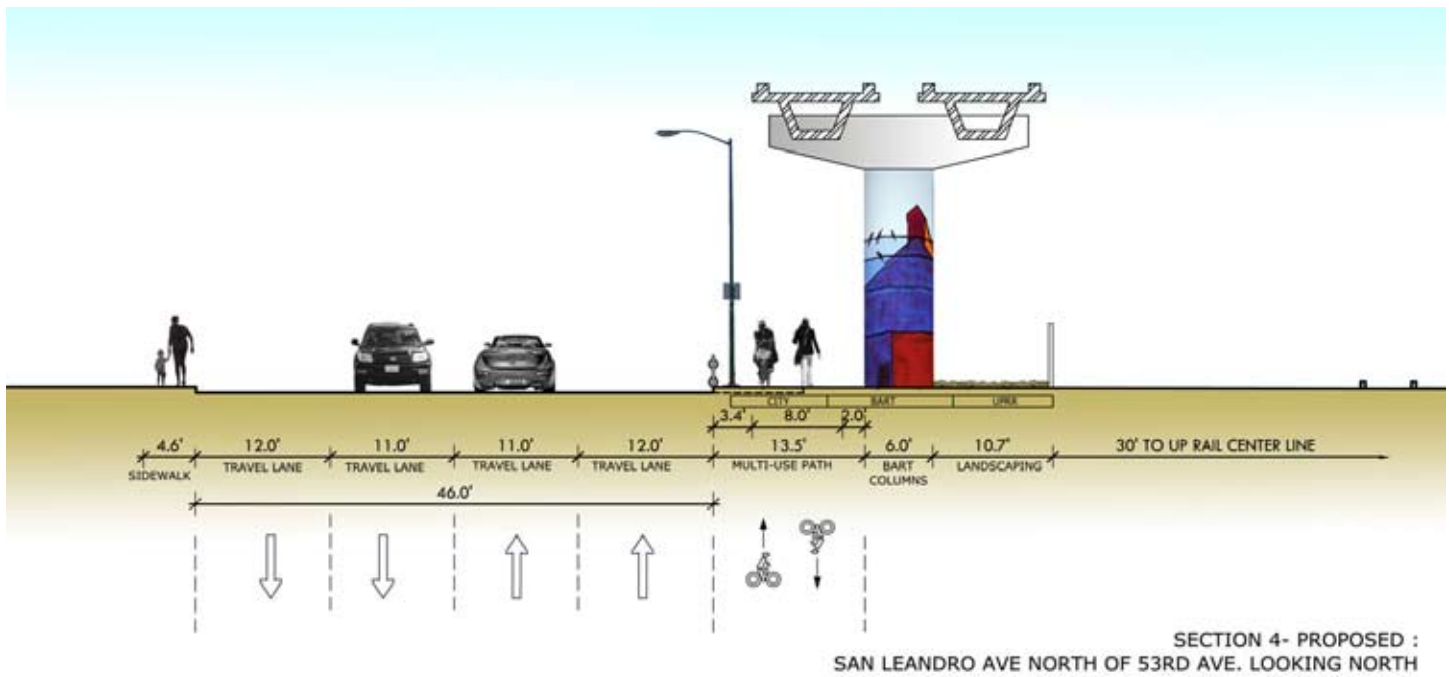
Segment 4: San Leandro Street from 50th Avenue to Seminary, Oakland

Link

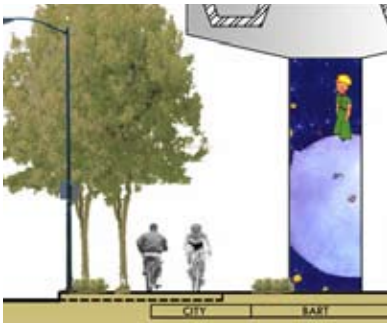
Install a 12-foot-wide multi-use pathway between the BART columns and the street, separated from the road by a low, vertical barrier.

Seam

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.



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



Link

Install a 12-foot-wide multi-use pathway between the BART columns and the street, separated from the road by a landscaped buffer zone.

Seam

The railroad track crossings for people coming from the east are a significant barrier to accessing the proposed route. We recommend making these crossings accessible and safe for pedestrians.

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



Lion Creek

Link

Cyclists and pedestrians traveling to the Coliseum BART Station will continue on San Leandro Street. To avoid the bus stop on San Leandro Street, cyclists not stopping at the BART station will use Snell Street, 69th Avenue, and 75th Avenue.

Seam

We recommend cleaning up Lion Creek and Arroyo Viejo, restoring the natural habitat around them, and making them visible to Greenway users with signage and public art.

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



A twelve-foot wide multi-use pathway along San Leandro Street

Link

Install a 12-foot-wide multi-use pathway between the BART columns and the street, separated from the road by a landscaped buffer zone.

Seam

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

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



A simulation of a linear community park on the railroad land near 105th Avenue

Link

The preferred Greenway route 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. At the park, the path would transition into Class II bike lanes on San Leandro Boulevard.

Seam

Streetscape and landscape improvements where the Greenway meets 105th Avenue could tie together the Stonehurst school and park, the bus stops, and the median to create a community hub. The railroad land south of 105th Avenue is wide enough to contain a linear community park.

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



Signage from the downtown History Walk

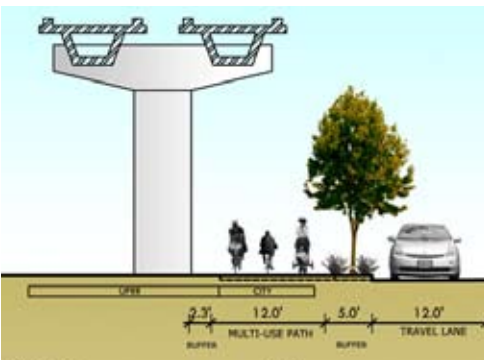
Link

Use the existing Class II bike lanes on San Leandro Boulevard.

Seam

The Greenway in this segment could expand on the existing downtown History Walk; seniors living in downtown housing should be involved in programming walks on the Greenway.

Segment 10: Thornton Street to Hudson Lane, San Leandro



Link

Create a multi-use pedestrian and bike path under the BART structure on the side of the street.

Seam

The triangular piece of land at the intersection of Thornton Street and San Leandro Boulevard could be transformed into a small pocket park, community garden, model storm-water garden, or enhanced bus stop.

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



A simulation of the Greenway at 147th Avenue

Link

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 Avenue.

Seam

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.

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



A simulation at Hesperian Avenue

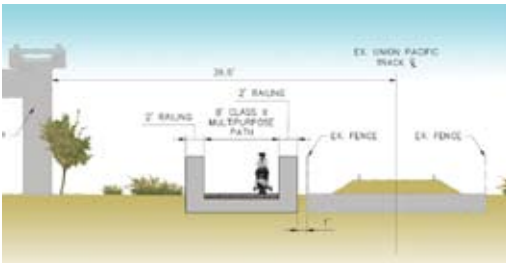
Link

Install a multi-use path on the east side of the BART columns.

Seam

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.

Segment 13: Bay Fair Station, San Leandro and Ashland



An overpass over Thornally Drive and Estudillo Canal is required at Bay Fair Station

Link

The preferred route is the most direct route, staying under the BART north of the station, although crossing Hesperian Boulevard will be problematic without some form of traffic control.

Seam

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* addresses these access points.

Segment 14: Elgin Avenue to Hampton Road, Ashland



Proposed bike lanes on Ashland Ave.

Link

At this point, the BART tracks are at grade, and the Greenway must follow bike routes on existing streets.

Seam

We recommend connecting the Greenway with the several schools in these neighborhoods, especially to Edendale Elementary School and Park by extending Ashland Avenue improvements to the north.

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



A simulation of a Class III bike route and landscaping along Western

Link

Create an on-street bicycle boulevard along Western Boulevard from Hampton Road to A Street.

Seam

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.

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



Proposed bike lane on B Street

Link

The preferred Greenway route remains on Western Boulevard (Class III) 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 (Class II) and travels half a block to the Hayward BART Station.

Seam

Public art could be used on the columns where the BART tracks cross B Street to identify the Greenway and the station entrance.

implementation

Several steps are required to get from this Concept Plan to an actual Greenway. The first is to gather feedback on the concept plan design. Next is to negotiate through environmental review, land ownership and easement acquisitions, and funding applications. Finally, the design will be further refined, as regional and local agencies shepherd the plan through their permitting process.

The next step will be the environmental analysis of this proposal. The Alameda County Transportation Improvement Authority (ACTIA) has taken on the responsibility for this review. As the “lead agency,” they will comply with the California Environmental Quality Act and most likely the National Environmental Policy Act. ACTIA and Urban Ecology expect that this process to be completed in early 2009. Only after the East Bay Greenway is certified as complying with these laws, can funding be obtained to build the Greenway.

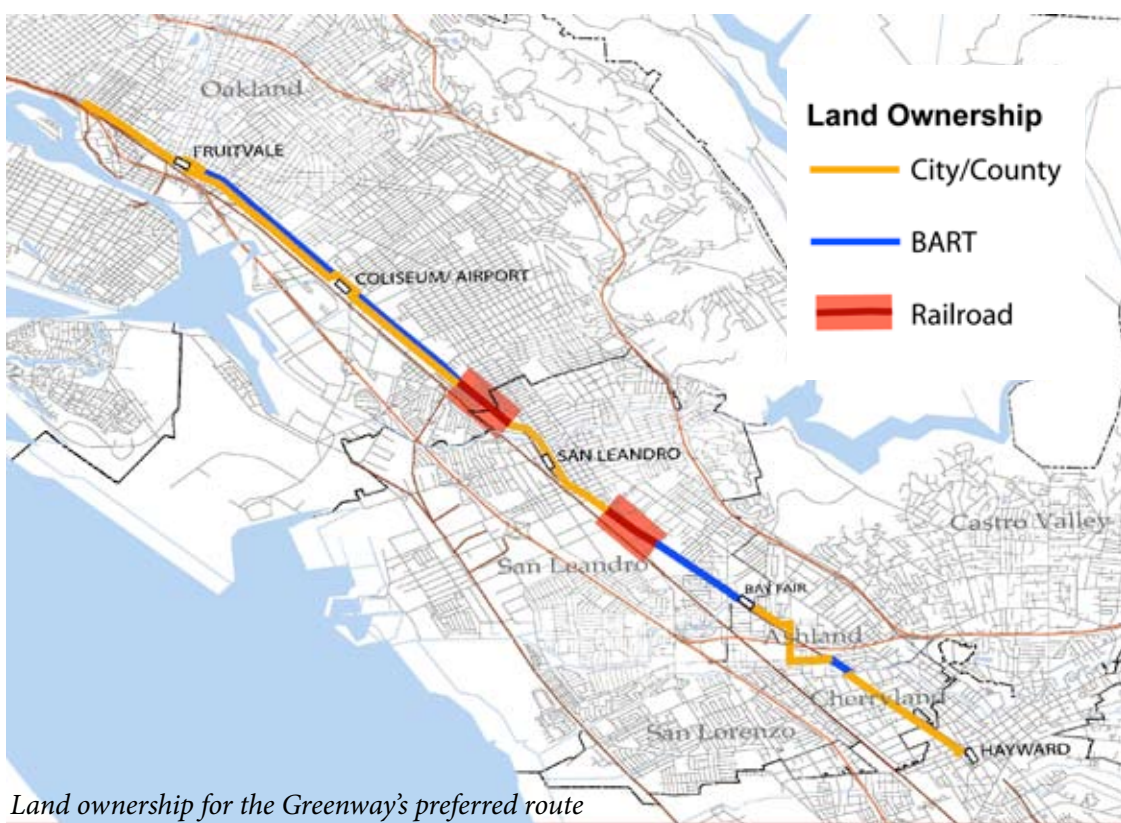
Land Ownership and Easement Acquisition

Land for the proposed greenway is owned and maintained by a variety of agencies: BART, the Union Pacific Railroad (UPRR), and city and county governments. The Greenway is envisioned as a short-term, implementable plan that focuses on creating a transportation link between BART stations. The alignment was chosen in order to minimize the amount of negotiations required with UPRR.

UPRR Land

BART has a joint-use easement with the railroad for some of the land underneath the BART tracks. The Greenway’s preferred alignment uses this joint-use easement land only from 98th Avenue to 105th Avenue in Oakland (Segment 7). However, the pathway would be more attractive if landscaping and drainage improvements were allowed on joint-use land for all segments of the Greenway.

In Segments 8 and 11 (105th Avenue to Park Street in Oakland and San Leandro, and Hudson Lane to 147th Avenue in San Leandro), the preferred route uses UPRR land. Use of this land would require a new easement negotiation with UPRR. As these segments are more than 15 feet from the track centerline, there is no conflict in having the trail coexist with the existing railroad and existing use of the rail line.



BART Land

Segments 4, 5, 7, 12, and 13 use BART land for the pathway and would require BART permission for the Greenway. Additionally, BART's permission will be required if the area underneath the BART tracks from 39th Avenue to 47th Avenue in Oakland is to be converted into community open space.

Traffic and Parking Impact Analysis

A preliminary traffic analysis of proposed striping changes along the Greenway showed little to no negative impacts. The only proposed lane conversions for the preferred Greenway route are in Segment 1 (E 12th Street from 18th Avenue to Fruitvale Avenue, Oakland). These lane conversions are already being studied by the City of Oakland in order to implement Class II bike lanes.

In the City of Oakland removal of parking also requires approval by the City Council. Parking removal is proposed in Segments 3, 4, 7, and 14.

Opinion of Probable Construction Costs

Our preliminary opinion of probable construction costs for the East Bay Greenway is approximately \$32 million. As we have no control over costs or market conditions, we make no warranty, expressed or implied, as to the accuracy of such opinions as compared to bid or actual construction costs.

This preliminary estimate covers the design, engineering, and construction of the preferred alignment of the Greenway including signage, path crossings, fencing, landscaping, and site amenities (benches, bike racks, public art) directly adjacent to the Greenway. It does not include land/easement acquisition costs or maintenance costs for the route.

Nor does it cover the community connections suggested in the segment designs, such as improved intersection crossings to get to the Greenway, open space opportunities, and links to community destinations.

Greenway Construction

The construction East Bay Greenway can be funded by a variety of federal, state, local, and regional sources. But in order to get to this final step, an organizational structure is required to move the project forward. There are three main options: implement the plan on a city-by-city basis with each city taking the lead in its jurisdiction, form a joint powers authority (JPA) to lead the project, or have a regional agency take the lead for the entire length of the Greenway.

The simplest organizational structure would be for a regional agency to lead the Greenway project, at least through the initial construction phases. This avoids creating a new legal authority like the JPA and ensures that the Greenway will be implemented evenly across all jurisdictions.



programming

Programming active and positive use of the Greenway is key to its security and continued use. The more people use the Greenway, the more welcoming the path will appear, which will in turn discourage misuse.

Ultimately, the Greenway should serve the people who live along the twelve-mile corridor, and many existing groups and community organizations could become involved with the programming process of the Greenway. Working with these organizations through the design and programming can help ensure that the Greenway serves a true community need.

Potential Partner Organizations for Greenway Programming:

- East Bay Bike Coalition and Cycles for Change
- Farmers' Markets
- Public Art Competitions, Installations, Artists Cooperatives, and Cultural Centers
- Community Gardens
- Schools
- Senior Centers/Residences
- Houses of Worship
- Community-Based and Youth Organizations
- Neighborhood Associations and Neighborhood Crime Prevention Councils (NCPCs)
- Environmental and Creek Restoration Groups, and Local Garden Clubs
- Public Health, Hospitals Systems, and Health Clinics

A Greenway Rangers Program

A Greenway Rangers Program would help create a safe and welcoming Greenway. Rangers could monitor the Greenway on daily patrols, coordinate recreational programs, and lead educational tours. In the event of criminal activity, they would report the issue to the authorities and monitor the response. Rangers are already in used in parks and greenways across America.

Existing Ranger Programs and Greenway Rangers Compared	
<p>Urban Park Rangers:</p> <p>Typically either nature ambassadors or police-like forces.</p> <p>May or may not recruit from within the communities they serve.</p> <p>May be directly or indirectly associated with law enforcement.</p>	<p>Greenway Rangers:</p> <p>Broad duties in patrol and programming.</p> <p>Educational and recreational programming not limited to nature conservation but to include safety, history, arts and physical exercise.</p> <p>Community-based, staffed by community members, working with, not for, the police.</p>

Youth organizations, local businesses, artist groups, markets, and festivals are some of the existing assets along the corridor that could become involved in the construction and programming of the Greenway.



stewardship

A thorough Greenway maintenance plan is crucial to determining an accurate cost estimate, understanding the long-term commitment associated with its construction, and guaranteeing the Greenway's ongoing safety and success. Operations and maintenance funding can come from local and regional sources or be raised through special assessment districts, special taxes, or development fees.

“Who will maintain the Greenway?” A common question voiced in community meetings was. The options for maintenance responsibility are similar to the options for construction of the Greenway: city by city, a JPA, or a regional agency. However, very few regional agencies perform maintenance operations. A fourth option is to have a non-profit Greenway organization that can raise funds, coordinate volunteer efforts, and conduct outreach for the Greenway. Although this option is attractive, it is unlikely that sufficient private funds can be raised on an on-going basis to finance a non-profit dedicated solely to the Greenway.

Our “preferred route” for on-going maintenance and stewardship would be to form a JPA to oversee the entire Greenway. This would ensure adequate and equitable maintenance for the entire length of the Greenway.

conclusion

As a true working document, this East Bay Greenway Concept Plan, and all of the research, community engagement, and design that went into it, is only as good as the implementation recommendations that will help push it to construction and completion.

We have attempted to outline all of the possibilities and focus on the options that are strongest, individually and in combination, as of the printing of this plan. Even at this point, many variables and different combinations of structure or funding could work in different configurations. Moving forward in this process will bring new opportunities and new challenges that will require new strategies.

Urban Ecology is committed to making this Greenway a reality, and to forging the relationships and discussions and on-going work that will make the East Bay Greenway a reality.



Despite lack of sidewalks, crosswalks, and other basic pedestrian facilities, people use the East Bay Greenway corridor everyday.

About Urban Ecology

Urban Ecology has a 33 year record of utilizing community-based design to create healthy and sustainable environments. These urgently needed and diverse projects include: neighborhood action plans, schoolyard and park designs, streetscape and transportation access design, and community facility development. Most of these projects are in the Bay Area's most marginalized communities, and a number have been in the East Bay communities the Greenway will traverse.

Our staff of landscape architects, architects, planners, and project managers partner with communities and organizations to identify the problem or need, develop the process and plan, and seek resources to implement the design. We appreciate the generous funding provided by the State Coastal Conservancy, the California Endowment, and the Walter and Evelyn Haas, Jr. Fund. Without their support, this plan would not exist.



© Urban Ecology, Inc
Creative Commons Attribution-Share Alike 3.0
United States License

This plan is being released under the Creative Commons license. It may be reproduced for any purpose so long as attribution is given in full to Urban Ecology, and the resulting work is also released under a Creative Commons copyright.

Plans and Drawings are not for construction purposes.

The East Bay Greenway Concept Plan was funded by the State Coastal Conservancy, the California Endowment, and the Walter and Evelyn Haas, Jr. Fund. Without their support, this plan would not exist.



Copies of the full concept plan are available:

On-line: free download at www.urbanecology.org/greenway

Black and white hard copy: \$50 plus shipping

Color hard copy: \$100 plus shipping

CD-ROM: \$5 shipping included

Queries, questions, and comments are welcome.

Please contact us at:

URBAN ECOLOGY

582 MARKET STREET, STE. 1020

SAN FRANCISCO, CA 94104

PHONE: 415-617-0161

WWW.URBANECOLOGY.ORG

