

# San Lorenzo Creekway FAQ's

*Updated as of June 17, 2020*

## ***Who is leading this effort to make the San Lorenzo Creekway?***

The Hayward Area Recreation & Park District (HARD), the Alameda County Public Works Agency, and the Alameda County Flood Control and Water Conservation District (ACFCD) are working together on developing the San Lorenzo Creekway vision, recognizing the opportunity to create walking and biking infrastructure using existing right-of-way along the creek.

## ***Who will be responsible for maintaining and monitoring the San Lorenzo Creekway?***

ACFCD will continue to own and maintain the creek floodway, access roads and access points. ACFCD and HARD are currently working to develop a license agreement that will ensure effective maintenance, operations and public safety for the Creekway.

## ***My house is next to the proposed creekway and I'm concerned about privacy and safety. How will this be addressed?***

Community members often express valid concerns about privacy and safety as they relate to trails. Regarding privacy, it will be important to include design features to limit visibility from the trail onto adjacent properties—with a specific understanding of unique trail conditions along each segment.

Visibility is also a critical issue for safety. Maintaining good visibility from streets into the trail corridor will be an important aspect of a Crime Prevention Through Environmental Design (CPTED) approach to trail design. Visibility from public streets and good visibility along the trail will reduce opportunities for illicit activity. Second, safety will be further ensured by trail use. When more people use the trail, the trail becomes safe for everyone to use. Design again, will play an important role in encouraging use. Programming – for example, Creekway tours, student field trips, mural art projects, and neighborhood clean-up parties help to ensure a safe and active environment along the trail. Third, local law enforcement agencies (ACSO, HARD and HPD) are already collaborating as a part of the early stages of the design effort to plan how to ultimately help keep the Creekway safe for all.

## ***Have Muwekma Ohlone Tribe been included in this process?***

The planning and design of the Creekway is just beginning. This includes a broad-based community engagement effort at this visioning stage. Because the project relies on the existing ACFCD channel configuration as constructed, we do not anticipate formal tribal consultation as part of the environmental review. However, the planning and design team enthusiastically welcomes the involvement of any and all members of the community. As such we would greatly value input from members of the Muwekma Ohlone Tribe and will seek to create opportunities for that input.

## ***If the San Lorenzo Creekway gets awarded the grant, how long until the project is constructed?***

The current round of grant funding will be awarded in June 2021. If the San Lorenzo Creekway is awarded funds, staff expect that design development and environmental documentation will begin promptly, followed by construction. At this time, it is too soon to say when construction on the grant-funded portion of the Creekway can be completed, but it is very likely 2024 at the earliest.

We expect that the Active Transportation Program (ATP) grant-funded portion of the Creekway is only the portion from the San Francisco Bay Trail to the Hayward Japanese Gardens. Extension of the Creekway to the East Bay hills (EBRPD) will need additional time and separate resources.

***There are several nearby homeless encampments. How do you plan on addressing unhoused people camping?***

The presence of an unhoused population in Creekway communities is related to the Bay Area's housing crisis, mental health and addiction challenges, and other upstream issues. To be successful, the Creekway must feel welcoming to—and be used by—a broad range of community members. Project sponsors will work together to prevent camping in the Creekway, which is not compatible with safe operation of the flood control channel as well as potential future trail functions. Additionally, the project sponsors are seeking early input from a variety of public safety agencies as well as Alameda County Public Health services directed specifically towards those who currently are or at-risk for becoming part of the unhoused population.

***What are some other examples of multi-use paths/urban trails?***

Some highly used examples of multi-use paths in the Bay Area include the Ohlone Greenway, the Iron Horse Trail, and the San Tomas Aquino Creek Trail. The Ohlone Greenway connects neighborhoods and business districts in Berkeley, Albany and El Cerrito beneath the BART line. The Iron Horse Trail uses former rail right-of-way to provide a safe and convenient off-street connection for walkers and bikers along a 27-mile route from Concord all the way south to Dublin. The San Tomas Aquino Creek Trail is fairly similar to the planned San Lorenzo Creekway, in that it follows a creek and flood control channel. Additionally, the Alameda Creek Trail in Niles Canyon and Fremont is another excellent example. These paths provide popular walking and biking routes that connect people to destinations and provide opportunities for outdoor recreation for people of all ages and abilities.

***Does the Creekway provide opportunities for ecological restoration?***

In terms of length, the majority of the Creekway will be created along existing access roads that will continue to be used to maintain the flood control channel. In addition, the focus of this grant-funded effort is on active transportation. As such, there is no substantial opportunity for creek restoration with this grant. However, interpretive signage as well as some forms of public art will be included, and as the Creekway is extended to the east, there will be opportunities incorporate environmental enhancement of the creek's upper reaches.

***Will the Creekway introduce invasive plants?***

No. To start with, there is very little room to plant anything along this channel. Also, the ACFC must carefully steward its maintenance requirements and capacity as a part of this project. However, where limited opportunity sites for plantings might occur, they will be chosen carefully with an eye toward beauty, climate appropriateness, maintenance needs, and will not include invasive species.

***Will the pedestrian bridge near KIPP Academy be reopened?***

Historically, the bridge was called the Via Barrett Bridge because it connected to a pathway across the KIPP Academy campus that lead to Via Barrett in San Lorenzo. The Flood Control District closed the northern entrance to the bridge because the KIPP Academy closed its gate south of the bridge. Once the bridge became a dead-end, the SLZUSD District closed the other side (the northern entrance) to prevent loitering on the structure. If the San Lorenzo Creek Trail is approved with appropriate agreements with HARD for trail operation and maintenance, it may be possible to open the bridge. The trail might allow for the bridge to be reopened to provide trail connectivity and usefulness for San Leandro residents. If the bridge is reopened, any future access to KIPP Academy will depend on whether the KIPP Academy chooses to open its gate.

***What happens with past easement agreements?***

In locations of the trail where there are existing easements, the ACFDC will review those easements to see whether any modifications to those easements are necessary and those will be addressed on a case-by-case basis.

***I have a question about the fence line for the proposed project. There is currently a fence in my backyard on the property line. Will the Creekway project still keep this same fence location, on the property line? Are there any plans to widen the walkway path so that it takes space away from my backyard?***

The trail actually switches sides of the channel a couple of times because it follows the county's maintenance roads. On the side where the trail will be at any given point, the answer will generally be "no" to losing personal property or taking away space from a private backyard. A few very select conditions may involve an easement with the Flood Control District but those will be addressed on a case-by-case basis.