



# 16<sup>th</sup> and Mission BART STATION ACCESS PLAN August 2002



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Bay Area Rapid Transit  
Planning Department

## I. PLAN SUMMARY

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### A. Existing Conditions

The 16<sup>th</sup> Street Mission Station is the first BART facility in San Francisco's Mission District, after the Market Street stations along the M-line, heading toward Colma and soon the San Francisco Airport and Millbrae stations with a connection to Caltrain and the Peninsula. The immediate neighborhood surrounding the station is characterized by neighborhood-serving retail, higher density apartments, affordable housing, residential hotels, and light industrial activities such as car repair, printing, food preparation and distribution. Nearby, along 16<sup>th</sup> Street and Valencia Street are numerous restaurants, bars, and nighttime entertainment activities such as theatres, performance spaces, and galleries. The station is within half-mile of the oldest European settlement in the region - the Mission Dolores, a major tourist attraction in San Francisco. BART commuters who use the station are primarily by residents of the Mission District, Eureka Valley/Upper Market/Castro to the west, and Potrero Hill to the east.



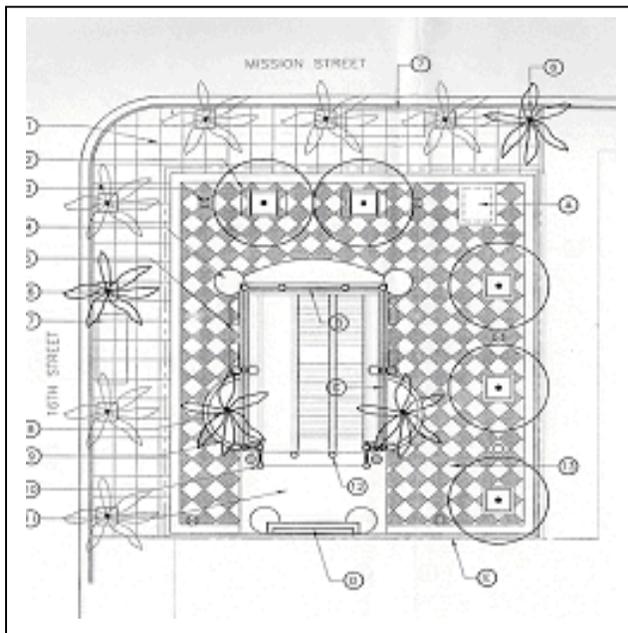
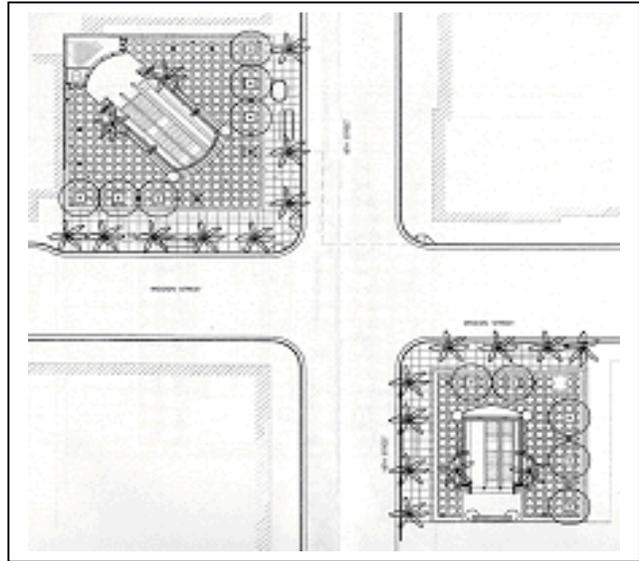
This Access Plan is an outgrowth of the community planning process which prepared the 16<sup>th</sup> Street Community Design Plan. From the community perspective, neighborhood planning has been ongoing since the BART lines were installed in 1969-1971. In recent years, the 16<sup>th</sup> Street/North Mission Neighborhood Association and the 16<sup>th</sup> Street and Mission Mini-Safety Task Force have continually discussed issues related to the station area at their monthly meetings. In 1995, Mission District community members came together through the Federal Transportation Administration's Livable Communities initiative to discuss how to improve transit use along Mission Street. Crime on MUNI Lines and narcotic-related crime in the neighborhood were major issues in this effort. Because of the complex jurisdictional issues that exist at intermodal stations, it took considerable effort to coordinate all of the agencies that needed to be involved. These efforts coincided with the emergence of the MTC's Transportation for Livable Communities (TLC) program and corresponding commitments from BART and the San Francisco County Transportation Authority (SFCTA). The community planning process began in 1997 with focus groups and surveys. From focus groups to design charrettes, over 100 people and organizations participated actively in the development of the Community Design Plan. Outreach efforts specifically targeted Spanish speaking people, youth, physically and mentally challenged individuals, senior citizens, artists, occupants of residential hotels, and business owners.

## B. Recommendations

The key recommendations from the community for improving access to the 16<sup>th</sup> Street Mission Station include:

- Increase accessibility and choices
- Improve visibility and connectivity
- Encourage a diverse range of activities and people on the plazas.

Visibility and accessibility were addressed by the Design Plan first by removing many of the visual and physical barriers that currently give the plazas a fortress-like quality and make pedestrian circulation difficult. Then, in order to create a vibrant, active atmosphere on the plazas, the plan provided space for new commercial and community activity on the plaza. The intent was to draw more people to the plazas in the evening and on the weekends. Lastly, the community plan proposed to eliminate the sense of disorientation and isolation experienced at the station by connecting the plazas to adjacent buildings and installing locally created public art that draws on the unique assets of the Mission District.



Physical changes recommended by the Community Design Plan include:

- Increased useable plaza area
- Bus bulbs
- Bus canopies
- Public art
- Bicycle Storage
- Community information board
- Provision of choices for seating and movement between the plazas
- Improved circulation through the plaza and to the neighborhood.

Recommendations also include:

- Strategies to improve transit reliability
- Improved patron amenities
- Improved wayfinding signage, and,
- Provisions to encourage bicycle access.

## II. PLAN DEVELOPMENT

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### A. Background

The 1999 Bay Area Rapid Transit (BART) District's Strategic Plan called for improvements to station access by all modes through the promotion of alternatives to driving alone, and linking station access with other key strategic goals. In May 2000, the BART Board adopted the "Access Management and Improvement Policy Framework" which focuses on:

- *Enhancing customer satisfaction;*
- *Increasing ridership by enhancing access to the BART system;*
- *Creating access programs in partnership with communities; and*
- *Managing access programs and parking assets in an efficient, productive, environmentally sensitive and equitable manner.*

In accordance with these goals, the BART Board directed staff to prepare three Comprehensive Plans and eleven additional Access Plans for stations throughout the BART system. These plans will examine and prioritize station access improvements, which could include physical enhancements, new programs, or policy changes that would facilitate BART's goal to achieve patronage targets by mode for each station and to support systemwide targets. These plans may need to adjust over time due to changing conditions, policies and programs.

### B. Purpose

In response to peak period access constraints primarily at home-origin BART stations, the BART Board asked staff to develop Access Plans consistent with BART's Strategic Plan and its access management policies. The Access Plans are intended to balance automobile and other modes while focusing primarily on peak period access constraints. These plans may also address access issues outside the formal scope of home-based AM trips and are expected to benefit all trips to and from BART.

A key goal of the Plans is to ensure that access planning for BART stations will both consider and guide other capital investments, such as those promoting station area development and increasing station capacity. In this initial stage of preparing Access Plans, however, the primary focus remains access to the station. A Comprehensive Plan would encompass a more complete integration of station access, station area development and internal station capacity.

The proposed access targets, in the Access Management and Improvement Policy Framework, include a reduction in the share of AM peak period patrons arriving by solo driving with corresponding increases in walk, bicycle, carpool, passenger drop off and taxi modes. The proposed targets shift the solo driver from 38 percent in 1998, to 33 percent in 2005, to 31 percent in 2010. Table 1 outlines both 2005 and 2010 targets. The achievement of these targets depends on availability, cost, predictability, convenience and safety of the mode.

**Table 1: Systemwide Mode Share Targets\***

<b>Mode</b>	<b>1998 Mode Share</b>	<b>2005 Targets</b>	<b>2010 Targets</b>
<b>Walk</b>	<b>23.0%</b>	<b>24.0%</b>	<b>24.5%</b>
<b>Bike</b>	<b>2.0%</b>	<b>2.5%</b>	<b>3.0%</b>
<b>Transit</b>	<b>21.0%</b>	<b>21.5%</b>	<b>22.0%</b>
<b>Drop-off, Carpool, Taxi</b>	<b>16.0%</b>	<b>19.0%</b>	<b>19.5%</b>
<b>Drive Alone</b>	<b>38.0%</b>	<b>33.0%</b>	<b>31.0%</b>

\* Targets do not include new ridership to be generated by the SFO extension.

*Data Source: Analysis prepared by R. Wilson, Ph.D. AICP, Transportation Consultant, 2001*

Station-specific targets have not been estimated in the Access Plans. Access recommendations proposing to influence travel behavior are still unproven, and the effectiveness of these projects would need to be monitored following the completion of this first series of Access Plans. This will inform the development of future station-specific mode split targets that are more reliable and meaningful for Access Plan updates as well as future Access Plans.

### **C. Process**

The development of the Station Access Plans began with a systematic information gathering effort. Relevant data included: ridership, mode split, on-going access activities and programmed capital improvements. The station area scan included land use, demographics, existing plans and pending local improvement projects from local stakeholders.

The next steps involved an assessment of the current access opportunities and constraints at each station. The primary internal forum to solicit input occurred through the Station Area Working Group. This interdepartmental staff met on three occasions to discuss draft plans, share information, and provide critical comments.

The access planning process also included outreach with external local partners as well as review of local planning and programming documents. For the 16<sup>th</sup> Street Mission Plan, the following partners were consulted through a series of meetings and conversations.

The 16<sup>th</sup> Street Mission Community Design Plan included outreach to the following partners.

#### Input from BART Departments and Partner Agencies

- BART (Transit System Development, Capitol Grants, Community Relations, Customer Access, Marketing and Research, Maintenance and Engineering, Police, Real Estate, Operations and Station Area Working Group)
- City and County of San Francisco (MUNI, SF Planning Department., the SF County Transportation Authority, SF Police Dept., Dept. of Parking and Traffic)

### Stakeholder Outreach

- Mission Housing and Development Corporation
- 16<sup>th</sup> Street Neighborhood Association
- Mission Merchants Association
- Clarion Alley Mural Project
- Mission Economic Development Association
- St John's Education Center
- Well Fargo Bank
- SRO Collaborative



## III. CURRENT CONDITIONS

### **A. Station Setting**

The 16<sup>th</sup> Street Mission Station is an urban subway station located near the Mission Dolores of San Francisco. It is one of two Mission District Stations located just southwest of the San Francisco Civic Center. The Station is an important intermodal transfer point between BART and MUNI. Three major MUNI Trolley Coach Lines serve the Station area, two of which are identified as Major Rapid Transit Corridors by MUNI.

The neighborhood is characterized by high-density mixed-use and residential development and includes numerous employers both in the non-profit sector and in light industrial, characterized as Production, Distribution and Repair (PDR). Examples of PDR include auto repair, food distribution and preparation, and printing. These land uses provide relatively higher paid jobs for neighborhood residents, as compared to minimum wage service jobs. PDR jobs are often located in older, one or two story buildings, which in recent years have been vulnerable to redevelopment as live-work units, also know as lofts.

Over 85% of the housing units in the Mission are renter-occupied, and the residential vacancy rate is estimated to be less than 5%, compared to a citywide average of 7%. A significant exception to the low vacancy rate can be found in some of the area's fifty-six Single Room Occupancy (SRO) hotels where vacancy rates can be as high as 40%. Twenty-eight SRO hotels, with over 1100 units of housing, can be found within a two-block radius of the station.

Until recently, most of the new residential housing in the vicinity has been below market, affordable housing built by Mission Housing Development Corporation specifically targeting special needs groups such as the elderly, low income families, and the disabled, particularly people with AIDS.

In the late 1990's, the Mission was affected by the "dot-com" boom as the buildings which previously housed non-profit uses were converted to offices, and jobs providing light industrial uses became housing for the newly wealthy. Gentrification also has been an issue in the Mission due to its sunny weather and supply of historic homes and flats at relatively affordable costs. The desirability of the Mission for those seeking an urban lifestyle is enhanced by excellent public transit access by both BART and MUNI and a proliferation of new restaurants, bars, and entertainment activities.

In addition to transfers between BART and MUNI, there are a significant number of transfers between MUNI lines that occur on the BART Plazas. Three major transit corridors converge at 16<sup>th</sup> Street Mission, as described below.

### Van Ness Mission Rapid Transit Corridor.

The proposed rapid transit corridor would connect the high volume arteries of Van Ness Avenue and Mission Street. Together, these two arteries have a total ridership of almost 100,000 daily riders. Ultimately, this corridor will connect Fort Mason to the Daly City BART station and serve City Hall, Civic Center, the Mission District and the residential and commercial corridors along Van Ness and Mission Street. Much of the corridor is composed of relatively dense, low-income residential areas with a high percentage of transit dependent residents. 49 Van Ness Mission, an electric trolley coach service, has 8-minute peak headways and carries an average 19,490 weekday rides. MUNI's 14 Mission, also an electric trolley coach service, runs every 5 minutes and carries 37,310 weekday riders. Additionally, the 14 Mission Limited provides 8-minute peak service and carries an average of 6,052 weekday riders. The 14 Mission Express, which operates during peak hours in the peak direction, carries 2,572 riders each weekday. Buses on Mission Street experience delays due to high levels of congestion, making reliability an issue. In the last ten years, the scheduled PM peak run time for the 14 Mission has increased 20.4%.

### Fillmore –16<sup>th</sup> Street Rapid Transit Corridor

The 22 Fillmore, an electric trolley coach service, serves the Fillmore-16th Street corridor. This is a major crosstown route, with almost 25,000 passengers each weekday. It serves the Fillmore commercial district and the residential neighborhoods of Pacific Heights, Western Addition, Mission, and Potrero with six minute headways during the PM peak. This route is a demonstration for a real-time passenger information system, which informs passengers at selected stops when the next two buses are expected to arrive. The route experiences more delays in the Fillmore district due to its higher ridership and because there is only one lane in each direction and parking and turning movements block transit. This route is scheduled to be rerouted as Mission Bay develops to continue on 16th to the Third Street light rail. MUNI's plans call for Bus Rapid Transit (BRT) –type service on 16<sup>th</sup> where there could be an exclusive lane for buses and Transit Preferential Street (TPS) improvements on Fillmore such as signal priority, bus bulbs, and left turn restrictions.

### 18<sup>th</sup> Street-Castro-Potrero Corridor

The third transit corridor providing service to 16<sup>th</sup> Street Mission is the 33 Stanyan, an electric trolley coach service. This is a crosstown route with weekday ridership of 6,800 and 20-minute headways during the PM peak. This route connects the Haight, Castro/Eureka Valley neighborhoods and commercial centers with the Mission and Potrero Hill neighborhoods and terminates at San Francisco General Hospital. This line was recently rerouted to provide direct service to the 16<sup>th</sup> Street BART plaza in both directions, rather than only westbound.

The 53 Southern Heights is a feeder service serving the Southern Heights neighborhood on the eastern slope of Potrero Hill.

## **B. Future Development**

Residential and commercial development activity is expected to increase considerably within the next ten years in the station area. According the San Francisco Planning Department, there is potential for over 2.3 million square feet of development within a quarter mile of the station. In the area known as NEMIZ (Northeast Mission Industrial Zone), eight to ten sites are currently in development for uses ranging from residential lofts to office space. Outside of the NEMIZ, four to six other sites are being developed within walking distance of the station. These projects include a 60 unit market-rate mixed-use building 17<sup>th</sup> and Hoff completed in 2001 as well as two potential mixed-use affordable housing developments adjacent to and across from the BART plazas.

Beyond the immediate station area, there is the 315-acre Mission Bay development. The nearest portion, is located along the 16<sup>th</sup> Street Corridor, is Mission Bay South and will include 3,000 new units of housing, a 44-acre campus of the University of California – San Francisco, 5 million sq. ft. of private biotech, Research & Development, multimedia and office space, 38 acres of parks, and up to 500,000 sq. ft. of retail space. It is expected that up to 30,000 people will be employed at Mission Bay.

The rate of growth in the inner Mission has slowed due to the economy; however, prior to the “dot com” bust the rapid change in the neighborhood resulted in the imposition of a moratorium on new loft and office development. The San Francisco Planning Department is currently conducting a zoning study in anticipation of the expiration of that moratorium.

## C. Community and Rider Demographics

### Ridership

The 24<sup>th</sup> Street Mission Station is one of the most heavily used in the BART system, ranking ninth in overall ridership volume. Most of the stations that rank in the top seven are located in downtown San Francisco or Oakland, and are mainly destination stations in the morning. The 16<sup>th</sup> Street Mission Station, by contrast, is used predominantly as a morning home origin station.

During the AM peak (6 a.m.-9:30 a.m.), the top eight destinations from 16th Street /Mission are:

- 1) Embarcadero
- 2) Montgomery
- 3) Powell
- 4) Civic Center
- 5) Glen Park/Balboa Park
- 6) 12th Street-Oakland City Center
- 7) Downtown Berkeley
- 8) 19th Street Oakland

In Fiscal Year (FY) 2002, the average weekday daily exits at the 16<sup>th</sup> Street BART station were 8,442, a 36.3 percent increase from FY 1997. However, the FY 2002 ridership is about 8 percent less than last year's ridership. Like other BART stations in the system, 16<sup>th</sup> street Mission's declining ridership reflects the current economic downturn in the Bay Area. Ridership at 16<sup>th</sup> Street Mission is expected to grow over the next decade, but at generally the same rate as growth in the system as a whole. This projection does not assume significant future development in the station area or dramatic changes to station access. Ridership could grow more rapidly if the impacts from the new BART to SFO extension are greater than anticipated. Also, while the estimates are still being determined, the proposed BART extension to Milpitas, San Jose and Santa Clara is also expected to increase ridership (and access needs) at this station when it opens around 2012.

Currently, about 83 percent of the 16<sup>th</sup> Street Mission patrons who enter before 10 am are headed for one of the four downtown San Francisco stations. Not surprisingly, about 50 percent of riders at the station use a Muni Fast Pass as their fare medium on BART. In addition, a significant share of riders (36%) is bound for downtown Oakland and Berkeley.

The map below shows the home origins of BART riders using the 16<sup>th</sup> Street Mission station.



Demographics

The following is an overview of the 16<sup>th</sup> Street Mission demographic information for the AM peak based on the 1998 Station Profile Study.

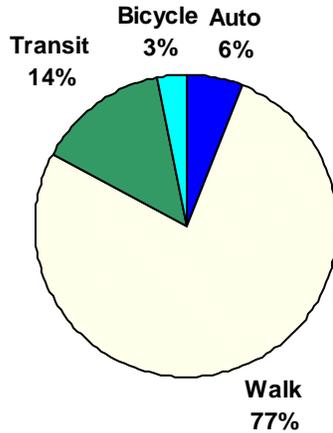
Race and Ethnicity	1998 BART Riders <i>(AM Peak: 5:30AM to 10:00AM)</i>		2000 Station Neighborhood <i>(1 mile radius from the Station)</i>	
	16 <sup>th</sup> Street Station	System-wide	16 <sup>th</sup> Street Station	System-wide
White	81%	58%	59%	45%
Black	5%	15%	6%	13%
Asian or Pacific Islander	9%	23%	11%	25%
American Indian, Eskimo or Aleut	1%	1%	1%	1%
Other Race	6%	5%	23%	16%
Hispanic Origin*	16%	12%	36%	22%

Gender	1998 BART Riders <i>(AM Peak: 5:30AM to 10:00AM)</i>		2000 Station Neighborhood <i>(1 mile radius from the Station)</i>	
	16 <sup>th</sup> Street Station	System-wide	16 <sup>th</sup> Street Station	System-wide
Female	52%	57%	43%	49%
Male	48%	43%	57%	51%

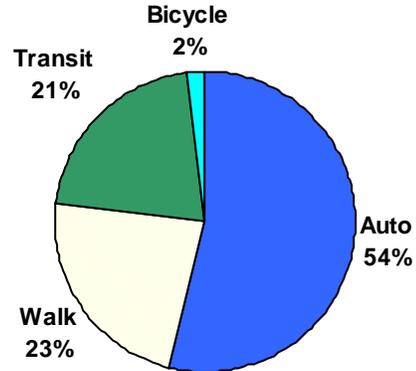
Household Income	1998 BART Rider <i>(AM Peak: 5:30AM to 10:00AM)</i>	
	16 <sup>th</sup> Street Station	System-wide
\$30,000 or Less	36%	21%
\$30,001 to \$60,000	35%	34%
\$60,001 to \$100,000	29%	47%
Over \$100,000	8%	

## Mode Split

16<sup>th</sup> Street-Mission



Systemwide



With no parking at the station, comparatively few patrons arrive by car; only the Powell Street Station has a lower auto access share. Almost two-thirds of patrons arrive on foot (the highest share in the system), which is not surprising given its location in the heart of a dense urban neighborhood.

Transit carries less than a quarter of all trips, slightly below the systemwide average. While the area is rich in Muni transit service, many local Muni riders are bound for downtown San Francisco, rather than the closest BART Station.

The relatively high bike access share is likely due to several factors. The station is situated near roadways that connect adjacent residential neighborhoods to the station and the relatively flatter terrain on these roadways provides a more conducive environment to bicycling. Recent efforts by BART to provide bike-parking facilities at the station and the City of San Francisco's effort to develop the Valencia Street bike lanes provides additional opportunities to increase bicycle access. However, BART policy does not allow bikes on any train from 24<sup>th</sup> Street Station in both the morning and evening peak period.

## IV. Opportunities and Constraints

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### A. Walk

The importance of walking as an access mode at 16<sup>th</sup> Street Mission is reflected in the above table with its percentage of walkers representing more than 3 times the systemwide average. This high percentage reflects the dense urban character of the neighborhood, low automobile ownership and low incomes of the area. Plaza improvements currently under construction are intended to improve the pedestrian experience by making the plazas active and safe environments, particularly at night. Given the popularity of the neighborhood for nighttime activity and the lack of parking in the area, BART can provide regional access to both patrons and employees of restaurants, bars, club and performance spaces.

Key recommendations to improve walking access are:

- Create a safe and inviting environment on the Station Plazas and near the Station;
- Encourage programmed activity in Station Plazas such as vendors, rotational exhibits, or activities associated with neighborhood non-profit organizations;
- Provide a sheltered waiting area with seating;
- Provide wayfinding signage within the station and the station area;
- Provide late-night BART service for patrons and employees of late night entertainment establishments; and
- Encourage development of pedestrian friendly, mixed-use development in station area.

### B. Bike

Bicycle usage at this station is higher than the systemwide average reflecting the existence of bicycle storage facilities located within the paid area; the number of younger, lower income area residents and proximity to the very successful bike lanes constructed on Valencia Street in recent years. It is likely that the percentage of bicycle use at the station is currently higher than reflected in the 1998 passenger survey, given station storage facilities built since then, construction of the Valencia Street bicycle lanes, and relaxation of BART rules restricting bikes on trains.

Key recommendations to improve bicycle access are:

- Provide for additional safe and secure bicycle storage at the station to meet demand;
- Provide stair channels between the street and platform to accommodate movement of bicycles;
- Explore the feasibility of reducing the restrictions of bicycles on trains, particularly southbound to the Millbrae connection to Caltrain;
- Explore the feasibility of a bicycle station on one of the plazas or in the station area; and,
- Work with the city to improve bicycle lane infrastructure and wayfinding signage for bike lanes to and from BART.

### C. Transit

Current transit access to the station (based on the 1998 Station Profile survey) is one-third lower than the systemwide average. It is likely that given other options for transit access to BART, patrons may be utilizing the Civic Center or 24<sup>th</sup> Street Mission stations instead of 16<sup>th</sup> Street Mission because of safety concerns, particularly at night. Safety may also be a concern for those using the transit lines serving the station, particularly the Mission busses. Rerouting of MUNI's 33 Stanyan bus to serve the station in both directions should improve access along this line. NextBus technology has been implemented on the 22

Fillmore, which should improve ridership. Two crosstown, rapid transit corridors described above and identified in MUNI's X plan serve the station and are proposed for significant service improvements in the future. Lastly, new development near the station and at Mission Bay South should contribute significant new ridership for the station in the future.

Key recommendations to improve transit access are:

- Complete plaza improvements to improve safety and provide patron amenities;
- Provide sheltered waiting areas with seating for transit users;
- Expand NextBus technology to additional routes serving the station;
- Update BART's brochures to reflect changes in MUNI service and routes;
- Encourage the implementation of MUNI's X-Plan to establish rapid transit corridors and improve service reliability; and
- Explore the need for and feasibility of shuttles to serve employers in Mission Bay South and other new development in the area, in conjunction with MUNI representatives.

#### D. Auto

The automobile mode share of 6% at 16<sup>th</sup> Street Mission is very low compared to a systemwide average of 54%, but surprisingly high, given the lack of parking and congestion in the area. It is likely that most people who access 16<sup>th</sup> Street Mission by car either arrive by taxi or are dropped off by people who then access the nearby regional freeway network (Highway 101 north and south) at 13<sup>th</sup> and South Van Ness. Nevertheless, there is some evidence that BART commuters park in the neighborhood and that handicapped patrons use disabled placards to park at meters near the station.

Key recommendations to improve auto access include signage and new drop off areas.

#### E. Other

Improving patron orientation and comfort in the station entrance area benefits users of all modes of access, and is key to the recommendations of the Plaza Design project.

## **V. Access Recommendations**

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Table 2 details the full list of access recommendations, although the recommendations have not been prioritized based on any set criteria. The effectiveness of the access recommendations will be monitored and in turn will inform future prioritization. All access improvements should be designed to accommodate people with disabilities.

**Table 2: Access Plan Recommendations**

<b>Mode</b>	<b>Recommendation Map Reference Number and Description</b>	<b>S/M/L Term*</b>	<b>Lead</b>	<b>Funding Tier and Source**</b>
<b>WALK</b>				
<b>Improvement to Pedestrian Environment</b>	W1: <b><u>Plaza Remodel:</u></b> Remodel the two plazas to improve the environment with lighting, better sightlines and accommodations for joint development and vendors per the Community Plan.	S/M	BART	Tier 1: MTC, BART, SFCTA
	W2: <b><u>Joint Development:</u></b> Develop adjacent properties with higher-density mixed-use that will induce new walk trips to BART and encourage off-peak BART use activating the Plazas.	M-L	BART	BART Real Estate Lead N/A
	W3: <b><u>Local Streetscape Improvements:</u></b> Assist planning the streetscape improvements for Mission Street and 16th Street.	M	City of SF	Tier 2: DCP, DPW
<b>Information</b>	W4: <b><u>Pedestrian Pathfinding</u></b> - Install pathfinding signs to orient pedestrians to key local destinations and landmarks, such as Valencia Street, Mission Dolores, Clarion Alley Murals Castro/ Upper Eureka Valley	S	BART City of SF	Tier 2: BART, San Francisco DPW
<b>Plaza Activation</b>	W5: <b><u>Programmed Activities</u></b> - Permit small scale vendors on plazas, work with non-profit groups to provide programmed activities such as rotational art and special events.	S	BART Local Community Groups	Tier 2: BART, Community Partners
<b>BIKE</b>				
<b>Bicycle Facilities and Amenities</b>	B1: <b><u>Bike Lockers/Racks</u></b> - Install 8-10 new perforated lockers or racks lockers in the paid area near station agent to ensure available bike parking outside of Bike Station hours.	S		Tier 1: BART (\$15,000)
	B2: <b><u>Bike Lockers/Racks</u></b> - Install space-efficient racks for 10 bikes in area near station agent.			

Mode	Recommendation Map Reference Number and Description	S/M/L Term*	Lead	Funding Tier and Source**
<b>BIKE</b>				
	B3: <b>Security Program Assessment</b> - Monitor success of bike storage security programs at 16th Street and plan similar projects based upon results.	M		
<b>Bicycle Facilities and Amenities</b>	B4: <b>New Accessible Entry gates</b> - install at bottom of stairs @ NE plaza	S	BART	Tier 1: 15,000
	B5: <b>Bike Station</b> - consider as part of community planning project for	L	BART	
	B6: <b>Stair Channels</b> - Install bike stair channels at new stairs entrances. Install one stair channel on stairway from Concourse to Platform level.	L	BART	Tier 2: BART
	B7: <b>Revise Bike "Block-Out" Times</b> - Consider revising "block-outs" in BART schedules to allow bikes on southbound am trains and northbound pm trains south of Civic Center	S	BART	
<b>Information</b>	B8: <b>Exterior Signs</b> - Locate bicycle parking signs at station entrances to direct cyclists to the new Bike Station	S	BART	Tier 2
	B9: <b>Free Brochure</b> - Develop a Bike & BART systemwide brochure that illustrates the regional bike network to all BART stations	M	BART	Tier 3: MTC, BART
<b>Key Access Routes</b>	B10: <b>Valencia Street</b> - Provide directional signage from Valencia Street bike lanes to the BART station.	S	BART SFTCA	FUNDED Tier 1: San Francisco TFCA
	B11: <b>Wayfinding</b> - Install a series of signs in Mission to guide cyclists on key bike routes to the BART station. Could be a stand-alone project or part of a general multi-modal wayfinding system.	S	BART	

Mode	Recommendation Map Reference Number and Description	S/M/L Term*	Lead	Funding Tier and Source**
<b>TRANSIT</b>				
<b>Improve BART - Muni Connection</b>	T1: <b>Enhanced Transfer Facilities</b> - Install new shelters and sidewalk bulbs in conjunction with Plaza remodel to improve sightlines and sense of comfort and safety.	M	MUNI	Tier 1: BART, MTC, SFCTA
<b>Muni Service</b>	T2: <b>Feeder Service</b> - Review opportunities to improve schedule coordination between BART and MUNI.	M	MUNI	Tier 3: MUNI
	T3: <b>Rapid Bus</b> - Participate in Van Ness-Mission Rapid Bus project proposed in the Muni "X" plan	S	MUNI	Tier 3: MUNI
<b>Information</b>	T4: <b>Prioritized Bus Information:</b> Prioritize key BART feeder routes in Next Bus expansion.	M	MUNI BART	Partly Funded Tier 1: MUNI
<b>Shuttle Service</b>	T5: <b>Market Shuttles:</b> List Shuttle services to BART on appropriate websites.	S	MUNI BART	
<b>Information</b>	T6: <b>Real Time Information</b> - Install real-time displays of BART train schedule information at Muni shelters. Install Muni next bus information on the BART platform level or the concourse or street levels	M	MUNI	Tier 2: MUNI
<b>Future Shuttle Service</b>	T7: <b>Shuttle:</b> explore feasibility of new shuttle service to Mission Bay South and other areas as redevelopment occurs	S	MUNI	Tier 3: SFTCA

<b>Mode</b>	<b>Recommendation Map Reference Number and Description</b>	<b>S/M/L Term*</b>	<b>Lead</b>	<b>Funding Tier and Source**</b>
<b>AUTO</b>				
<b>Auto Wayfinding</b>	V1: <b><u>Pathfinder Signs</u></b> : Install pathfinder signs in Mission to guide motorists to the station. This could be a stand-alone project or part of a general, multi-modal wayfinding system	S	BART	Tier 2
<b>Drop Off Area</b>	V2: <b><u>Drop-off</u></b> - Designate a drop-off area at the street level that could also serve as taxi loading zone without impairing Muni service.	S	BART	Tier 2
<b>ALL MODES</b>				
<b>Exterior Signage</b>	A1: <b><u>Station Identification</u></b> - Install prominent and Distinctive signage at the entrance to the station with station Name, "16th Street Mission" consistent with Community Design Plan	M	BART	Tier 3: BART
<b>Information</b>	A2: <b><u>New Maps</u></b> - Update the station area maps inside the Station	S	BART	Tier 1: BART
<b>Security</b>	A3: <b><u>New Video Cameras</u></b> - Install cameras on the plazas to allow live video feeds to BART HQ	S-M	BART	Tier 1: BART